



LYMINGTON
HARBOUR



LYMINGTON HARBOUR COMMISSIONERS

Annual Report | 2022

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Photo Credit: Edward Pope



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Photo Credit: Roy Froud
2022 Photography Competition Winner

Photo Credit: Mark Anderson

CHAIR'S INTRODUCTION

At the time of writing, I am acutely conscious of the pressures being faced by so many of our Harbour users and stakeholders as a result of the world security and economic situation, inflationary pressures not seen since the 1980s and general uncertainty. Coming on the back of the pandemic these pressures are particularly unwelcome, but in all its deliberations throughout the year the Harbour Commissioners' work has taken into consideration the rapidly changing environment and adopted a positive but realistic outlook designed to take the Harbour forward. The main focus this year has been on crafting a Harbour Development Plan for the next decade. A key part of our wider Strategic Plan, this sets out details of when we need to replace major infrastructure around the harbour, together with potential new infrastructure projects and measures to improve harbour facilities to enhance safety and increase opportunities for getting on the water.

It also builds on exciting initiatives designed to support the environment and reduce our carbon footprint. After extensive consultation the initial proposals have been adjusted to focus on those which are most readily achievable in a measurable time-scale within a realistic and affordable budget, supporting key objectives of the Strategic Plan. While we cannot achieve everything desired by every stakeholder group, we have been alive to the needs of the majority of harbour users, including endorsing the Fortuna Development which when implemented will better align future mooring provision with waiting list demand. I am extremely grateful to Ryan Willegers for his outstanding efforts in bringing this important policy document to conclusion.

A perfect storm of inflationary pressures impacts virtually every aspect of life in the UK at this time, and the Harbour has not escaped its reach. Infrastructure reliant in large part on timber and steel has to be renewed, and running costs generally have continued to increase throughout the past year. This report includes accounts to March 2022, reflecting the previous year's financial dealings. Our finances remain sound, but inevitably there will be increases to charges in most areas in order they remain so. Some difficult decisions have had to be taken, but to alleviate some of the pressure we have taken the decision to defer for one year only the price increases we had intended to implement from April 2023 relating to the dredged mid-river sub-tidal moorings and pontoons. We will continue to monitor the effects on harbour users and keep a keen eye on the affordability of our facilities as the financial situation develops.

Maintaining the safety and security of all harbour users is a key factor in all our planning and day to day management of the harbour. After a couple of tough seasons in which people were not able to get on the water as they had before, resulting in skill-fade and pent-up enthusiasm to get on with life in general and have some fun, the Commissioners became concerned about increasing incidents of poor seamanship and, more importantly, speeding within our bailiwick particularly "out-of-hours". In response to this we have changed some summer Harbour Officer patrol routines in order to discourage inconsiderate and in some cases dangerous practices, and we will continue in this vein into next year. The focus is always on deterrence, education and encouragement of good practice, with prosecution very much a last resort. I do encourage every harbour user to be considerate on and around the water and take care of others as well as themselves.

Conscious of the need for all to contribute to the well-being of our ailing planet, we have continued our focus on environmental protection and enhancement throughout 2022 and will continue to do so in future. An exciting initiative in partnership with Land & Water which if successful will complement our on-going work in using dredged sediment to protect the salt marshes in our area is now firmly taking shape. We continue to look for new opportunities as they arise and are focussed on continuous improvement in our climate change commitment and sustainability goals.

I remain most grateful to our Board of voluntary Commissioners, all of whom give of their time freely and bring a wealth of experience in support of our Harbour Master and Chief Executive. It was with great sadness we said goodbye to my predecessor as Chair of the Harbour Commissioners, Tim Harford, in October at the end of his second term of office. Sadly, Tim passed away only a short while after standing down as a Commissioner through ill-health. He was an utterly dedicated and professional Commissioner and Chair who devoted a great

deal of time and effort to the Harbour. We do miss him and his wise counsel. I am also very grateful to Andrew Richards who completed 6 years as a Harbour Commissioner in January. In 2023 we will lose Jane Challener on completion of two terms in office. We shall be sorry to see her go. We do encourage diversity on our Board, but since my recruitment in 2017 and several recruiting rounds there have been no female applicants. As ever, we will seek to advertise as widely as possible to get the message out that everyone is welcome to apply.

I would like to thank all members of the Lymington Harbour Advisory Group, chaired by Rupert Wagstaff, for their ongoing engagement and support, and the many individuals and stakeholder groups who contributed directly to the Harbour Development Plan consultation. Stakeholder engagement is at the heart of our decision-making and I am very grateful for all input. A particular thank you also to all who came to the public meeting on 1 December 2022 which was very well attended. The public meeting is an important opportunity for direct contact between stakeholders and Commissioners, as well as the wider community not directly affected by harbour business, and it was pleasing to see so many there.

2023 will no doubt bring its own challenges, but the harbour is in good shape with a well-defined plan for improvement as well as for remaining financially viable into the future. I wish all harbour users an enjoyable and safe season ahead.

Alison Towler
CHAIR



Above: Stakeholders at the Annual Public Meeting chaired by Alison Towler (Chair) and Ryan Willegers (Harbour Master)

Below left: Pennington Junior School educational visit to Lymington Harbour

Below right: Harbour Development Plan 2022-2023



LYMINGTON HARBOUR COMMISSIONERS
Harbour Development Plan 2022 to 2032
Issued: November 2022



