



Poole Harbour Commissioners

- Annual Review • Accounts • Environmental Summary
- For the year ended 31st March

2023



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Welcome from the Chairman

I am pleased to introduce the Annual Report of Poole Harbour Commissioners (PHC) for the year ended 31 March 2023, and also to cast an eye toward some key developments in the coming year. The start to 2022 saw a welcome return, in April, to regular passenger-carrying ferry services between Poole and Cherbourg following a 25-month suspension due to the pandemic. After two years where port operations were below normal levels, I am delighted to report that PHC's turnover has recovered, and indeed during the reporting period has exceeded pre-pandemic levels.

Poole Harbour is an established centre for the marine leisure sector on the south coast and includes a healthy community of sailing clubs, marinas, luxury motor-yacht manufacturing, and associated businesses. Against this backdrop PHC operates two award-winning marinas which host numerous sailing regattas and events throughout the season. Additionally, they are the base for renowned offshore racer Pip Hare as she prepares for the 10th edition of the Vendée Globe solo, non-stop round-the-world yacht race in 2024. Demand for berths at our marinas is strong, exceeding current capacity and expansion to address the shortfall presents wider opportunities to benefit local businesses and enable job-creation. Accordingly, the Commissioners have a vision for Poole Harbour to evolve into the UK's premier marine leisure location. This is a key component in PHC's masterplan review which has been underway for a number of months.

The masterplan is a keystone of our strategy, seeking to recognise and address issues confronting the entire ports industry. It was last updated in 2013 and resulted in a new deepwater facility at South Quay. This was completed in 2018 and added significantly to the port's capacity. The latest review sets out an ambition, amongst other things, to build upon the success of our marinas and establish a Marine Centre to affirm our position at the heart of the burgeoning leisure sector.

Pre-consultation meetings with a wide range of stakeholders took place during 2022, a public update was presented at the annual open evening in May 2023 with two public consultation 'drop-in' events held on the port during June 2023. I was very pleased to meet so many stakeholders at these meetings where PHC staff and Commissioners were able to listen to views and note feedback. The masterplan consultation document born out of these meetings is available on PHC's website at www.phc.co.uk.



Photo supplied by kind permission of Ian Roman

Pleasingly, the PHC Annual Review and Accounts set out a strong set of financial results, which is a direct reflection of the outstanding commitment to customer service, flexibility, resolve and great spirit displayed by everyone employed at PHC. The Commissioners recognise the staff at PHC as our most important asset. For example, new initiatives over the past 12 months have included 21 staff attending a 2-day course to complete training as mental health first-aiders, and a review of employee access to wellbeing support in order to protect the health and welfare of everyone.

The response by PHC staff to an oil spill from the Wytch Farm oil field in March 2023 was outstanding. The oil was promptly contained and removed from the harbour, which minimised any environmental impact. This positive outcome reflects the many days of planning and training for such incidents by PHC staff each year. The entire team was involved in the response to this emergency and, on behalf of the Commissioners, I thank everyone for their professionalism, commitment and hard-work in dealing with the incident.

Finally, the early part of the year saw us commence the recruitment of a new Chief Executive. After 21 years James Stewart, or Jim as he is known on the port, decided it was time to retire from the CEO role and we bade him a fond farewell at the end of June. He will be missed by everyone and, on behalf of the Commissioners, I would like to take this opportunity to thank him for the many years of committed service to PHC and his personal, very significant, contribution to its success over the past two decades. But in saying goodbye to Jim, we also welcome Captain Brian Murphy as our new CEO and look forward to continued success.

Lee Hardy OBE
29 September 2023



Poole Harbour Commissioners Annual Review 2022-23

Poole Harbour Commissioners (PHC) are responsible for the Trust Port of Poole Harbour, established by an Act of Parliament in 1895. PHC has a responsibility to regulate, maintain and improve the Port of Poole and Poole Harbour. As a Trust Port, PHC receives no regular funding towards its day-to-day operations from either central or local government and, having no shareholders, is able to invest all profits back into the organisation for the overall benefit of the port, harbour and stakeholders.

Shortly before the year-end, on 26 March 2023, an oil spill was reported from the Wytch Farm Oil Field, operated by Perenco, on part of the southern shoreline of Poole Harbour. Because of the environmentally sensitive nature of Poole Harbour, a major incident was immediately declared and PHC, as Poole Harbour's statutory harbour authority, managed the operation to control and clean-up the spill, implementing the harbour's oil spill response plan. Working alongside a wide range of specialist organisations and stakeholder bodies, the response was highly effective at minimising any environmental consequences, demonstrating the value-added by PHC's prioritisation of planning and training in readiness for such incidents. The full costs of the clean-up operation have been borne by Perenco and no provisions, or contingent liabilities, are required in PHC's 31 March 2023 accounts as a result of the incident.

Following the post-Brexit 2-year transition period, the UK Government announced a new UK Borders Operating Model and PHC was one of the first UK ferry ports to successfully deliver the required facilities.

Governance

PHC endeavours to adhere to the highest principles of corporate governance in accordance with their trust port status as set out in "Ports Good Governance Guidance."

The Board

PHC is governed by a Board of twelve Commissioners, two drawn from the executive, one staff-representative and nine non-executive Commissioners appointed by independent selection panels. Commissioners are selected to serve a three-year term of office and are eligible to sit for up to three terms, however there is no automatic right to reappointment. Selection panels appoint new Commissioners annually, based on merit, and the organisation provides new Commissioners with an induction course to assist them with their duties. A further, temporary, selection panel was formed to manage the recruitment of a new Chief Executive, in preparation for James Stewart's retirement as Chief Executive on 30 June 2023. PHC arranges for Commissioners to attend Trust Port briefing sessions to help them understand their responsibilities.



PHC holds monthly Board meetings as well as other additional ad-hoc meetings and briefings which provide Commissioners with training in areas such as Health & Safety and Finance. The Chairman and Vice-Chairman of PHC are elected by the Board.

Sub-Committees

Two sub-committees operated during the year, the Audit & Risk Committee and the Remuneration Committee. Both committees comprise the 9 non-executive Commissioners. The Remuneration committee is chaired by PHC's chairman, and the Audit & Risk Committee is chaired by PHC's vice-chairman.

Board Attendance

Ten Board meetings, one Audit & Risk Committee meeting and four Remuneration Committee meetings were held during the year.

The table opposite shows the number of meetings attended by each Commissioner during the year for the period of their appointment.

Port Marine Safety

Marine safety remains a major priority for the organisation. This is managed by the Harbour Master in accordance with statutory requirements and the Port Marine Safety Code (PMSC). The PHC Navigational Safety Management Plan provides the required procedures and the Safety Management System

	Board Meetings	Audit & Risk Committee Meetings	Remuneration Committee Meetings
L Hardy (Chairman)	10/10	1/1	4/4
B Murphy (appointed as Chief Executive 1 July 2023)	10/10	n/a	n/a
A Andrews	10/10	0/1	3/4
R Bridewell	10/10	n/a	n/a
A Hall	10/10	1/1	4/4
D Houlton	10/10	1/1	4/4
D Norman (retired 31 October 2022)	6/6	1/1	1/1
M Pate	9/10	1/1	4/4
T Russell	10/10	1/1	4/4
R Selby	10/10	0/1	3/4
J Stewart (retired as Chief Executive 30 June 2023)	10/10	1/1	4/4
A Tate	10/10	1/1	4/4
S Young (appointed 1 November 2022)	4/4	n/a	3/3

provides the necessary, dynamic recording platform. PHC seeks to attain nationally agreed standards for safe marine operations and its Safety Management System is reviewed regularly along with all emergency plans including the Oil Spill Contingency Plan. The Board employs an independent Designated Person (DP) who reports regularly and directly to the Board. The DP continues to confirm the effectiveness of the PHC Safety Management System and that the organisation is fully compliant with the PMSC.



The annual inspection of Aids to Navigation was carried out by Trinity House, the General Lighthouse Authority, and they were found to be in “good and efficient order” with no non-conformities or Potential Improvement Notices issued. The Aids to Navigation lights availability is the average percentage of all lights over a 3-year period which was 99.83% (2022: 99.97%). Trinity House requires a minimum standard of 97% to 99% depending on category of light, which is driven by location.

The Harbour Master presents a safety report to the Commissioners at each monthly Board meeting and prepares an annual report as required by the Port Marine Safety Code.

Health and Safety

PHC has a clear, defined focus on Health and Safety within Poole Harbour and the port estate. Safety procedures are regularly reviewed and frequent safety inspections take place, all of which are recorded within the Safety Management System. PHC undergoes extensive external safety audits and is ISO 45001 accredited. The Health and Safety Manager reports directly to the Commissioners every six months and the Board receives monthly reports at their meetings. There were 2 reportable (RIDDOR) accidents during the year (2022: nil).

The Port

The Port of Poole is a successful commercial trust port, handling a wide variety of vessels including Ro-Ro traffic (high speed as well as conventional ferries), bulk cargo carriers, yacht-transport vessels and cruise ships. The port provides facilities for regular passenger and freight ferry services linking the UK with ports in France, Spain and the Channel Islands. Bulk cargoes include steel, timber, stone, clay, sand, bricks and grain shipments. The port provides regular employment for local and regional hauliers.

The Harbour

Poole Harbour is one of the outstanding features of the English Coastline. The harbour has major environmental significance and has been designated as a Wetlands Site of International Importance under the Ramsar convention, a site of Special Scientific Interest and a Special Protection Area.

PHC has a clear understanding of their environmental responsibilities and plays a leading role in the environmental stewardship of the Harbour. The Chief Executive chairs the Poole Harbour Steering Group, which involves key organisations and statutory agencies connected with the Harbour.



PHC's Environmental Policy is incorporated within the Annual Report and includes:

- Environmental Management
- Resource Management
- Waste Management
- Communication and Training
- Pollution prevention and control

PHC is responsible for maintaining navigational aids within their jurisdiction and updating hydrographic survey records on a regular basis.

Poole Quay Boat Haven and Port of Poole Marina

PHC owns and manages two marinas within its Leisure division. Poole Quay Boat Haven provides facilities for local fishermen and leisure boat owners and the Port of Poole Marina provides permanent berthing facilities for the leisure boating sector. There is continued strong demand for berths, with annual berths at full occupancy and visitor berths being fully booked, well in advance, during peak season. Both marinas hold 5 Gold Anchor status and PHC was runner-up in the 2022 Yacht Harbour Association Marina of the Year awards.

Security

PHC has responsibilities for port security, as set out in the International Ship and Port Facility Security Code, and is regularly inspected by the Maritime Transport Security Department.

Engagement with Stakeholders

PHC held a variety of liaison meetings with a broad range of stakeholders during the year. Our website and social media accounts provide regular updates, facilitating effective communication of information.

PHC's annual open evening events held in April 2022 and May 2023 were well supported by our many and varied stakeholders.

Stakeholder Benefit

PHC's key stakeholders are its customers, employees, central and local Government, the business community and the local community. Benefits provided to Government includes employment and corporate taxes and business rates paid to national and local government.

The local community benefit includes sponsorship of local organisations and PHC provides boats and crews



for police patrols in the Harbour. PHC are pleased to continue their sponsorship of Pip Hare as she trains for the 2024-25 Vendée Globe round-the-world solo yacht race. PHC has sponsored Pip, who uses our Poole Quay Boat Haven marina as her UK base for her racing yacht 'Medallia', since 2019.

PHC is a major partner in the Great Heath Living Landscape Project, a partnership with Dorset Wildlife Trust, the Erica Trust, Borough of Poole, Dorset County Council and the Amphibian Reptile Conservation Trust. PHC owns land within the environmentally sensitive area of Holes Bay which is managed as part of a major, local conservation partnership initiative, the Holes Bay Nature Park.

PHC continues to provide financial support and participation to the business community, which includes active membership of key regional and sector business organisations such as Dorset Chamber of Commerce, British Ports Association and many others.

Investment Policy

PHC aims to ensure that investments achieve long-term commercial viability and sustainability for the Commissioners, port & harbour users and other

stakeholders. When considering new investments, the primary objective is to generate commercial rates of return on its investments in order to generate profits for re-investment into securing and maintaining Poole Harbour and the Port of Poole.

Review of Services

PHC regularly reviews the way in which services are provided and procured in order to ensure that the organisation continues to be run efficiently.

The Poole Harbour Revision Order 2015

The latest Poole Harbour Revision Order was signed by the Secretary of State on 10th July 2015. This brought PHC's previous legislation into a modern form and provided the organisation with the authorities required to manage the port and harbour effectively. This includes the power to set general directions and unrestricted borrowing powers.

Customer Service

PHC endeavours to ensure that our levels of customer service are of the highest order and operates an ongoing programme of staff training and investment in Port infrastructure in order to maintain these standards.



Poole Harbour Commissioners Strategic Report

PHC's Mission Statement is "To promote the safe and sustainable use of Poole Harbour, balance the demands on its natural resources, develop the commercial Port of Poole & strategic infrastructure, work closely with our stakeholders, support the safe management of appropriate activities within the Harbour, and work strategically with key agencies in order to manage the Harbour in a safe, sustainable and responsible manner."

In order to deliver our mission statement, PHC embeds the following core values in the organisation:

- Customer and stakeholder focus
- Respect for employees
- Sustainable solutions for the long-term benefit of the Port and Harbour
- Openness and accountability in our dealings with stakeholders and employees

The Port Masterplan

PHC is currently reviewing and updating its masterplan, which sets-out the long-term strategy and proposals for the future development of the port over the next 20 years. Following pre-consultation meetings with a wide range of stakeholders during 2022, a public update was presented at the annual open evening in May 2023 with two public consultation 'drop-in' events being held on the port during June 2023.

PHC's strategic vision, outlined in the masterplan consultation document, includes:

- Becoming the UK's number-one marine leisure location
- Being a leading green port
- Maximising the potential of the Port of Poole estate
- Promoting opportunities from its deepwater facilities at South Quay
- Optimising RoRo ferry potential in Poole

The masterplan consultation document is available on PHC's website at www.phc.co.uk and it is envisaged that the updated masterplan will be approved by the Commissioners prior to the end of the next financial year.

In the shorter term, PHC has the following key objectives:

- Maximise commercial opportunities within the Trust Port model, targeting ongoing vessel-call & cargo/passenger volume growth together with developing opportunities within the marine leisure sector.
- Continue to support, and partner, our local stakeholders and community.
- Protect the unique environment of Poole Harbour and local harbour amenities.
- Identify opportunities for reducing PHC's carbon emissions, creating an action plan for their implementation.
- Maintain and develop employment opportunities related to the port and harbour.
- Continue to work closely with the British Ports Association and to be involved in influencing UK Government ports policy.



Financial & Operational Review: year ending 31st March 2023

Financial Review

	2023 £'000	2022 £'000	Movement	
			£'000	%
Turnover	13,944	12,706	1,238	10
Gross Profit	6,587	5,668	919	16
Administrative Expenses	4,844	4,258	586	14
Operating Profit	2,063	1,628	435	27
Net Interest Cost	345	319	26	8
(Loss)/Gain from Fair Value Movement of Investment Property	(1,416)	1,352	(2,768)	max
Underlying Pre-Tax Profit (excl. Investment Property movements)	1,718	1,309	409	31
Pre-Tax Profit	302	2,661	(2,359)	(89)
Total Comprehensive Income	2,162	2,442	(280)	(11)
Cash Flow From Operating Activities	3,089	3,479	(390)	(11)
Capital Expenditure	945	5,853	(4,908)	(84)
Net Debt	2,969	5,403	(2,434)	(45)
Net Current Assets	4,443	3,000	1,443	48
Reserves	26,314	24,152	2,162	9

PHC's turnover grew by 10% to £13,944k (2022: £12,706k), exceeding pre-pandemic levels, having dropped sharply during 2020-21 with a partial recovery during 2021-22. This growth in turnover drove the increase in underlying profitability with operating profits for the year to 31 March 2023 of £2,063k (2022: £1,628k), a year-on-year growth of 27%.

As required by Accounting Standards, PHC reviews the valuation of its Investment Properties on an annual basis. Investment properties are land and buildings on the port estate which are leased to commercial tenants. Following increases in interest rates and a slow-down in commercial property transactions in the fourth quarter of 2022, PHC's

investment property valuations were reduced by £1,416k, unwinding the previous year's gain of £1,352k. This reduction in valuation is charged to the profit and loss account, as required by Accounting Standards.

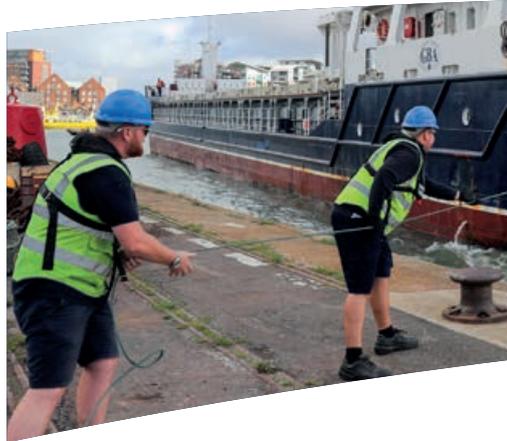
After accounting for the movement in value of its investment properties, PHC's profit before tax for the year to 31 March 2023 was £302k (2022: £2,661k). The underlying pre-tax profit, excluding these investment property valuation movements, was £1,718k (2022: £1,309k). The year-on-year increase in underlying pre-tax profits of £409k (31%) reflects a strong performance, with growth in turnover being accompanied by effective cost control.

The reduction in investment property valuations resulted in a corresponding reduction in the deferred taxation provision for those properties. This, along with other deferred taxation related items, resulted in an overall tax credit for the year of £161k (2022: a tax charge of £981k), giving a profit for the financial year of £463k (2022: £1,680k).

Other Comprehensive Income comprised net gains of £1,699k (2022: £762k) relating mainly to the reclassification of certain land and buildings as investment properties following new commercial lease agreements with tenants during the year, together with actuarial gains arising from the pension scheme.

After taking into consideration corporation tax and other comprehensive income, year-end reserves increased by the Total Comprehensive Income for the financial year of £2,162k (2022: £2,442k) to £26,314k (2022: £24,152k).

Cash flows generated from Operating Activities during the year remained strong at £3,089k (2022: £3,479k). Robust cash inflows from operating activities are necessary to service the capital and interest repayments on PHC's debt and to facilitate maintaining and improving the Port's infrastructure and facilities. During the year, PHC invested £945k (2022: £5,853k) in new capital projects making a total capital investment of £6.8m over the past 2 years,



which has included the completion of new facilities required by the UK's Border Operating Model to provide new buildings and infrastructure for Border Force and customs/DEFRA checks on freight imports, together with new Port Operations facilities.

There were no new borrowings in the year, with year-end net debt reducing by £2.4m (45%) to £3.0m (2022: £5.4m). Net debt is defined as total debt (bank loans and finance leases) less cash. Net current assets grew by 48% to £4.4m (2022: £3.0m).

Operational Review

The Commissioners are delighted that Brittany Ferries were able to resume their daily ferry sailings between Poole and Cherbourg in April 2023, with corresponding year-on-year growth in freight and passenger volumes seen during 2022-23.

The combined total of 561 (2022: 305) ferry sailings from Poole, by Brittany Ferries & Condor Ferries, remained below the pre-pandemic volume of 735 during 2019-20 because the daily ferry service between Poole & Cherbourg was suspended in November 2022 for the winter period, resuming in April 2023. RoRo freight volumes grew by 20% year-on-year, recovering to approximately half of their pre-pandemic levels at 15,523 units (2022: 12,936 units). RoRo passenger numbers recovered strongly during 2022-23 growing by 161% to 342,000 passengers (2022: 130,000 passengers).