GOVERNANCE & REGULATORY

GOVERNANCE POLICY

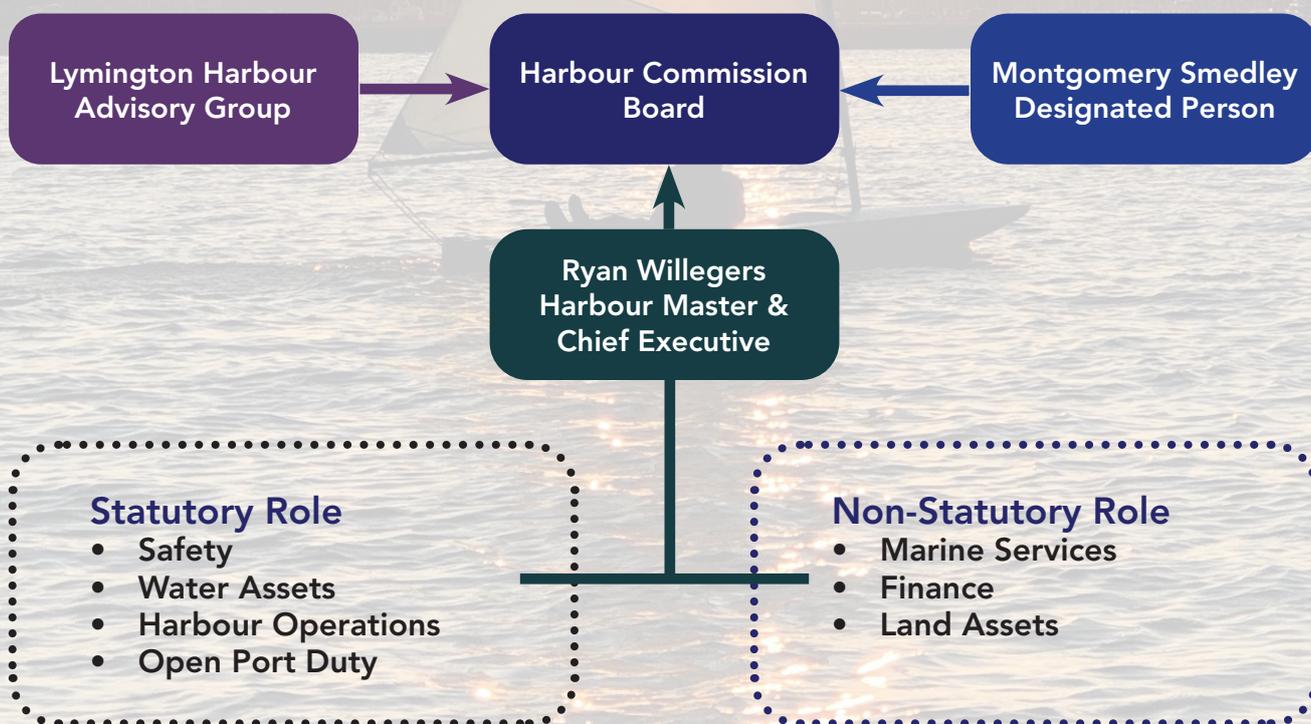
Lymington Harbour is a Trust Port, designated and recognised by the Department for Transport (DfT). As such, it is an independent statutory body, run by an independent board of Commissioners for the benefit of stakeholders. We are committed to working in accordance with the principles of governance published in the Ports Good Governance Guidance (DfT March 2018).

The guiding principles of Lymington Harbour Commission are set out in a strategy document, currently the Strategic Plan 2020-2025. Progress towards the Strategic Plan objectives is reported bi-monthly to Commissioners, up to twice a year to the Harbour Advisory Group, and annually at a public meeting and through our annual report.

Port business is conducted in the interests of the whole community of stakeholders, openly, accountably, and with commercial prudence. The DfT requires LHC to operate as a commercial business, seeking to generate a surplus to be re-invested back into the development of the harbour, or otherwise directed for the benefit Lymington Harbour Stakeholders. www.lymingtonharbour.co.uk/governance

LYMINGTON HARBOUR COMMISSION STRUCTURE

The Board of Commissioners consists of nine independent non-executive Commissioners and the Harbour Master/Chief Executive. A maximum of two additional Commissioners can be co-opted at any one time for specific purposes and serve for a period of 12 months.



We aim to have a diverse board of Commissioners who are appointed on merit through an open recruitment process designed to provide the professional skills and experience necessary to formulate policy and make appropriate business decisions. The Commissioner selection panel of four includes a stakeholder representative from the Harbour Advisory Group and an independent person, normally a Town, District, or County Councillor. Apart from the Harbour Master/Chief Executive, the Commissioners' positions are voluntary and receive no remuneration. Appointments run for a term of three years and Commissioners can serve two terms, or three terms if one term is as Chair.

The Commissioners currently serving on the Board are as follows:



The Board of Commissioners met six times during the year. The number of board meetings attended by each Commissioner is shown in the table below together with the number of meetings they were eligible to attend. The first figure represents attendance and the second figure the possible number of meetings. For example, 5/6 signifies attendance at five of six possible meetings. In addition, four meetings were attended by the Chair of the Lyminster Harbour Advisory Group.

Commissioner	Board Meeting Attendance	Special Interest
Alison Towler	6/6	Chair & Personnel Committee
John Morrow	6/6	Vice Chair
Darren Longley	6/6	Finance Committee
Philip Naylor	6/6	
Jane Challener	6/6	Environment Committee
Paul Harrison	6/6	Business Development Committee
Chris Lisher	4/6	Safety Committee
Mike Bowles	5/6	Mooring Committee
Timothy Harford to 31.10.2022	2/5	Note: The Commissioners approved a special leave of absence
Robert Willows Co-opted Commissioner to 31.10.2022 Commissioner from 01.11.2022	6/6	
Ryan Willegers	6/6	Chief Executive & Harbour Master

Commissioners also attended a number of meetings of the supporting committees. At their invitation, the Chairman and Harbour Master/Chief Executive attend meetings of the Harbour Advisory Group. Commissioners are required to declare any interests that are relevant to the management of the harbour. A register of declared interests is available for inspection at the Harbour Office and on LHC’s website. www.lymingtonharbour.co.uk/board-of-commissioners

LYMINGTON HARBOUR ADVISORY GROUP

As recommended by the Department for Transport and required under its constitution, Lymington Harbour Commission consults and seeks guidance from an advisory committee whose members represent the beneficiaries and stakeholders of Lymington Harbour.

Lymington Harbour Advisory Group (LHAG) normally meets twice a year and aims to provide an effective two-way communication mechanism between harbour users and the Harbour Commissioners. LHAG has 13 members representing interests including recreational users, commercial shipping, marinas, local businesses, coastal protection, local people, the RNLI and environmental interests.

LHAG meetings enable members, sometimes representing competing interests, to comment on proposed changes in the operation of the harbour and to suggest ideas for improvements or raise issues of concern. In 2022 LHAG's main focus was to provide feedback to the public consultation on the 2022-32 Harbour Development Plan. Meeting minutes are published on LHC's website. We encourage all stakeholders to provide input and feedback to the Commission or through the Lymington Harbour Advisory Group so that we can continue to operate a thriving port that is fit for the future.