Bulk cargo volumes, for which PHC provided the Stevedoring, reduced by 7% to 292k tonnes (2022: 313k tonnes) and, additionally, the port handled 70k tonnes (2022: 107k tonnes) of private cargoes during the year.

PHC is targeting growth in new markets, facilitated by South Quay, a deep-water 200m quay facility completed in 2018, and the newly completed border infrastructure

facilities which offer the potential of increased global trade through the port.

The marine leisure market on the South Coast remains healthy with continued strong demand for annual berths in Port of Poole Marina, which operates at 100% occupancy.

Connectivity to the Port

Significant local road projects within Poole town centre in recent years have improved road links to the Port and the Commissioners continue to be represented at discussions regarding potential regional road enhancements. The Commissioners are actively engaged with Network Rail with regard to a number of potential opportunities for the railway transport of cargo to and from the port, removing cargo from, and reducing the reliance upon, the road network.

Prospects

Poole's excellent facilities, including the deepwater facilities at South Quay and new border infrastructure facilities which are fully compliant with the UK Government's post-Brexit Border Operating Model, continue to generate interest in key target markets and PHC receives regular enquiries from both existing and new customers with regard to our wide range of commercial and leisure port and harbour facilities.

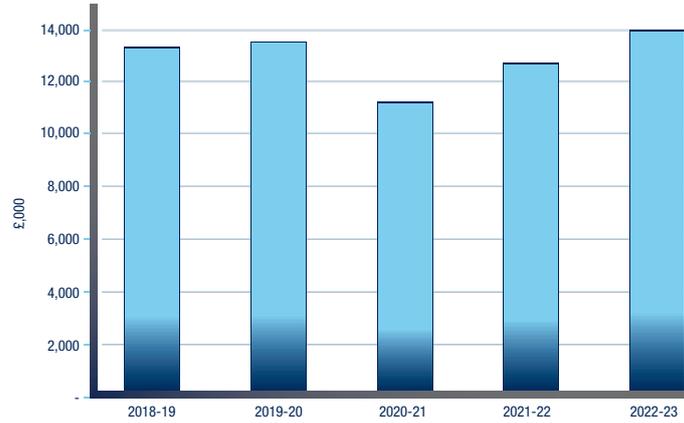
PHC's ability to generate healthy operating profits and its strong balance sheet will position the organisation well to deliver upon PHC's future aspirations, outlined in the masterplan consultation document.

Approved by Poole Harbour Commissioners on 29 September 2023 and signed on their behalf by:

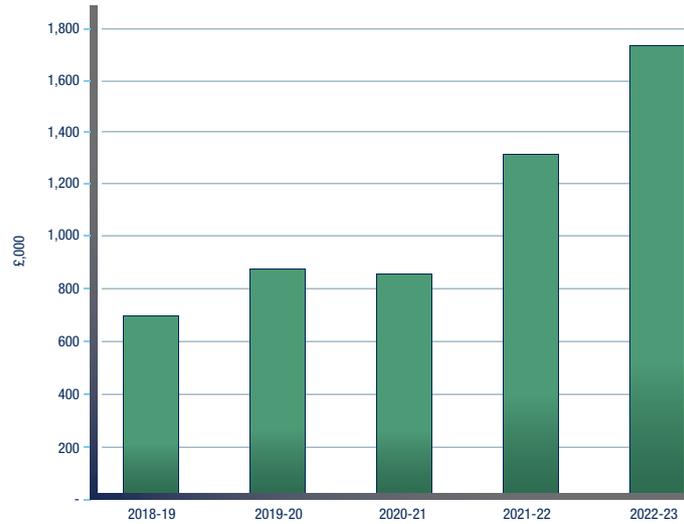
L Hardy OBE

Five Year Financial Performance Highlights

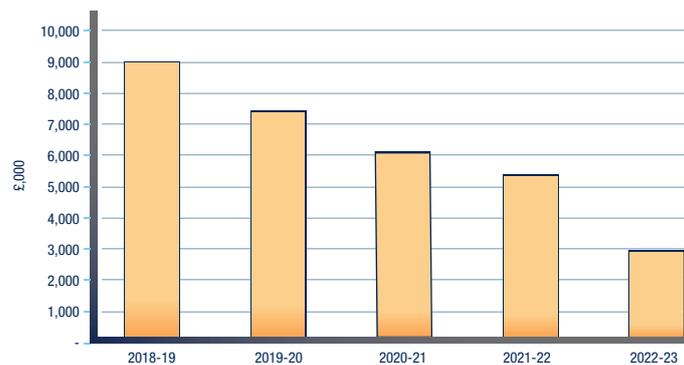
Turnover



Underlying Pre-Tax Profit (excl gains from property revaluations)



Net Debt (total debt less cash at bank)



Board Membership

The Board of Poole Harbour Commissioners comprises of twelve Commissioners, two drawn from the Executive, one elected by employees and nine appointed by independent selection panels.

The Commissioners below comprised the Poole Harbour Commissioners' Board as at 30 September 2022.



1. Chairman Lee Hardy OBE

Lee Hardy was born in Poole and has been based in the area all his life.

He brings a broad perspective and wide-ranging experience gained during a long, operationally focused, career in the Royal Navy. Latterly he led a UK Overseas Territory, served as a marine and maritime adviser within the Foreign and Commonwealth Office and is now closely engaged in the Blue Economy leading projects designed to counter illegality at sea, particularly in relation to fishing or that which is harmful to the oceans.

He is an advocate for technological innovation in the maritime domain, alongside a focus on all aspects of safety. He is a strong supporter of a responsible approach to environmental matters, balanced against commercial realities and the strategic picture.

2. Chief Executive Captain Brian Murphy

Captain Brian Murphy has been in the marine industry for the past 40 years, attaining command of a large container vessel on a worldwide trade. His career path diverted closer to home serving 2 years at Condor Ferries before joining Poole Pilots Partnership. He remained there as a Class 1 Pilot for 4 years before joining Poole Harbour Commissioners in 2004, taking on the roles of Pilot, Pilotage Manager, Harbour Control Manager and Assistant Harbour Master. Brian was promoted to Harbour Master in 2008 and, in 2018, he took on the additional role of Marine & Port Director.

On 1 July 2023 Brian was appointed Chief Executive and retained the role of Harbour Master until 31 August 2023.

Brian is a council member of the British Ports Association, a Younger Brother of Trinity House and a Fellow of the Nautical Institute.

3. Vice Chairman Martin Pate

Martin is a solicitor and Managing Director of MJP Law, a Dorset legal practice. Martin started his career with the London Metropolitan Police before moving to the Department of Transport and the Department for the Environment in London, working with a variety of agencies. Martin is a keen sailor, qualified to RYA Offshore Yacht Master, and is a former Commodore of East Dorset Sailing Club in Poole.

4. Chief Financial Officer Steve Wisdom

Steve is a Chartered Accountant with over 30 years experience gained across a number of senior finance roles. After qualifying with an audit firm Steve spent thirteen years in financial services, ten of which were with Portman Building Society as Head of Group Finance, before accepting senior commercial finance roles in diverse property and business consultancy groups. Steve joined PHC as Chief Financial Officer in 2015 and enjoys a variety of watersports.

Board Membership Continued

5. Commissioner Rob Bridewell

As the son of a Poole Docker, Rob started his career at the Port of Poole in 1986. Since 2007 he has been a foreman and has vast experience in the day to day running of the port's operations.

As a training instructor since 1999, Rob also trains new stevedores to become competent plant drivers whilst understanding and adhering to strict health and safety requirements.

As a commissioner, he looks forward to representing our workforce, facilitating growth to the working port, and securing jobs for future generations whilst maintaining the preservation of the harbour.



6. Commissioner Alicia Andrews

Alicia Andrews has extensive experience operating in leadership roles working in the media, digital, passenger ferries and rail sectors.

Currently at Southeastern Trains, Alicia is a member of the executive, leading the commercial team. Previous roles include Commercial Director at Condor Ferries, part of the senior management team for Yell.com and a founder member of the team which created FT.com.

Alicia is a graduate in History from the University of London and holds the IoD Diploma in Company Direction

7. Commissioner Dr Alice Hall

Dr Alice Hall is a marine biologist who works for Plymouth University. She is involved in various international research projects associated with Poole Harbour, including the cross-channel fish tracking project FISH INTEL. Her main areas of expertise are fish tracking, ecological engineering & biological monitoring. She has been involved in some of the largest intertidal ecological engineering projects in the UK to date and won the CIRIA Big Biodiversity Innovation award in 2019. Alice has been conducting research and consultancy work in the harbour for the past ten years and is a qualified HSE Scuba Diver with her own personal fish tagging licence. She was previously the secretary for the Poole Harbour Study Group, which involved the organisation of several international conferences, and is currently a council member for the Estuarine and Coastal Shelf Association (ECSA).

8. Commissioner Davina Houlton

Davina, a qualified Business & Personal Coach and chartered member of the CIPD, has spent nearly 25 years working in a range of different businesses and industries and today runs her own coaching & training consultancy business.

Much of her corporate career has been within FMCG, working for both Associated British Foods and Unilever, but she has also experience within the financial services, technology and consulting sectors.

Board Membership Continued



9. Commissioner Tom Russell

Tom is from a family of Poole fishermen and has been afloat in the harbour all of his life. He operates two commercial fishing boats from Poole and is the Chairman of the Poole and District Fisherman's Association and the local representative of the Fisherman's Mission.

10. Commissioner Richard Selby

Richard is the Commercial Director and Head of Training for a global maritime aviation company, prior to which he was the Head of International Development at British Marine & Superyacht UK promoting and supporting the national marine and maritime industry, both in the UK and overseas.

Richard's career began with the Royal Navy before moving into local authority fire and rescue, where he was a member of the marine incident response group dealing with incidents on large commercial vessels, before moving on to run a busy full-service boatyard and then into the leisure yacht industry.