www.lymingtonharbour.co.uk/harbour-advisory-group

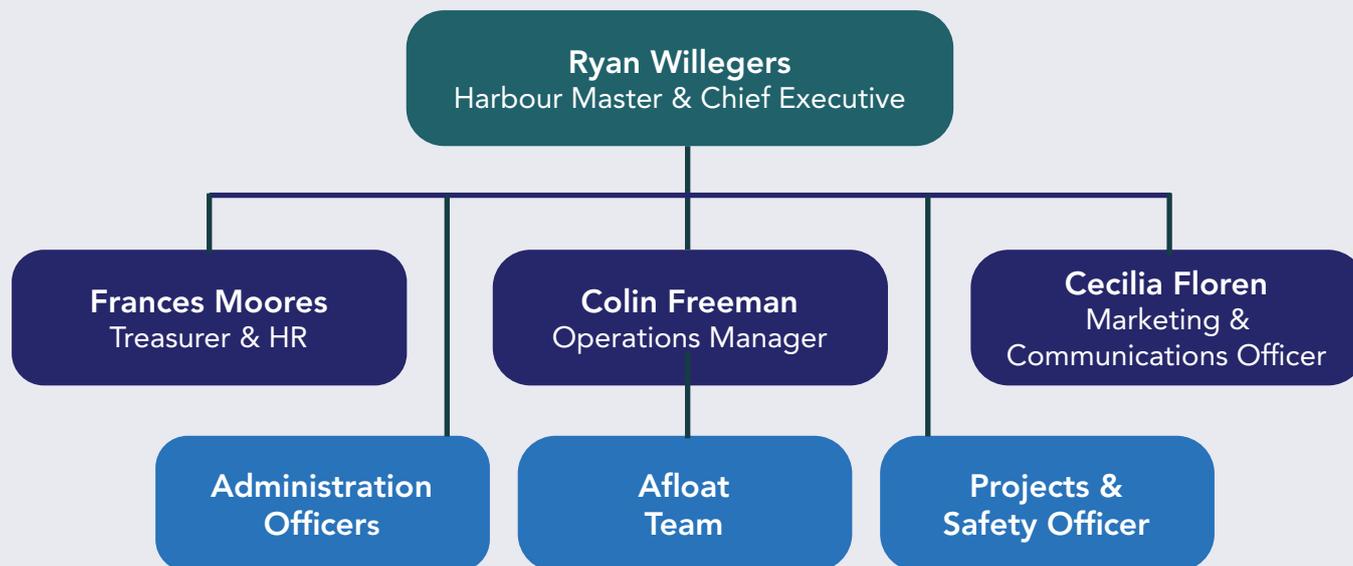
Stakeholder Group	Organisation	Representative
Recreational Users	Royal Lymington Yacht Club, Lymington Town Sailing Club & Lymington Sailability	Roy Froud
	Lymington Amateur Rowing Club, Sea Scouts & Lymington & District Sea Fishing Club	Peter Lock
Commercial Boat Owners	West Wight Charter Skippers Association	Rob Thompson
Ferry Operators	Wightlink Limited	Barry Smith
Marinas	Lymington Yacht Haven & Berthon Boat Company	Rupert Wagstaff
Local People	Lymington & Pennington Town Council	Councillor Barry Dunning
	Lymington Society	Don Mackenzie
Local Businesses	Lymington & District Chamber of Commerce	Guy Standley
Environmental Interests	Hampshire & Isle of Wight Wildlife Trust	TBC (awaiting new appointment following retirement)
	Lymington, Keyhaven & District Wildfowling Association	John Clarke
	New Forest National Park Authority	Steve Avery
Coast Protection Interests	New Forest District Council	Peter Ferguson
RNLI	Lymington RNLI	Al Mackay



Tom Murrison

PERSONNEL MANAGEMENT

OFFICER STRUCTURE



HR REVIEW

LHC employs six full time and five part time permanent staff. The core team is supported by seasonal staff during the summer months.

Harbour Master & Chief Executive, Ryan Willegers, is responsible for the effective operation of the Commission, including the long-term strategic development of the harbour. In his capacity as Harbour Master he is also responsible for ensuring that the Commission meets all of the statutory duties associated with a Trust Port and Statutory Harbour Authority, including safety and navigation.

Operations Manager, Colin Freeman, is responsible for the day-to-day operational management of LHC's marine services and moorings and for the harbour patrol officers.

Treasurer, Frances Moores, is responsible for the accounting and financial management and has personnel responsibilities. Frances is also the Data Protection Officer for LHC.

Marketing and Communications Officer, Cecilia Floren, is responsible for the marketing of LHC's commercial services, as well as stakeholder and media communications.

During the year, officer terms and conditions of employment were reviewed and updated and officer training included marine risk assessment, oil spill response, marketing, accountancy (CPD), and fire safety awareness.



HARBOUR SAFETY

PORT MARINE SAFETY CODE

The Port Marine Safety Code (PMSC) is a nationally agreed standard against which the Department for Transport recommends that port safety management systems are measured.

The PMSC recommends the appointment of a Designated Person to provide independent assurance directly to the Board of Commissioners that the marine safety management system is working effectively and is compliant with the requirements of the Code. This is achieved through a formal annual audit and report. LHC currently appoint Mr Montgomery Smedley of marine consultancy ABPmer as Designated Person.

In April Mr Smedley conducted his audit and produced his report which concluded that Lymington Harbour Commission and its harbour operations were fully compliant with the requirements of the PMSC. His audit report is published on LHC's website.

AIDS TO NAVIGATION

Lymington Harbour owns and maintains 45 aids to navigation such as buoys and beacons. Over the past 12 months, Lymington Harbour has achieved an availability of local aids to navigation of 99.2% which compares favourably with the industry target of 97% availability.



Trinity House Lighthouse Service, the General Lighthouse Authority for England & Wales, undertook their annual inspection of the Aids to Navigation on the 8th March 2022. All were found to be in good and efficient order.

During the year 6 Aid to Navigation piles were renewed with an order placed to renew a further 8 piles early in 2023.

EMERGENCY PLANNING, EXERCISES & TRAINING

Under the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operations Convention) Regulations 1998, Lymington Harbour is required to hold an incident management exercise every year to test the effectiveness of its Oil Spill Response Plan. As Wightlink (the Isle of Wight ferry operator) is also a Statutory Harbour Authority within Lymington Harbour, we share a response plan which is jointly exercised. This year it was a Wightlink led exercise which took place on the 25th October 2022 and included a physical boom deployment. Relevant agencies and key operational stakeholders participated. Two notification exercises were also carried out during the year to test 'call out' arrangements, with both including a boom deployment.



INCIDENTS & INVESTIGATION

Where incidents are reported, details are recorded, and where appropriate, are the subject of further investigation. For safety related incidents, the main purpose of investigations is to establish the contributing causes, identify any learnings, and make an assessment on whether any changes are required to risk assessments and risk control measures.

The tables below compare safety and non-safety incidents in 2022 with the past three years and three year average.