He has enjoyed voluntary roles with the RNLI at Poole and Salcombe Lifeboat Stations and is a First Responder with South West Ambulance Service NHS Trust.

11. Commissioner Andrew Tate

Andrew is a Chartered Engineer and Fellow of the Institute of marine Engineering, Science & Technology. Andrew has held a number of significant engineering design and technical positions and as the RNLI's Head of In-Service Support, was responsible for the maintenance and support of the RNLI's fleet of all weather and inshore lifeboats, the launch & recovery equipment and lifeguard equipment across the UK and Ireland.

Andrew has also worked abroad on major airport construction projects and undertaken maintenance management research projects resulting in an industry leading publication. He is passionate about supporting the next generation of engineer and sponsor's the RNLI's Women in Engineering programme. In his spare time, Andrew is a regular harbour user, racing his dinghy at The Poole Yacht Club and was previously the RYA's Principal for Youth Section, teaching sailing and managing club events.

12. Commissioner Steven Young

Steven has over 45 years in the maritime industry, initially at sea as a Master Mariner with P&O/Princess Cruises followed by twenty years in senior port sector roles, including Harbour Master at Southampton Port and Executive General Manager & Harbour Master in Sydney, Australia. Steven then returned to the UK as Vice President, Port and Shore Operations with Carnival Cruise UK, before retiring.

Steven is a non-executive director for Solent Stevedores Ltd and has held the RYA Yachtmaster Offshore certificate for over 40 years.



Management Team Profile

1. Chief Executive and Commissioner Captain Brian Murphy

2. Chief Financial Officer and Commissioner Steve Wisdom

3. Harbour Engineer Phil Armstrong

Phil Armstrong was appointed Harbour Engineer in March 2017 after 4 years working for PHC as Engineering Project Manager. Phil's career spans over 20 years in the construction and management of flood defences and coastal protection, and working in the marina industry, project managing numerous dredging and marine construction schemes throughout the UK. He is a Chartered Engineer and Member of the Institution of Civil Engineers.

4. Harbour Master Harry Gregory

Harry joined PHC as Harbour Master on 1 September 2023, having previously held the role of Harbour Master at Littlehampton. Prior to then, Harry's professional background was in project management, business management and engineering alongside extensive marine experience starting in youth dinghy racing, working internationally as a water sports instructor and gaining Yachtmaster qualifications in both power and sail.

5. Port Manager Steve Moors

Steve has lived in Poole all his life and spent much of his childhood on the water, visiting the Islands and other hidden gems around the Harbour. Steve commenced employment with PHC in 1985, following a long family history of working on the docks in Poole. Steve was promoted to Foreman in 2002 and in 2010 became the Port Logistics Supervisor, working with and having close relationships with ferry operators and agents. Steve became Port Manager in 2018.



Report of the Commissioners

The Commissioners present their Report and Audited Accounts for the year ended 31 March 2023.

Statement of responsibilities of the Board

With certain exceptions, the Report and Accounts of Statutory Harbour Undertakings must comply with the requirements of the Companies Act 2006.

One of the features of the Form of Accounts required by this Act is the use of the word “profit” to describe the surplus of income over expenditure. Poole Harbour Commissioners are a Statutory Trust and therefore any profit shown in the Report and Accounts is used for the financing of capital expenditure or facilities for the benefit of harbour users and to build reserves to provide financial stability.

The following statement, which should be read in conjunction with the statement of Auditors’ responsibilities, is made with a view to distinguishing the respective responsibilities of the Commissioners and of the Auditors in relation to the Accounts.

The Commissioners are required by the Harbours Act 1964, as amended by subsequent legislation, to prepare Accounts for each financial year which give a true and fair view of the state of affairs of Poole Harbour Commissioners as at the end of the financial year and of the profit or loss of Poole Harbour Commissioners for the year. In preparing those Accounts the Commissioners are required to:-

- Select suitable accounting policies and then apply them consistently;
- Make judgements and estimates that are reasonable and prudent;
- Follow applicable Accounting Standards, subject to any material departures disclosed and explained in the Accounts;
- Prepare the Accounts on the going concern basis unless it is inappropriate to presume that the Commissioners will continue in business.

The Commissioners are responsible for keeping adequate accounting records which disclose, with reasonable accuracy at any time, the financial position of Poole Harbour Commissioners and to enable them to ensure the Accounts comply with the Harbours Act 1964 as amended by subsequent legislation. They are also responsible for safeguarding the assets of the Commissioners and, hence, for taking reasonable steps for the prevention and detection of fraud and other irregularities.

Board Membership

The Board of Poole Harbour Commissioners (PHC) comprises of twelve commissioners, two drawn from the executive (Captain Brian Murphy and Steve Wisdom), one staff representative (Robert Bridewell) and nine appointed by independent selection panels.

The 2022 independent selection panel appointed Steven Young as a commissioner for a three-year term until 31 October 2025.

Financial Results for Year ended 31st March 2023

Poole Harbour Commissioners' turnover increased by 9.7% to £13.94m (2022: £12.71m), producing a gross profit of £6.59m (2022: £5.67m). Adverse movements in the valuation of PHC's investment properties resulted in an accounting loss from a decrease in their fair value of £1.42m (2022: £1.35m gain). After accounting for this loss, the profit before taxation was £0.30m (2022: £2.66m). The underlying profit before taxation, excluding the loss from the fair value movement of investment property, was £1.72m (2022: £1.31m).

A tax credit of £0.16m (2022: £0.98m tax charge), resulted in a profit for the financial year after tax of £0.46m (2022: £1.68m).

Other comprehensive income of £1.70m (2022: £0.76m), due mainly to the reclassification of certain land and buildings as investment property, resulted in a total comprehensive income for the year of £2.16m (2022: £2.44m).

UK Border Operating Model

Following the UK's departure from the EU, the UK Government's revised Border Operating Model has been published, requiring ports to provide new facilities for checks by Government agencies including Border Force, HM Revenue & Customs and DEFRA. These facilities were completed by PHC within the Government's timescales during 2022. PHC's management team continue to meet regularly with local authorities, Dorset Police and UK Government departments as the UK Government continues to review and refine its border model.

Going concern

Based upon their financial forecasts, the Commissioners have an expectation that all obligations will be met as they fall due for a period of not less than 12 months from the approval of these accounts. The Commissioners, therefore, continue to adopt the going concern basis of accounting in preparing these financial statements.

Pensions

Following a triennial actuarial valuation of the Poole Harbour Commissioners' Retirement Benefits Scheme as at 30 April 2021, an updated deficit reduction payment plan was agreed with the scheme trustee, under which the scheme is expected to achieve a 100% funding level by 2025, one year earlier than under the previous, 2018, plan. The 2021 actuarial valuation reported an improved funding level of 90% (2018 valuation: 87%).

In accordance with the plan, the Commissioners paid £234k (2022: nil) of scheduled deficit reduction payments to the scheme during the year.



Independent Auditor's Report to Poole Harbour Commissioners

Opinion

We have audited the financial statements of Poole Harbour Commissioners (the 'Commissioners') for the year ended 31 March 2023 which comprise the Profit and Loss account, the Statement of Changes in Equity, the Balance Sheet, the Cash Flow Statement and notes to the financial statements, including a summary of significant accounting policies.

The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including FRS 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland" (United Kingdom Generally Accepted Accounting Practice).

In our opinion, the financial statements:

- give a true and fair view of the state of the Commissioners' affairs as at 31 March 2023 and of its profit for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice;
- have been prepared in accordance with the requirements of the Companies Act 2006; and
- have also been prepared in accordance with the requirements of the Harbours Act 1964, as amended by the Transport Act 1981 and subsequent legislation.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the "Auditor's responsibilities for the audit of the financial statements" section of our report. We are independent of the Commissioners in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK, including the FRC's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the Commissioners' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the Commissioners' ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the Commissioners with respect to going concern are described in the relevant sections of this report.



Other information

The other information comprises the information included in the annual review, other than the financial statements and our auditor's report thereon. The Commissioners are responsible for the other information contained within the annual report. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

Our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the course of the audit, or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Opinions on other matters prescribed by the Companies Act 2006

In our opinion, based on the work undertaken in the course of the audit:

- the information given in the Strategic Report and the Commissioners' Report for the financial year for which the financial statements are prepared is consistent with the financial statements; and

- the Strategic Report and the Commissioners' Report have been prepared in accordance with applicable legal requirements.

Matters on which we are required to report by exception

In light of the knowledge and understanding of the Commissioners and its environment obtained in the course of the audit, we have not identified material misstatements in the Strategic report or the Commissioners' report.

We have nothing to report in respect of the following matters in relation to which the Companies Act 2006 or the Harbours Act 1964 requires us to report to you if, in our opinion:

- adequate accounting records have not been kept; or
- the financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of Commissioners' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit.

Responsibilities of Commissioners

As explained more fully in the Commissioners' responsibilities statement, the Commissioners are responsible for the preparation of the financial statements and for being satisfied



that they give a true and fair view, and for such internal control as the Commissioners determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Commissioners are responsible for assessing the organisation's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Commissioners either intend to liquidate the organisation or to cease operations, or have no realistic alternative but to do so.

Auditor's responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud.

Based on our understanding of the Commissioners and its industry, we considered that non-compliance with the following laws and regulations might have a material effect on the financial statements: employment regulation, health and safety regulation, anti-bribery, corruption and fraud, and anti-money laundering regulation.

To help us identify instances of non-compliance with these laws and regulations, and in identifying and assessing the risks of material misstatement in respect to non-compliance, our procedures included, but were not limited to:

- Inquiring of management and, where appropriate, those charged with governance, as to whether the Commissioners is in compliance with laws and regulations, and discussing their policies and procedures regarding compliance with laws and regulations;
- Inspecting correspondence, if any, with relevant licensing or regulatory authorities;
- Communicating identified laws and regulations to the engagement team and remaining alert to any indications of non-compliance throughout our audit; and
- Considering the risk of acts by the Commissioners which were contrary to applicable laws and regulations, including fraud.