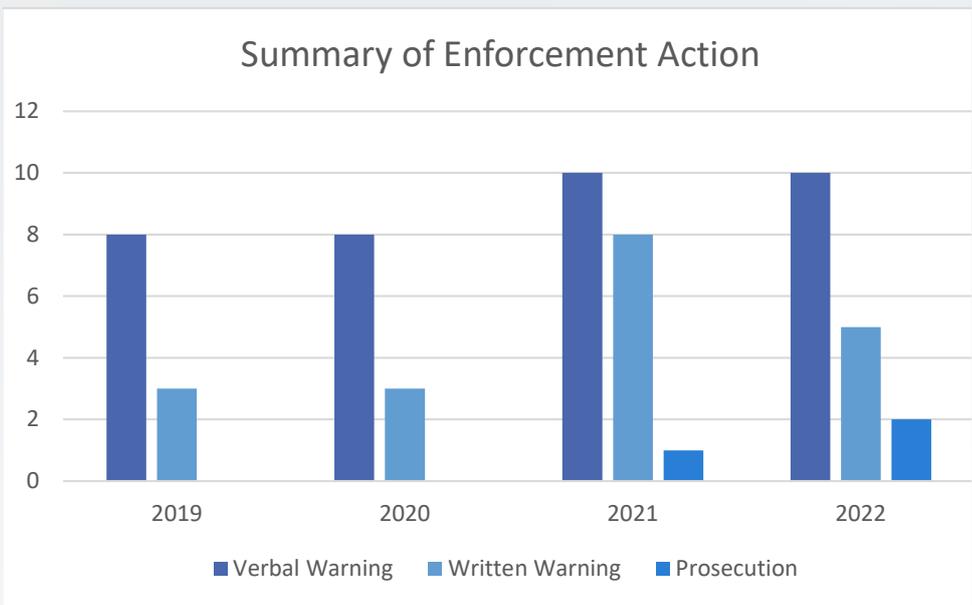
Safety Incident	2019	2020	2021	3 Year Ave	2022
Capsize (with personnel)	3	1	2	2.0	2
Collision – Moving Vessels	1	0	2	1.0	1
Collision with Ferry	0	0	2	0.7	0
Collision – Moored Vessel/Stationary Object	11	12	21	14.7	8
Fire	0	0	0	0.0	0
Grounding	13	12	8	11.0	6
Inappropriate Navigation	3	0	0	1.0	1
Man Overboard	2	4	4	3.3	2
Near Miss – Ferry	4	3	11	6.0	8
Near Miss – Other	1	1	2	1.3	0
Other	10	6	4	6.7	10
Slipway Incident	1	5	0	2.0	2
Speed Infringement	4	7	7	6.0	10
Tampering	1	3	0	1.3	0
Vessel Adrift	15	18	16	16.3	12
Wash Other Vessels	0	0	0	0.0	2
Wash Ferry	0	0	0	0.0	0
Total 1st Jan to 31st Dec	69	72	79	73.3	64

Non Safety Incident	2019	2020	2021	3 Year Ave	2022
Boat Damage	15	8	5	9.3	10
Pollution	1	4	1	2.0	1
Tampering	2	6	6	4.7	3
Theft	2	9	5	5.3	2
Other	8	4	12	8.0	4
Total 1st Jan to 31st Dec	28	31	29	29.3	20



LOCAL HARBOUR GENERAL DIRECTIONS & ENFORCEMENT

LHC is responsible under the Port Marine Safety Code for the effective enforcement of its regulations, which are adopted in order to assist in managing the safety of navigation within the harbour. Enforcement comprises the promulgation of regulations and guidance, effective surveillance including use of CCTV, incident investigation, and where appropriate, formal warning and prosecution. Evidence gathering is supported by the use of body worn cameras. Harbour Patrol Officers are proactive in LHC’s primary approach of educating and informing offenders and regularly attend enforcement seminars run by the Hampshire Marine Police Unit. The table below summarises enforcement action undertaken in 2022.



Above Left: Harbour Office kiosk at Town Quay
Above right: Pennington Junior School educational visit – RNL Lympington Lifeboat Station
Below: Monday Dinghy Sailing

PORT & HARBOUR DEVELOPMENT

HARBOUR DEVELOPMENT PLAN

A key objective of the 2020-25 strategic plan was to develop, consult and publish a Harbour Development Plan (the Plan) to guide the sustainable development of the harbour for the next 10 years and beyond.

Between the 4th April and the 26th June 2022, Commissioners undertook a 12-week public consultation on a draft Plan. Commissioners then considered the feedback received before finalising the plan and, following presentation to the Lymington Harbour Advisory Group on the 7th November, the Commissioners approved the plan for publication at their November meeting. The plan was published through the harbour newsletter and the website, and key elements were presented at the annual public meeting held on the 1st December 2022.

The Plan and a separate document summarising the consultation feedback and the Commissioners arising conclusions are available at www.lymingtonharbour.co.uk/Publications

TOWN QUAY WASHROOMS & QUAYSIDE

Between January and May 2022, major refurbishment works were carried out to improve the washroom facilities for visiting boat crews. The works were timed to coincide with structural repairs being undertaken to the building by New Forest District Council who refurbished their public washroom facilities at the same time. The refurbished washrooms opened for business on the 11th April 2022 and now complement the new walk ashore berth facilities that were installed in 2020.



EASTERN WAVE SCREEN

Following a four-month construction process, works to replace the eastern wave screen that forms part of the sea defences that protect the inner harbour was completed in April 2022. This £340k project used steel piles to provide for a longer design life. Between the piles, prefabricated FSC certified greenheart panels were installed with a top level 0.3m higher than the previous structure to cater for the projected rise in sea levels by 2041. An allowance has also been made for future vertical extension of the panels when needed.

RAILSIDE MOORING AREA

In December 2022, works to replace 16 mooring piles in the Railside mooring area was completed at a cost of £85k. This area was also dredged as part of the normal 5-year dredging cycle. In January 2023 works will commence to lay new mooring chains and reinstate the moorings.