We also considered those laws and regulations that have a direct effect on the preparation of the financial statements, such as tax legislation, pension legislation, the Companies Act 2006 and the Harbours Act 1964 as amended by the Transport Act 1981 and subsequent legislation.

In addition, we evaluated the Commissioners' and management's incentives and opportunities for fraudulent manipulation of the financial statements, including the risk of management override of controls, and determined that the principal risks were related to posting manual journal entries to manipulate financial performance, management bias through judgements and assumptions in significant accounting estimates, in particular in relation to revenue recognition (which we pinpointed to the completeness assertion) and significant one-off or unusual transactions.

Our audit procedures in relation to fraud included but were not limited to:

- Making enquiries of the Commissioners and management on whether they had knowledge of any actual, suspected or alleged fraud;
- Gaining an understanding of the internal controls established to mitigate risks related to fraud;
- Discussing amongst the engagement team the risks of fraud; and
- Addressing the risks of fraud through management override of controls by performing journal entry testing.

There are inherent limitations in the audit procedures described above and the primary responsibility for the prevention and detection of irregularities including fraud rests with management. As with any audit, there remained a risk of non-detection of irregularities, as these may

involve collusion, forgery, intentional omissions, misrepresentations or the override of internal controls.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at www.frc.org.uk/auditorsresponsibilities. This description forms part of our auditor's report.

Use of the audit report

This report is made solely to the Commissioners as a body in accordance with Chapter 3 of Part 16 of the Companies Act 2006. Our audit work has been undertaken so that we might state to the Commissioners those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Commissioners as a body for our audit work, for this report, or for the opinions we have formed.

Stephen Mills (Senior Statutory Auditor) for and on behalf of Mazars LLP
Chartered Accountants and Statutory Auditor
5th Floor Merck House
Seldown Lane
Poole, Dorset BH15 1TW

29 September 2023

Profit and loss account for the year ended 31st March 2023

	Note	2023 £000	2022 £000
Turnover	(3)	13,944	12,706
Cost of sales	(4)	(7,357)	(7,038)
Gross profit		6,587	5,668
Other income		320	218
Administrative expenses		(4,844)	(4,258)
Operating profit	(6)	2,063	1,628
(Loss)/Gain from Fair Value Movement of Investment Property		(1,416)	1,352
Profit on ordinary activities before interest		647	2,980
Interest receivable and similar income	(8)	107	2
Interest payable and similar charges	(9)	(452)	(321)
Profit on ordinary activities before taxation		302	2,661
Tax on profit on ordinary activities	(10)	161	(981)
Profit for the financial year		463	1,680
Other comprehensive income			
Actuarial gains/(losses)			
In respect of defined benefit scheme		400	(8)
Deferred tax in respect of above		(100)	2
Revaluation of property transferred to Investment Property		1,866	1,016
Deferred tax in respect of above		(467)	(248)
Total comprehensive income for the financial year		2,162	2,442

All of the activities are classified as continuing.

Notes on pages 25 to 46 form an integral part of these accounts.

Statement of Changes in Equity for the year ended 31st March 2023

	Revaluation reserve	Capital reserve £000	Profit & loss account £000	Total £000
Balance at 1st April 2021	8,158	746	12,806	21,710
Comprehensive income for the year				
Profit for the year	-	-	1,680	1,680
Other recognised gains and losses	1,016	-	(254)	762
Transfer to revaluation reserve	1,352	-	(1,352)	-
Total comprehensive income for the year	2,368	-	74	2,442
Balance at 1st April 2022	10,526	746	12,880	24,152
Comprehensive income for the year				
Profit for the year	-	-	463	463
Other recognised gains and losses	1,866	-	(167)	1,699
Transfer to revaluation reserve	(1,416)	-	1,416	-
Total comprehensive income for the year	450	-	1,712	2,162
As at 31st March 2023	10,976	746	14,592	26,314

Balance sheet as at 31st March 2023

	Note	2023 £000	2022 £000
Fixed assets			
Intangible assets	(11)	25	75
Property, Plant & Equipment	(12)	24,094	25,412
Investment Properties	(13)	14,999	14,160
Investments	(14)	-	-
		39,118	39,647
Current assets			
Stocks	(15)	17	17
Debtors	(16)	2,182	1,778
Cash at bank and in hand		6,718	5,322
		8,917	7,117
Creditors: amounts falling due within one year	(17)	(4,474)	(4,117)
		4,443	3,000
Net current Assets			
		43,561	42,647
Total assets less current liabilities			
Creditors: amounts falling due after more than one year	(18)	(8,676)	(9,686)
Deferred income: grants	(20)	(4,905)	(4,705)
		29,980	28,256
Provision for liabilities			
Deferred taxation	(21)	(2,795)	(2,637)
Pension liability	(7)	(871)	(1,467)
		26,314	24,152
Net assets			
Reserves			
Capital reserve		746	746
Revaluation Reserve		10,976	10,526
Profit and loss account		14,592	12,880
		26,314	24,152
Capital employed/Commissioners' funds			

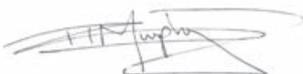
Notes on pages 25 to 46 form an integral part of these accounts.

The Accounts were approved by the Commissioners on 29 September 2023 and signed on their behalf by:



L. Hardy OBE

Chairman



Captain B Murphy

**Chief Executive,
Clerk & Collector of Dues**

Cash flow statement for the year ended 31st March 2023

	Note	2023 £000	2022 £000
Cash inflow from operating activities			
Operating profit for the year		2,063	1,628
Adjustments for:			
Depreciation		1,859	1,741
Profit on disposal of Plant & Equipment		(37)	(37)
Amortisation of intangible assets		50	50
Amortisation of deferred income: grants		(315)	(139)
Increase in trade and other debtors		(404)	(84)
Decrease in stocks		-	3
Increase in creditors		153	509
Cash from operations		3,369	3,671
Corporation taxes paid		(280)	(192)
Net cash inflow from operating activities		3,089	3,479
Cash inflow from investing activities			
Interest received		107	2
Payments for tangible fixed assets		(945)	(5,853)
Disposal proceeds from sale of fixed assets		52	65
Net cash outflow from investing activities		(786)	(5,786)
Cash inflow from financing activities			
Interest paid		(383)	(334)
Bank loan repayments		(705)	(822)
Finance lease repayments		(334)	(853)
Additional bank financing		-	1,100
Additional grant funding		515	3,347
Net cash (used in)/generated from financing activities		(907)	2,438
Net increase in cash and cash equivalents		1,396	131
Cash and cash equivalents at the beginning of the year	A.	5,322	5,191
Cash and cash equivalents at the end of the year	A.	6,718	5,322

Notes on pages 25 to 46 form an integral part of these accounts.

Notes to the cash flow statement for the year ended 31st March 2023

A. Analysis of changes in net debt

	At 1 April 2022 £000	Cash flow £000	Other movement £000	At 31 March 2023 £000
Cash at bank and in hand	5,322	1,396	-	6,718
	5,322	1,396	-	6,718
Borrowings				
Bank loans due within one year	(705)	705	(667)	(667)
Bank loans due after one year	(8,412)	-	667	(7,746)
Finance leases due within one year	(334)	334	(344)	(344)
Finance leases due after one year	(1,274)	-	344	(930)
	(10,725)	1,039	-	(9,687)
Total	(5,403)	2,435	-	(2,969)

Notes to the accounts for the year ended 31st March 2023

1. Accounting policies

Accounting convention

The Commissioners are required by the Harbours Act 1964, as amended by subsequent legislation, to prepare accounts which comply with the requirements of the Companies Act 2006. The accounts are prepared under the historical cost convention and in accordance with Financial Reporting Standard 102, the Financial Reporting Standard applicable in the United Kingdom and the Republic of Ireland.

The preparation of financial statements in compliance with FRS 102 requires the use of certain critical accounting estimates. It also requires management to exercise judgment in applying Poole Harbour Commissioners accounting policies (see note 2).

The 31 March 2022 balance sheet reflects a prior year adjustment to the 1 April 2021 opening balances sheet position to correct an historic deferred taxation understatement. The adjustment reduces opening reserves at 1 April 2021 by £269,000, increasing deferred taxation by the same amount.

The particular accounting policies adopted are described below.

Going concern

The organisation made an operating profit in the year of £2,063k (2022: £1,628k) and, as at 31 March 2023, had net current assets of £4,443k (2022: £3,000k).

In considering the going concern status of the organisation the Commissioners have prepared forecasts to cover the period of 12 months from the approval of these financial statements. Based on the Commissioners forecasts, the Commissioners have an expectation that all obligations will be met as they fall due for a period of not less than 12 months from the approval of these accounts.

The Commissioners, therefore, continue to adopt the going concern basis of accounting in preparing these financial statements.

Turnover

Turnover comprises the total (net of Value Added Tax) of dues, rates and charges levied for use of the harbour and services provided during the year. Turnover is recognised in line with harbour usage and service provision. Turnover for Dues, Handling and Pilotage is accounted for at the time of the activity. Leisure revenue is accounted for at the time of receipt of payment and recognised over the period to which it relates. Other revenue, such as rents, are charged at the start of the rental period and recognised over the period to which it relates.

Notes to the accounts for the year ended 31st March 2023

1. Accounting policies continued

Amortisation

Amortisation is calculated so as to write off the cost of an asset, less its estimated residual value, over the useful economic life of that asset as follows:

Goodwill	-	20 years
----------	---	----------

Fixed assets

Investment property

Property is classified as investment property if:

- It is not utilised by the Commissioners for the provision of operational port services (e.g. Stevedoring)
- It is a defined area (land, dock structures, quays, buildings and other fixed structures) and one or more users pay a commercial rent under a signed lease agreement for use of that area for one or more years; and
- Any ancillary services provided by the Commissioners at the property are insignificant to the arrangements as a whole.