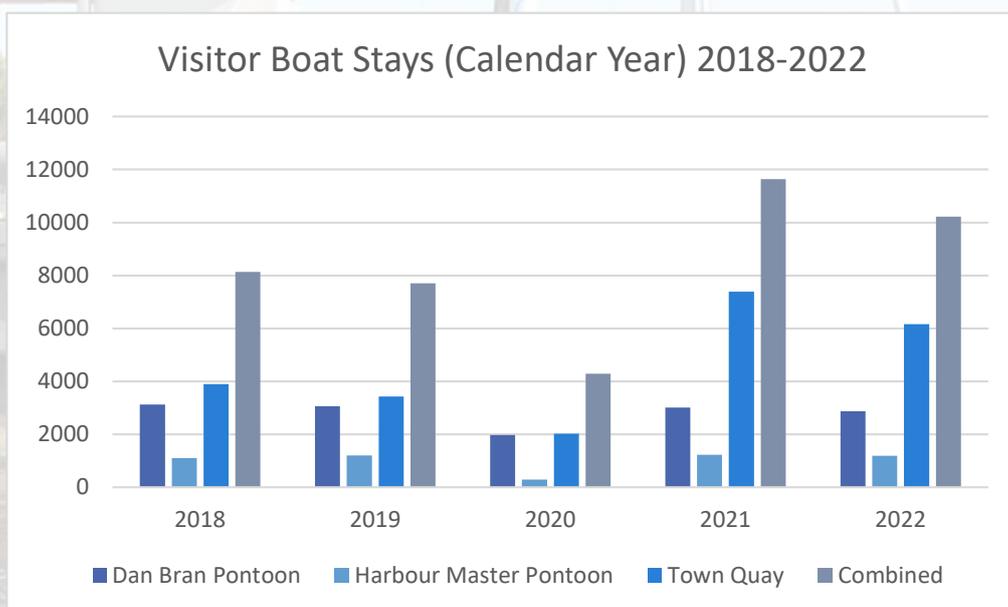
MARINE SERVICES & BUSINESS DEVELOPMENT

MOORINGS & RECREATION

There continues to be a long waiting list for resident moorings. At the 4th December 2022, the waiting list for an annual resident mooring comprised 593 applicants. This represents a decrease of 7.4% since the same date in 2021. In addition, 393 existing mooring holders are on the waiting list to 'upgrade' their mooring.

During the year we continued with our rolling annual programme to verify that mooring licence holders and persons on the waiting list meet the local residency and boat ownership criteria required to qualify for a resident mooring with 174 checks completed. This year four persons had their mooring licence withdrawn because they no longer fulfilled the eligibility criteria.

In 2022, the number of visiting boats fell by 12.5% on the record number of visits achieved in the previous year, in part due to the delay in opening the Town Quay pontoon facility until the 11th April, due to the refurbishment of the visitor washrooms. We also believe that the easing of Covid restrictions for travelling abroad adversely impacted on UK boat use compared with the previous year. A similar trend has been reported by other Solent harbours. Notwithstanding the above, visiting boat stays were the second highest on record, again highlighting the popularity of the new walk ashore berth facilities at Town Quay. The table above shows the trend in visiting boat stays in recent years.



Each year we also sublet temporarily unused resident moorings to long term visitors (LTV's). In 2022, LTV income during the calendar year was £88.8k, up from £76k in 2021.

COMMERCIAL VESSELS

Wightlink operated 8,768 trips in 2022, up from 7,330 trips on the previous year. For 2023, Wightlink are forecasting they will operate 9,152 trips.

Puffin Cruises had another good year, making 1,163 trips in 2022, up from 1,079 trips in the previous year. There continues to be a small but active commercial fishing and charter angling fleet.

MARKETING

We continue to implement our marketing plan with a range of initiatives to promote the harbour to visiting boat crews. This included placing advertisements in local and regional yachting press (including online) and within local harbour guides between Poole and Portsmouth. The harbour was also marketed through visitor newsletters, and through publishing relevant content on the website. In 2022, we also worked with 10 local organisations and businesses to provide 'added value' offers to visiting boats and encourage waterborne tourism to the Town.

ENVIRONMENT, CONSERVATION & SUSTAINABILITY

DREDGING

In accordance with the Conservation Assessment Protocol on Maintenance Dredging and the Habitats Regulations (2010), in 2022 we undertook a formal review of our 'Baseline Document' that records and updates the state of knowledge of dredging activities in Lymington Harbour and the local opportunities for beneficially using dredged sediment. The Baseline Document makes an evaluation of the relationship between maintenance dredging activities and the current condition of Natura 2000 sites and is used to help inform regulators when considering renewal of dredging disposal licences, including beneficial use. The Baseline Document is formally reviewed every 5 years.

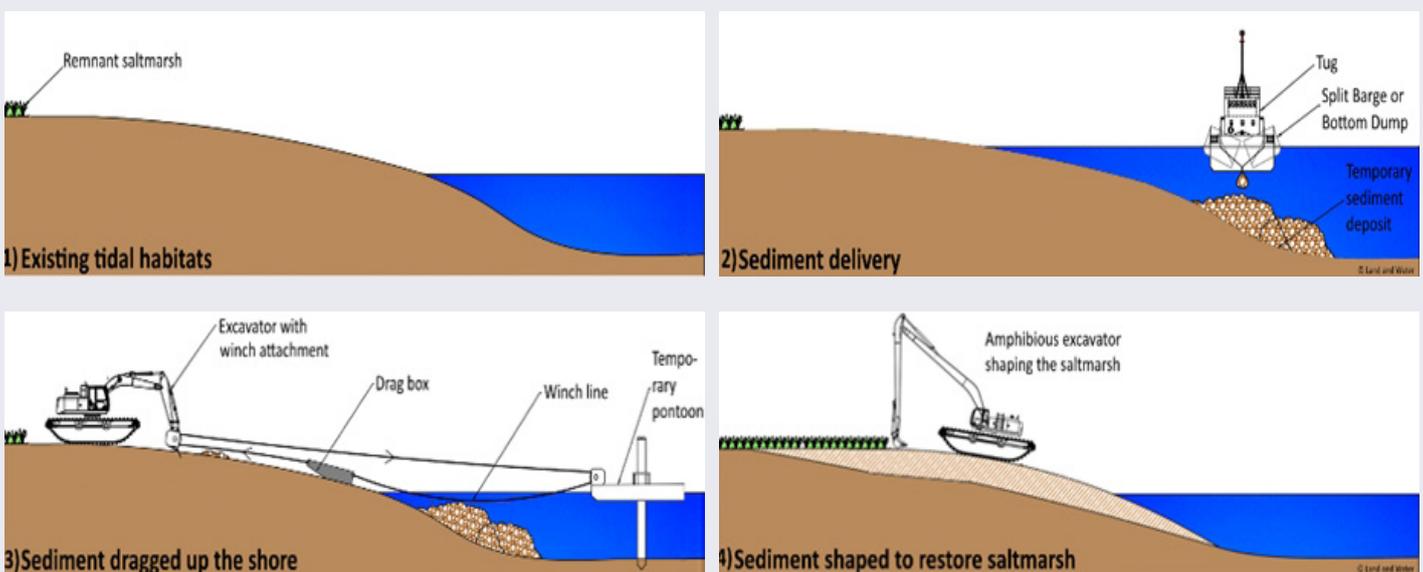
SALTMARSH RESTORATION

An important consideration in the licencing process for maintenance dredging is whether there are local opportunities to use dredged mud in a more sustainable way, rather than disposing at sea. LHC has a 7-year licence valid until 2024, to beneficially use up to 10,000 tonnes of mud dredged from the river each year in an intertidal bay area within Boiler Marsh.

Beneficially using mud in this way has created an unconfined intertidal reef within the bay that is providing shelter to the saltmarsh behind from wave and tide action. It is also supplying a source of sediment to 'feed' the marsh in the immediate vicinity. The latest monitoring report (July 2022) showed that since 2017 an area of mud of around 20,000m² (2 Ha) has been raised by around 1m. However, while this technique has been successful at reducing erosion to the protected marsh behind, the barges cannot get mud high enough in the tidal frame for new saltmarsh to grow.

We are therefore working with partners, Land & Water, a marine contractor specialising in environmental enhancement projects to undertake a trial of a new technique to move a significant quantity of the previously placed and consolidated sediment higher up the tidal frame onto adjacent lower lying areas of decaying saltmarsh.

The mud will be moved using a modern version of an old Victorian design for clearing mud from lake beds and involves a large collection box on load bearing skis being winched across the mud to scoop it up and move it to the desired location higher up in the tidal frame. Once placed, an amphibious excavator with very accurate instruments will shape the mud to achieve the exact height required to support new saltmarsh growth.



The aim is to raise the trial area to the same level as supports the surrounding healthy high marsh to encourage new marsh growth. If successful, it is hoped this new technique will offer the opportunity of large-scale saltmarsh creation.

The Commissioners & Land Water are each meeting 50% of the work up costs to obtain a marine licence. However, Land & Water will meet all of the mobilisation costs associated with the trial as, if successful, they are hoping it will present a business opportunity further down the line related to the sequestration of carbon and nitrates. Subject to obtaining the necessary permissions, we are aiming for the first phase of the trial to take place between August and September next year.

Separately, we continue to work with the Solent Forum on their project to obtain a marine licence for two more bottom placement sites, one to the east and one to the west of the river. For the latest information on BUDS go to: www.solentforum.org/services/Current_Projects/buds



CLIMATE CHANGE COMMITMENT & SUSTAINABILITY

In December 2020, Lymington Harbour Commission initiated an environmental audit to identify where we could improve sustainability throughout the business. This identified 68 areas of improvement with each area being ranked for implementation over time. The resulting plan now provides a key focus for our work over the next decade, with the Environment Committee setting targets for implementation each year.

For 2022 this included publishing paddle sports guidelines to avoid bird disturbance; undertaking a feasibility study into the electrification of one of our work boats; a review and rationalisation of the use of work boats to reduce fuel consumption and greenhouse gas emissions; a continuation of our transition to 100% renewably sourced electric power as contracts came up for renewal; implementation of motion sensitive switches for lighting within the harbour office and workshop and the conversion to recyclable toner cartridges for the office printer. All 2022 improvement actions have been completed, with the renewal of electricity contracts to 100% renewable sources having a significant beneficial effect in reducing greenhouse gas emissions. The conclusion of the feasibility study into converting one of the work boats to electric propulsion proved positive and this has been incorporated as a 2023 improvement target.

In May 2022, the Commissioners also approved and published a Climate Change Policy which sets a target to halve our greenhouse gas (GHG) emissions by 2030 and achieve net zero by 2050.

Using the UK Government's published guidance and tools for calculating a company's carbon footprint, at the start of the year our annual GHG emissions were calculated to be 46 tons. Principally by converting our remaining electrical contracts to 100% renewable sources, this year ongoing GHG emissions have been reduced by approximately 20 tonnes per annum.

Going forward, reductions related to ongoing operations will be more difficult to achieve. Fuel associated with work boat operations accounts for about 8 tonnes of GHG emissions each year and our move to electrify the small launch will see a reduction next year. The remaining emissions of approximately 18 tonnes per annum relate to third party suppliers of goods and services, such as dredging or the supply of materials which are more difficult to control or influence. From time to time there will be annual 'spikes' where the carbon emissions associated with the materials, delivery and construction of capital infrastructure projects are incorporated, albeit LHC will seek to mitigate or offset these where possible.

COMMUNICATIONS & STAKEHOLDER RELATIONS

COMMUNICATIONS

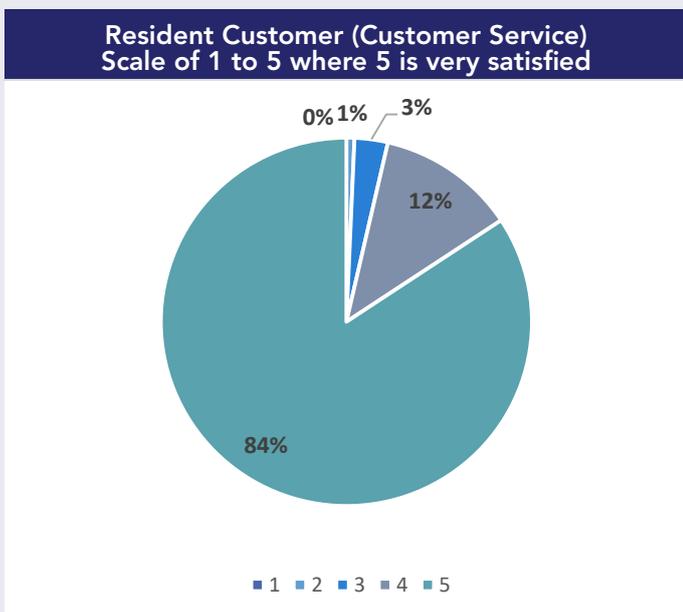
We aim to communicate effectively with our customers, wider stakeholders, and the local community. We do this through the Lymington Harbour Advisory Group, email newsletters (including local notices to mariners), the website, social media, and through an annual public meeting.

The table below gives details of electronic communication activity in 2022, where stakeholders have subscribed to receive.

Media Type	Local Notices to Mariners	Harbour Newsletter	Visitor Newsletter	Facebook	Twitter	Instagram
No. Communications	16	9	2	51	29	12
No. Subscribers/ Followers	1055	1196	614	530	280	1123

CUSTOMER SURVEYS

Each year we undertake a customer satisfaction survey of resident mooring licence holders (including those on the waiting list), as well as visiting boats. The tables below summarise the results for 2022 and it is pleasing that we continue to see a high level of customer satisfaction with our customer service. In total we received 140 responses from resident customers and 67 responses from visiting customers.



Dear HM

Thank you for a great experience. We keep the boat in the Solent and have not visited for years. Really admired your Town Quay developments. Superb!

Easy to book and pay on line, fabulous welcome, excellent facilities and a very reasonable fee. My new favourite spot . We will return!

Thank all your team. Yacht Sheevra (Sep '22)

Dear Lymington Harbour,

Had a lovely stay and weekend in Lymington.

Great facilities and helpful staff.

Many thanks

Yacht Genivere (Aug '22)

FINANCIAL MANAGEMENT

RESULTS & OPERATING REVIEW — YEAR ENDING 31ST MARCH 2022

Lymington Harbour Commissioners (LHC) continues to maintain a sound financial position. Turnover increased by 17.9% on the previous year, due in large part to the effects of the pandemic on the business in FY 2020/21. Costs increased by 28.1%, again in large part due to pandemic mitigation measures reducing costs in the previous year, and an exceptional provision of £100k for the Town Quay visitor washroom refurbishment in FY 2021/22.