Investment property is measured at fair value. Valuations are conducted annually by management with a valuation by a qualified external valuer being undertaken at least once every five years. Surpluses or deficits arising on the revaluation of investment property are recognised in the profit and loss account.

Transfers between investment properties and operational assets are made at fair value as at the date of change in use or classification. Surpluses or deficits arising on the revaluation to fair value, because of change in use, are recognised within Other Comprehensive Income.

Property, Plant & Equipment

Depreciation has not been provided on any freehold land.

Depreciation of other tangible fixed assets is charged to the profit and loss account on a straight-line basis at rates calculated to write-off the cost of such assets over their expected useful economic lives and having taken account of estimated residual values. Estimated useful lives extend up to a maximum of 50 years for Buildings, up to 35 years for Dock Structures, Quays & Dredging, up to 30 years for Floating Craft and range between 3 and 20 years for Plant & Equipment.

Stocks

Stocks are stated at the lower of cost and net realisable value.

Notes to the accounts for the year ended 31st March 2023

1. Accounting policies continued

Debtors

Short term debtors are measured at transaction price, less any impairment. Loans receivable are measured initially at fair value, net of transaction costs, and are measured subsequently at amortised cost using the effective interest method, less any impairment.

Cash and cash equivalents

Cash is represented by cash in hand and deposits with financial institutions repayable upon demand. Cash equivalents are highly liquid investments held for the short term and that are readily convertible to known amounts of cash with insignificant risk of change in value.

Creditors

Short term creditors are measured at transaction price. Other financial liabilities, including bank loans, are measured initially at fair value, net of transaction costs, and are measured subsequently at amortised cost using the effective interest method.

Deferred taxation

Deferred tax is recognised on all timing differences where the transactions or events that give the Commissioners an obligation to pay more tax in the future, or a right to pay less tax in the future, have occurred by the balance sheet date. Deferred tax is measured using rates of tax that have been enacted or substantively enacted by the balance sheet date.

Leases

Expenditure on operating leases is charged to the profit and loss account in equal instalments over the total lease term.

Grants

Grants in respect of capital expenditure are treated as deferred income and are credited to the profit and loss account over the estimated useful life of the assets to which they relate.

Grants in respect of revenue expenditure, including the Coronavirus Job Retention Scheme, are credited to the profit and loss account in the period during which the related expenditure was incurred.

Notes to the accounts for the year ended 31st March 2023

1. Accounting policies continued

Retirement benefits

Defined benefit pension scheme

Scheme assets are measured at fair values. Scheme liabilities are measured on an actuarial basis using the projected unit method and are discounted at appropriate high quality corporate bond rates. The net surplus or deficit, adjusted for deferred tax, is presented separately from other net assets on the balance sheet. A net surplus is recognised only to the extent that it is recoverable by the Commissioners. The current service cost and costs from settlements and curtailments are charged against operating profit. Past service costs are spread over the period until the benefit increases vest. Interest on the scheme liabilities and the expected return on scheme assets are included net in other finance costs/income. Actuarial gains and losses are reported within Other Comprehensive Income.

Financial instruments

Financial liabilities and equity instruments are classified according to the substance of the contractual arrangements entered into. An equity instrument is any contract that evidences a residual interest in the assets of the entity after deducting all of its financial liabilities.

Where the contractual obligations of financial instruments are equivalent to a similar debt instrument, those financial instruments are classed as financial liabilities. Financial liabilities are presented as such in the balance sheet. Finance costs and gains or losses relating to financial liabilities are included in the profit and loss account. Finance costs are calculated so as to produce a constant rate of return on the outstanding liability.

Notes to the accounts for the year ended 31st March 2023

2. Judgments in applying accounting policies and key sources of estimation uncertainty

The preparation of these financial statements requires management to note judgements and estimates that affect the reported amount of assets and liabilities at the balance sheet date and the reported profits during the financial year.

The following judgements and estimates have been made in these financial statements:

a) Investment property (judgement)

Investment property is measured at fair value. Valuations are conducted annually by management with a valuation by a qualified external valuer being undertaken at least once every five years. A professional valuation was undertaken at 31 March 2022 with the next external professional valuation therefore due no later than 31 March 2027. In determining their 31 March 2023 valuation, management have taken into consideration factors including the most recent professional valuation, movements in published general (i.e. not port-specific) commercial property indices and any other factors considered relevant to port investment property values.

When identifying which assets should be considered as Investment Property, management apply the policies set out in note 1 “Accounting Policies, Investment Property” which includes the application of judgment to ensure that property which is primarily held for operational port services is not misclassified if, for example, a temporary short-term rental agreement is in place and it is the intention of the Commissioners that the property reverts to use for port services on the expiration of that agreement.

b) Useful economic life of assets (estimate)

Management have provided in these accounts their best estimate of estimated residual value and useful economic life of tangible fixed assets.

c) Defined benefit pension liability (judgement)

Actuarial assumptions have been used to value the Pension Scheme, as set-out in note 7 of the accounts.

Notes to the accounts for the year ended 31st March 2023

3. Turnover

All Turnover arose within the United Kingdom.

Turnover is derived from the following sources:

	2023 £000	2022 £000
Dues on commercial vessels	1,345	805
Dues on cargoes and passengers	1,455	899
Cargo handling	5,287	5,422
Pilotage	714	678
Marina Operations	1,463	1,436
Other revenue	3,680	3,466
	13,944	12,706

4. Cost of sales

Cost of sales consists of:

	2023 £000	2022 £000
Dredging	7	94
Pilotage	550	428
Harbour operation and maintenance	1,856	2,083
Cargo handling wages and plant costs	4,098	3,753
Marina Operations	834	685
Other	12	(5)
	7,357	7,038

Notes to the accounts for the year ended 31st March 2023

5. Pilotage revenue and expenditure

	2023 £000	2022 £000
Revenue from charges in respect of: Providing pilotage services	714	678
<hr/>		
Expenditure incurred in respect of:		
Providing the service of pilots	370	383
Other Direct Costs – Pilot Boat Maintenance and operation	179	45
Administrative Expenses:		
Depreciation of vessels	24	24
Administration expenses	132	117
Interest Payable	3	3
	<hr/> 708	<hr/> 572

Notes to the accounts for the year ended 31st March 2023

6. Operating profit

	2023 £000	2022 £000
Operating profit is stated after charging/(crediting) the following:		
Commissioners' emoluments (including officers):		
Aggregate emoluments for managerial services	498	442
Aggregate employer's pension scheme contributions	29	28
Emoluments of the highest paid Commissioner (the Chief Executive):		
Total emoluments	216	191
Pension contributions to money purchase pension schemes	14	14
Auditor's remuneration:		
Audit fees	27	24
Non-audit services:		
Taxation	5	4
Depreciation	1,859	1,741
Profit on disposal of fixed assets	(37)	(37)
Rentals under operating leases:		
Hire of plant and machinery	3	20
Other	15	13
Amortisation of deferred income: grants	(315)	(139)
Amortisation of intangible assets	50	50
Other grants (including Coronavirus Job Retention Scheme grant)	-	(79)
	2023 No.	2022 No.
The number of Commissioners who are accruing benefits under the Poole Harbour Commissioners' pension schemes were as follows:		
Money purchase schemes	3	3

Notes to the accounts for the year ended 31st March 2023

7. Employees

The average monthly number of staff (including paid Commissioners) employed during the year was:

	2023 No.	2022 No.
Dock workers	34	33
Other manual workers	26	33
Management, technical and administrative	39	40
	99	106

Staff costs were:

	2023 £000	2022 £000
Wages and salaries	4,086	3,847
Social security costs	459	404
Pension costs (see below)	301	297
	4,846	4,548

Pension Costs

Pension costs represent amounts charged to operating profit and do not include amounts credited to net finance income/costs (note 9) or amounts recognised within Other Comprehensive Income.

The Poole Harbour Commissioners operate two defined benefit pension schemes (see below).

Retirement Benefits Scheme and Retirement Gratuity Scheme

Both the Retirement Benefits Scheme and the Retirement Gratuity Scheme are defined benefit schemes. Both Schemes were closed to future accrual in 2007.

The assets of the Retirement Benefit Scheme are held separately from those of Poole Harbour Commissioners in independent trustee administered funds.

Due to its strong funding position the trustees of the Retirement Gratuity Scheme were able to take the decision to pay all remaining member benefits in full. This was completed by 31 October 2022 with the scheme, therefore, having nil assets from that date.

Retirement Benefits Scheme

Contributions are charged to the profit and loss account so as to spread the cost of pensions over the service lives of the employees in the scheme. The pension cost relating to the scheme is assessed in accordance with the advice of an independent qualified actuary using the projected unit method, on the basis of valuations carried out at intervals not exceeding three years.

Retirement Gratuity Scheme

Due to the strong funding position of the scheme and the lump-sum gratuity nature of benefits payable by the scheme, in April 2022 the Trustee of the Retirement Gratuity Scheme (RGS) made the decision to proceed with the wind-up of the scheme with full benefits being paid to all members prior to wind-up. All members of the RGS Scheme were informed and notified of their lump sum benefits which were paid prior to the 31 October 2022 balance sheet date of the final scheme accounts. As at 31 October 2022 the net assets of the scheme were nil.

Notes to the accounts for the year ended 31st March 2023

7. Employees continued

There were four members who did not take their benefits which were, instead, transferred to Poole Harbour Commissioners and held by the Commissioners outside of the Scheme. Two of these members were subsequently contacted and their benefits were paid to them by the Commissioners. At 31 March 2023 two members had yet to be paid their benefits which total £3,245, and are reported as liabilities of Poole Harbour Commissioners within Other Creditors.

The final scheme accounts as at 31 October 2022 were approved and signed by the Trustee on 30 May 2023 with the scheme wind-up formally completing shortly thereafter on 28 June 2023.