In order to improve transparency, turnover is broken down between statutory harbour authority income (dues) and income generated from commercial operations. The key financial and other performance indicators during the year were as follows:

Performance Metric	Unit	2022	2021
Turnover	£	1,790,855	1,518,471
Gross Profit	£	736,955	718,922
Gross Profit Percentage	%	41	47

At the end of the financial year the statement of financial position and cashflow statement continue to show a sound position with a satisfactory level of cash and reserves.

PENSION

The provision for the deficit on the pension scheme has been decreased by £201,690 this year compared to an increase of £236,520 last year.

LOAN

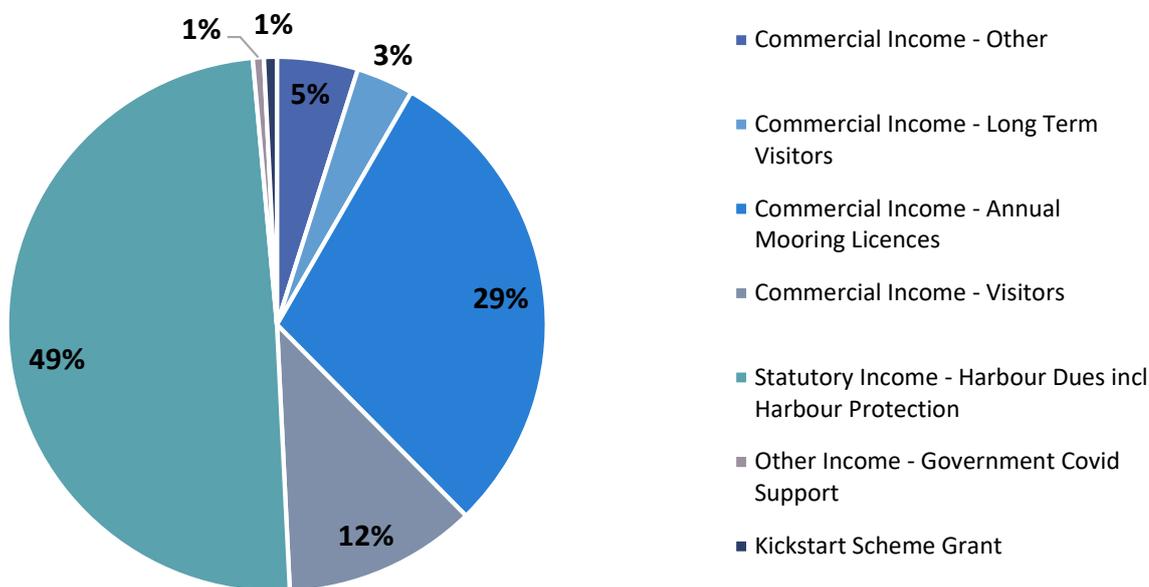
During the year £200,700 (2021 - £100,350) of capital was repaid and £15,619 (2021 - £21,299) of interest was charged on the £2,007,000 secured loan facility from the New Forest District Council to fund the cost of facilitating the second phase of breakwater construction to protect the harbour.



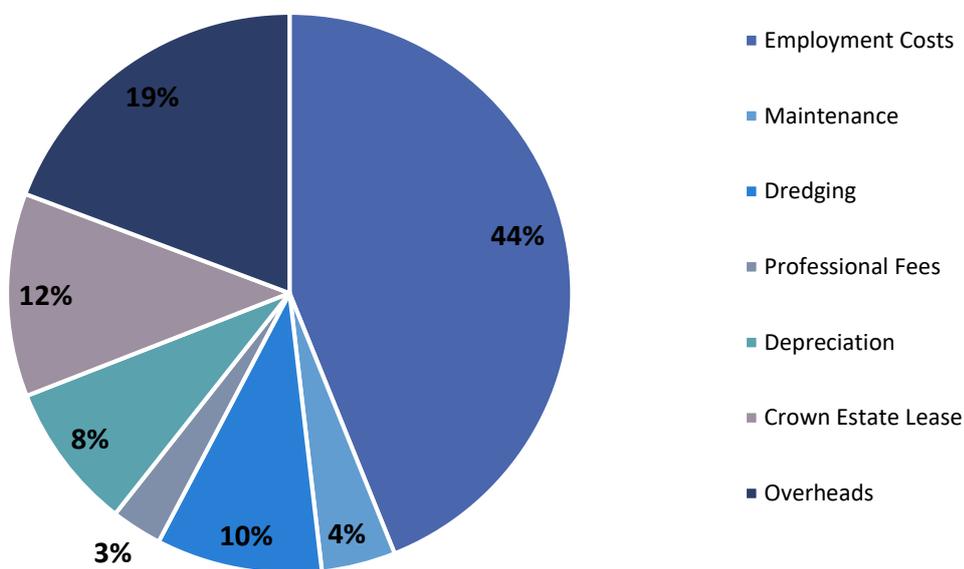
Photo Credit: Martin Bunker

INCOME & EXPENDITURE - YEAR ENDING 31ST MARCH 2022

Income Analysis 2021/22



Expenditure Analysis 2021/22



PROFIT & LOSS ACCOUNT - YEAR ENDING 31ST MARCH 2022

	2022 £	2021 £
Turnover	1,790,855	1,518,471
Cost of sales	<u>(1,053,900)</u>	<u>(799,549)</u>
Gross profit	736,955	718,922
Administrative expenses	<u>(451,735)</u>	<u>(376,217)</u>
Other operating income	<u>26,026</u>	<u>49,184</u>
Operating profit	<u>311,246</u>	<u>391,889</u>
Other interest receivable & similar income	3,244	4,129
Interest payable & similar expenses	<u>(49,086)</u>	<u>(42,299)</u>
	<u>(45,842)</u>	<u>(38,170)</u>
Profit before tax	265,404	353,719
Taxation	<u>(153,769)</u>	<u>(82,584)</u>
Profit for Financial Year	<u>111,635</u>	<u>271,135</u>

STATEMENT OF COMPREHENSIVE INCOME - YEAR ENDING 31ST MARCH 2022

	2022 £	2021 £
Profit for the year	111,635	271,135
Remeasurement gain/(loss) on defined benefit pension contribution scheme	<u>384,000</u>	<u>(214,000)</u>
Movement in deferred tax on defined benefit pension contribution scheme	<u>(47,310)</u>	40,660
	<u>336,690</u>	<u>(173,340)</u>
Total comprehensive income for the year	<u>448,325</u>	<u>97,795</u>