The year end combined position of the two schemes is set out below:

Actuarial valuations were carried out as at 30 April 2022 and updated to 31 March 2023 by a qualified independent actuary. The actuary has also provided information as at the year end as follows:

The principal actuarial assumptions as at the balance sheet date were:

	2023 %	2022 %
Discount rate	4.70	2.65
Rate of increase in pensions in payment before 6 April 1997	3.00	3.00
Rate of increase in pensions in payment 6 April 1997 – 2005	3.70	3.95
Rate of increase in pensions in payment after 2005	3.00	3.00
Expected return on scheme assets	see note below	see note below
Inflation (RPI)	3.40	3.90
Inflation (CPI)	2.90	3.40

The assumptions used by the actuary are the best estimates chosen from a range of possible actuarial assumptions which, due to the timescales covered, may not necessarily be borne out in practice. The expected return on schemes' assets was determined by considering the expected returns available on the assets underlying the current investment policy. Expected yields on fixed asset investments are based on gross redemption yields as at the balance sheet date. Expected returns on equity reflect long term real rates of return experienced in the respective markets.

Analysis of amounts included in other finance costs:

	2023 £000	2022 £000
Expected return on scheme assets	278	236
Interest on scheme liabilities	(316)	(265)
Total charge to the profit and loss account	(38)	(29)

Other finance costs are included in the profit and loss account within interest payable and similar charges.

Notes to the accounts for the year ended 31st March 2023

7. Employees continued

The amounts recognised in the balance sheet are as follows:

	2023 £000	2022 £000
Present value of funded obligations	(9,049)	(12,127)
Fair value of scheme assets	8,178	10,660
	(871)	(1,467)

The net pension liability is secured by a specific legal charge over freehold property in the ownership of the Commissioners.

The movement in the net pension liability is recognised as follows:

	2023 £000	2022 £000
Net finance cost (note 9)	(38)	(29)
Employer contributions	234	-
Other comprehensive income	400	(8)
	596	(37)

The major categories of the schemes' assets, as an amount, were as follows:

	2023 £000	2022 £000
Equities	4,498	6,395
Gilts and bonds	3,435	3,945
Cash and deposits	245	320
	8,178	10,660

During the year the actual return on scheme assets was a loss of £2,140,000 (2022: loss of £574,000).

Notes to the accounts for the year ended 31st March 2023

7. Employees continued

Changes in the fair value of the schemes' assets were as follows:

	2023 £000	2022 £000
Opening fair value of schemes' assets	10,660	11,722
Expected return on schemes' assets	278	236
Contributions by employer	234	-
Actuarial losses	(2,418)	(810)
Benefits paid	(576)	(488)
Closing fair value of schemes' assets	8,178	10,660

The Commissioners' contributions during the accounting period amounted to £234,000 (2022: £nil). Under the terms of the most recent deficit reduction plan (effective 23 March 2022), the value of contributions to be paid to the scheme during the next financial year is £234,000.

Changes in the present value of the defined benefit obligations of the schemes were as follows:

	2023 £000	2022 £000
Opening defined benefit obligation	12,127	13,152
Interest on scheme liabilities	316	265
Actuarial gains	(2,818)	(802)
Benefits paid	(576)	(488)
Closing defined benefit obligation	9,049	12,127

Notes to the accounts for the year ended 31st March 2023

7. Employees continued

Amounts for the current and previous four periods are as follows:

	2023 £000	2022 £000	2021 £000	2020 £000	2019 £000
Defined benefit obligation	(9,049)	(12,127)	(13,152)	(12,716)	(13,021)
Fair value of scheme assets	8,178	10,660	11,722	11,557	11,617
Deficit in the scheme	(871)	(1,467)	(1,430)	(1,159)	(1,404)
Difference between the expected and actual return on scheme assets	400	(8)	(244)	(279)	(872)
Experience gains/(losses) on scheme liabilities	(380)	18	103	(53)	24

Other independent pension funds

Contributions are also made to other independent pension funds on behalf of specific employees, or groups of employees, who do not derive a future pension benefit from the Poole Harbour Commissioners' own Retirement Benefits Schemes (see above). There were no outstanding or prepaid contributions as at 31st March 2023.

Total pension costs are summarised as follows:	2023 £000	2022 £000
Contributions	248	238
Consultancy and other professional fees	53	59
Total	301	297

8. Interest receivable and similar income

	2023 £000	2022 £000
Other interest receivable	107	2

Notes to the accounts for the year ended 31st March 2023

9. Interest payable and similar charges

	2023 £000	2022 £000
Bank loans and finance leases	414	292
Net finance expense in respect of defined benefit pension scheme (note 7)	38	29
	452	321

10. Taxation

	2023 £000	2022 £000
The tax charge on profit on ordinary activities is analyzed as follows:		
United Kingdom corporation tax at 19% (2022: 19%)	245	280
Adjustments in respect of prior periods	-	3
Deferred taxation:		
Adjustments in respect of changes in tax rates	-	534
Origination and reversal of timing differences	(406)	164
	(161)	981
The tax assessed for the year is different than the standard rate of corporation tax applied to the profit before tax. The differences are explained below:		
Profit on ordinary activities before tax	302	2,660
Standard rate of corporation tax in the UK	19%	19%
Profit on ordinary activities multiplied by the standard rate of corporation tax	57	505
Adjusted for:		
Income not taxable	(44)	(11)
Expenses not deductible for tax purposes	5	2
Capital allowances for period less than depreciation	100	88
Impact of revaluation adjustments	(181)	(138)
Adjustments in respect of prior periods	-	1
Adjustment in respect in change in tax rates	(98)	534
	(161)	981

Notes to the accounts for the year ended 31st March 2023

11. Intangible fixed assets

	Goodwill £000
Cost	
At 1st April 2022 and as 31st March 2023	1,002
Amortisation	
At 1st April 2022	927
Provided in year	50
As at 31st March 2023	977
Net Book Value	
At 31st March 2022	75
At 31st March 2023	25

Goodwill is an individually material amount arising from the acquisition of Poole Quay Boat Haven. It has a remaining useful economic life of less than 1 year (2022: 1 year)

Notes to the accounts for the year ended 31st March 2023

12. Tangible fixed assets – Property, Plant & Equipment

	Land & Buildings £000	Dock Structures, Quays & Dredging £000	Floating Craft £000	Plant & Equipment £000	Total £000
Cost					
At 31st March 2022	13,040	29,017	1,808	12,467	56,332
Additions	42	-	15	888	945
Disposals	(240)	-	-	(471)	(711)
Fair Value Movement	1,866	-	-	-	1,866
Transfer to Investment Properties	(2,935)	-	-	-	(2,935)
At 31st March 2023	11,773	29,017	1,823	12,884	55,497
Depreciation					
At 31st March 2022	4,287	17,430	1,360	7,843	30,920
Provided in year	315	497	51	996	1,859
Transfer to Investment Properties	(680)	-	-	-	(680)
Disposals	(240)	-	-	(456)	(696)
At 31st March 2023	3,682	17,927	1,411	8,383	31,403
Net Book Value					
At 31st March 2022	8,753	11,587	448	4,624	25,412
At 31st March 2023	8,091	11,090	412	4,501	24,094

Included in Plant & Equipment are tangible fixed assets owned under finance leases with a net book value of £1,735,557 (2022: £2,013,962).

Included in Dock Structures, Quays & Dredging is capitalised interest with a cost of £97,860 (2022: £97,860) and net book value of £83,880 (2022: £86,676).

Notes to the accounts for the year ended 31st March 2023

13. Investment Properties

	Investment Assets £000
Valuation	
At 1st April 2022	14,160
Additions	-
Transfer from plant, property and equipment	2,255
Movement in fair value	(1,416)
As at 31st March 2023	14,999
Net Book Value	
At 31st March 2022	14,160
At 31st March 2023	14,999

Investment property is measured at fair value. Valuations are conducted annually by management with a valuation by a qualified external valuer being undertaken at least once every five years. An external professional valuation was obtained at 31 March 2022 with the next external professional valuation therefore due no later than 31 March 2027.

14. Investments

The Commissioners own the whole of the issued share capital of Poole Quay Boat Haven Limited.

15. Stocks

	2023 £000	2022 £000
Materials, spares and consumables	17	17

16. Debtors

	2023 £000	2022 £000
Trade debtors	1,692	1,406
Other debtors	157	142
Prepayments and accrued income	333	230
	2,182	1,778

Notes to the accounts for the year ended 31st March 2023

17. Creditors amounts falling due within one year

	2023 £000	2022 £000
Bank loans	667	705
Trade creditors	673	607
Other creditors	103	81
Corporation tax	245	280
Other taxes and social security	99	110
Accruals and deferred income	2,343	2,000
Finance lease obligations	344	334
	4,474	4,117

18. Creditors amounts falling due after more than one year

	2023 £000	2022 £000
Bank loan: instalments falling due within five years	7,746	8,412
Finance lease obligations	930	1,274
	8,676	9,686

19. Total borrowings

	2023 £000	2022 £000
Bank borrowings repayable:		
In one year or less or on demand	667	705
In two to five years	2,542	2,612
In more than five years	5,204	5,800
	8,413	9,117

All bank borrowings are secured by specific legal mortgages and equitable charges over freehold and leasehold property in the ownership of the Commissioners and fixed and floating charges over all current and future assets of the Commissioners. The loans incur interest either at a margin above bank base rate or at a fixed rate.

Notes to the accounts for the year ended 31st March 2023

19. Total borrowings continued

	2023 £000	2022 £000
Finance lease repayable:		
In one year or less or on demand	344	334
In two to five years	930	1,093
In more than five years	-	181
	1,274	1,608

All finance lease obligations are secured by tangible fixed assets owned under these finance leases (see note 12). The loans incur interest at fixed rates.

20. Deferred income: grants

	2023 £000
Received and receivable:	
At 1st April 2022	6,055
Additions	515
As at 31 March 2023	6,570
Amortisation:	
At 1st April 2022	1,350
Released to profit and loss account	315
At 31st March 2023	1,665
Net balance at 31st March 2022	4,705
Net balance at 31st March 2023	4,905

Notes to the accounts for the year ended 31st March 2023

21. Deferred taxation

	2023	2022
	£000	£000
The provision for deferred taxation is made up as follows:		
At 1st April 2022	2,637	1,690
Profit and loss account charge for the year	158	947
At 31st March 2023	2,795	2,637
Represented by tax on:		
Capital allowances in advance of related depreciation	1,992	1,859
Short Term Timing Differences	(218)	(367)
Revaluation of investment property	1,021	1,145
At 31st March	2,795	2,637

22. Operating lease commitments

At 31 March 2023 the Commissioners have future minimum lease payments under non-cancellable operating leases as follows:

	2023	2023	2022	2022
	Land and	Other	Land and	Other
	Buildings		Buildings	
	£000	£000	£000	£000
Within one year	31	2	31	3
Within two to five years	125	1	125	3
After five years	666	-	697	-

Notes to the accounts for the year ended 31st March 2023

23. Lessor operating lease revenues

At 31 March 2023 the Commissioners have future minimum lease revenues under non-cancellable operating leases as follows:

	2023 Land and Buildings £000	2022 Land and Buildings £000
Within one year	1,666	1,666
Within two to five years	5,333	6,092
After five years	8,445	9,353

24. Capital Commitments

During the year Poole Harbour Commissioners entered into contracts to purchase property, plant and equipment for £233,950 (2022: £277,874).

25. Borrowing powers

Under the provisions of the Ports (Finance) Act 1985 the Commissioners have unrestricted borrowing powers.

26. Related party transactions

During the year Poole Harbour Commissioners received grant funding totaling £nil (2022: £2,068,140) from Dorset Local Enterprise Partnership, a Community Interest Company focused on economic development in Dorset of which James Stewart, PHC's Chief Executive throughout the financial year and a commissioner until his retirement on 30 June 2023), was a Board member until 30 June 2022.

During the year Poole Harbour Commissioners purchased legal services totaling £45,900 (2022: £53,124) from Ashfords LLP, a UK law firm in which the spouse of Brian Murphy, a commissioner and PHC's Harbour Master throughout the financial year, is a Partner.

During the year Poole Harbour Commissioners purchased training & development services totaling £1,662 (2022: £nil) from Davina Houlton (trading as Talk People Development), a commissioner throughout the financial year.



Annual Environmental Summary 2022-23

Poole Harbour is one of the outstanding features of Southern England. The Commissioners have a duty to maintain, regulate and improve the Harbour sustainably so that it can be passed onto future generations.

The Port of Poole operated by the Commissioners, remains a central feature of the Harbour's day to day activity as a successful medium sized port. The Commissioners continue to look at ways to develop and improve the facilities and services they provide for ferries, fast ferries, cargo vessels, cruise ships, private yachts and other Harbour users in an environmentally sustainable way.

The Commissioners publish an environmental summary in the annual report, to explain the highlights from the past year.



Environmental Policy Statement

Poole Harbour Commissioners' objective is to maintain the balance in the Harbour between commercial, recreational and environmental interests, at the same time maintaining a sustainable and commercially viable medium sized port.

The Commissioners are committed to continuous improvement of their environmental performance by fulfilling their duties relating to conservation, regulation and enhancement of the Port and Harbour of Poole and complying with relevant UK, European and international legislation.

In implementing this policy, the Commissioners shall ensure that they:

1. Environmental Management

- Endorse the principles contained in the European Sea Ports Organisation's Environmental Code of Practice.
- Assess and mitigate environmental risks for all aspects of the Commissioners' operations.
- Include measurable environmental objectives and targets in business plans, and conduct regular management reviews and audits to identify areas for improvement.
- Develop a sustainable procurement policy for the business.
- Record all significant environmental occurrences.
- Publish environmental performance in an annual environmental review.



2. Resource Management

- Continue to monitor and where possible reduce resource consumption.
- Seek opportunities to apply innovative technology to reduce emissions and energy consumption.

3. Waste Management

- Continually assess recycling, re-use and waste minimisation opportunities.

4. Communication & Training

- Communicate with employees, contractors, regulators and the general public to ensure people are aware of their roles and responsibilities, and are competent in performing them.

5. Pollution Prevention & Control

- Ensure that contingency plans and controls are in place and regularly reviewed and tested, to endeavour to prevent spills of oil, chemicals or potentially contaminating materials.

- Apply best available technology, without involving disproportionate costs, to plant acquisitions, facilities and activities to advance pollution control and emissions reduction.
- Pursue good house-keeping policies to ensure tidiness on the Port Estate.
- It is the Commissioners' policy for the 'polluter' to pay for the cost of clean up and disposal following land and marine based incidents.

The policy will be changed from time to time to embrace changes in the Commissioners' activities.

L Hardy OBE

Date: 29 September 2023.



Review of 2022-23 Environmental Performance

Poole Harbour Steering Group

PHC's Chief Executive continues to chair the Poole Harbour Steering Group, whose focus is the ongoing conservation of Poole Harbour. The group oversees the Poole Harbour Aquatic Management Plan which is regularly reviewed and updated as appropriate.

Maintenance Dredging Protocol (MDP)

The MDP document sets-out the consents process for both dredging, and the subsequent disposal of dredged materials, within the Harbour. The Sediment Management Plan, which feeds into the document, aims to retain as much fine material as possible within the Harbour by utilising the Brownsea Roads disposal site whenever dredged material is suitable.

Dredging & Disposal

The majority of marinas and boatyards in the harbour carried out maintenance dredging during the year, resulting in 22,781m³ of uncontaminated silt material being deposited at the Brownsea Roads in-harbour site. To avoid overloading the site, PHC ensure that the daily volume disposed does not exceed 750m³.

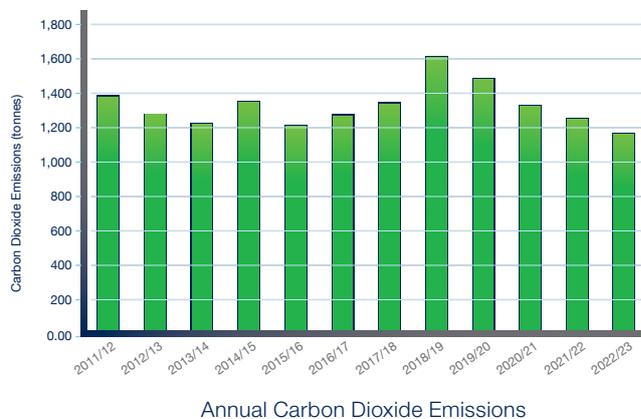
No dredging of the main channels was required during this financial year.

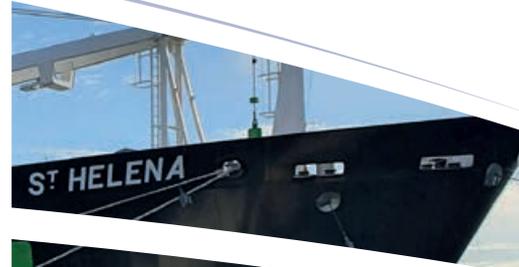
Resource Management

Carbon Dioxide Emissions

The Commissioners continue to monitor their carbon footprint through record keeping of diesel, marine gas oil, heating oil, gas, electricity and LPG usage.

There is an on-going programme to replace all lighting on the Port with LED lamps. Works to upgrade the high-mast lighting at Port of Poole were completed during the year, providing the capability to vary lighting levels in-line with operational requirements.





Utilities Usage

Overall water consumption decreased when compared with the previous year. Within this, increased water usage at PHC's two marinas was more than offset by savings in water consumption at PHC's premises and other buildings on the port estate. Water supplied to commercial vessels remained consistent with the previous year.

Electricity consumption reduced, reflecting the first full-year in use of the new, energy-efficient Port Operations building which was completed in early 2022. Gas usage by PHC is low, when compared to electricity usage, but increased slightly year-on-year reflecting the return to a more normal working pattern by PHC staff as regular passenger ferry sailings to France resumed in April 2022, having been suspended for 25 months due to the covid pandemic.

Waste Management

PHC's Port Waste Management Plan document sets out the process for managing all waste at Port of Poole. The document is regularly reviewed and updated.

In October 2023, Suez were appointed as PHC's principal waste disposal contractor.

Pollution Prevention and Control

Poole Harbour Commissioners have an Oil Pollution Response Plan in place to deal with the release

of oil, or other hazardous substances, within the Harbour Authority area of jurisdiction. Because of the environmental designations within the Harbour, maintaining and testing the Response Plan is a priority to the Commissioners.

The Harbour Master, Chief Executive and Assistant Harbour Masters are all trained to Incident Commander level to deal with such incidents, with the assistance of other trained employees within the Harbour Master's Department.

PHC's Oil Pollution Response Plan was approved by the MCA in July 2021, for a further 5 years.

The plan was very successfully used when, on 26 March 2023, a leak occurred at a pipeline under Owers Bay, in Poole Harbour, operated by the Wytch Farm oil field. Approximately 200 barrels of reservoir fluid was released into Poole Harbour because of the leak. A major incident was immediately declared and PHC, as Poole Harbour's statutory harbour authority, managed the operation to control and clean-up the spill, implementing the Oil Pollution Response Plan. Working alongside a wide range of specialist organisations and stakeholder bodies (including Dorset Local Resilience Forum, Dorset Police, Dorset Council, Bournemouth Christchurch and Poole Council, Environment Agency and Natural England) the response was highly effective at minimising any environmental consequences, demonstrating the value-added by PHC's prioritisation of planning and training in readiness for such incidents.



Contacts

The Commissioners are committed to continually improving their environmental performance through ongoing adoption of best practice and working together with their staff and stakeholders to ensure that all their activities and services are delivered in an environmentally sustainable and sensitive manner.

Correspondence on environmental issues related to the Poole Harbour Commissioners and the Port of Poole should be referred to:

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