BALANCE SHEET AS AT 31ST MARCH 2022

	2022 £	2021 £
Fixed Assets		
Tangible assets	4,858,242	4,615,191
Current Assets		
Debtors	182,897	172,538
Cash at bank and in hand	<u>2,274,372</u>	<u>2,276,388</u>
	2,457,269	2,448,926
Creditors: Amounts falling due within one year	<u>(1,519,348)</u>	<u>(1,353,132)</u>
Net current assets	937,921	1,095,794
Total assets less current liabilities	5,796,163	5,710,985
Creditors: Amounts falling due after one year	(544,800)	(814,250)
Provisions for liabilities	<u>(342,099)</u>	<u>(234,106)</u>
Net assets excluding pension asset/(liability)	4,909,264	4,662,629
Net pension liability	<u>(832,680)</u>	<u>(1,034,370)</u>
Net Assets	<u>4,076,584</u>	<u>3,628,259</u>
Capitals and Reserves		
Capital Reserve	12,500	12,500
Revenue Reserve	<u>4,064,084</u>	<u>3,615,759</u>
Total Capital and Reserves	<u>4,076,584</u>	<u>3,628,259</u>

The Financial Statements are a summary of the information taken from the full financial statements. These summary financial statements may not contain sufficient information to allow a full understanding of the financial affairs of the Commission. For further information, the full financial statements, the Auditors Report on these financial statements and the Commissioners' Report should be consulted.

Copies of these financial statements can be obtained from the Lymington Harbour Commissioners website: www.lymingtonharbour.co.uk/annual-report. The full financial statements were approved on the 11th July 2022 and include an unqualified report from the auditors.

Signed on Behalf of the Commissioners
A. Towler (Chair)

2023/24 CHARGES

In November, the Commissioners finalised the pricing for the provision of optional commercial services (such as resident and visitor moorings) and statutory harbour dues for the 2023/24 financial year.

When deciding the level of price rise required, factors considered included:- the current financial position of the authority; the current statutory, safety, and other management requirements for the authority; the cost of future infrastructure maintenance; the predicted cost of the next phase of breakwater construction to protect the harbour; inflation and predicted inflation; and the need to build up reserves.

Taking all of these factors into account, the Commissioners have decided to increase charges to take effect from the 1st April 2023 as follows:

Description	% Increase	Additional Comments
Resident Mooring Licence	7.5%	Includes harbour dues (internal apportionment) which will increase by 6.5%.
Visitor and Long Term Visitor (LTV) Mooring Fees	7.5%	Visitor and LTV mooring fees are currently proposed to increase by an average of 7.5%, albeit some visitor fees will increase by more to reflect increases in electricity costs. Visitor & LTV mooring fees will be kept under review and may be adjusted during 2023 in response to changing economic circumstances.
Other Facilities	7.5%	Other fees for optional commercial services (slipway, scrubbing grid, etc) will increase by an average of 7.5%. Where these fees incorporate a harbour dues element, the internal apportionment of dues will increase by 6.5%
Harbour Dues (excluding Harbour Protection Levy)	6.5%	
Harbour Protection Levy	9.6%	The Harbour Protection Levy sees a higher increase, reflecting concerns that construction inflation is much higher than the main inflation indices. Commissioners need to repay the outstanding loan and build reserves towards the next phase of breakwater construction which is currently predicted to be needed between 2028 and 2032.

RESIDENT MID RIVER MOORING CHARGES (FEE INCREASED FOR DREDGED MOORINGS)

As set out in the consultation on the Harbour Development Plan and in the finalised and published Plan, Commissioners need to increase the level of income generated from mooring fees to meet the funding requirements of the harbour going forward. In order to inform where that extra income should be raised from, and to ensure fairness, we undertook a detailed analysis of the income contribution from all mooring areas on the river. This showed that:-

- Income derived from walk ashore resident berths and visitor berths covers the cost of provision and is at a level to fund future asset replacement and make a contribution to reserves and harbour investment.
- Income derived from mid-river resident moorings, and in-particular sub tidal dredged moorings, does not cover the cost of provision. Analysis shows that over the course of the asset lifespan, income generated from mid-river sub tidal (dredged) moorings will only cover half the cost of provision.

Commissioners have therefore concluded that mooring licence fees for mid river sub tidal dredged moorings/pontoons must be increased to cover the full cost of provision by FY 2031/32. In order to mitigate the impact on mooring licence holders, this will be achieved by phased real terms annual increases as set out in the below table.

Year	Increase in Mid River Sub-tidal (Dredged) Mooring / Berth Fees
FY 2024/25 to FY 2031/32 inclusive	Annual real terms increase by 7.2% ¹ per annum <u>plus</u> the annual increase applied for inflation to all mooring fees

¹ The 7.2% per annum increase is the combined effect of the increase in the mooring fee element plus harbour dues, but excludes the Harbour Protection Levy.

As set out in the consultation document, it was originally intended that the phased real terms increases would commence from April 2023. However, Commissioners have determined that in light of the current exceptional economic circumstances and very high inflation, a 'one off' 12-month deferral of the implementation of the real terms increase will apply.

To a lesser extent, mooring fees for mid river drying/restricted access moorings also do not cover the full cost of provision, although they make up a smaller percentage of resident moorings. Given some of these moorings have in the past not had a waiting list and have at times been difficult to fill, LHC do not propose to increase charges for these 'entry level' moorings beyond annual adjustments for inflationary pressures.

STAKEHOLDER BENEFITS

As a Trust Port, Lyminster Harbour is run for the benefit of the port's stakeholders. In accordance with the Department for Transport's document Port Good Governance Guidance (March 2018), LHC is required to be self-funding and run the port as a commercial business in order to generate a financial surplus. LHC is required to use the surplus to support the long-term viability of the port and for the benefit of its users and local community.

During the 2022 calendar year, LHC funded / committed to fund stakeholder dividend projects to the value of £81,707:-

Community Benefits	Value £
Lymington Sailability – LHC provided a free of charge mooring to Lyminster Sailability, a registered charity which provides opportunities for getting on the water for people with disabilities. .	3,262
Local Tourism – LHC supports the local economy by marketing the town and the harbour as the destination of choice for visiting yachts. We also partner with local businesses to incentivise visits through the provision of added value offers. LHC is a member of the Lyminster and Pennington Chamber of Commerce.	5,119
Environmental Benefits	
Solent Marine Site Management Group and the Solent Forum – LHC is a funding member of both organisations. They undertake work with other Solent partners to manage local protected marine habitats and identify opportunities to enhance our natural environment.	940
Beneficial use of dredged sediment – Ongoing project to beneficially use dredged sediment from the harbour to slow down erosion of the saltmarsh and intertidal mudflats that provide important habitat for wildlife and essential protection to the harbour.	48,116
Committed Expenditure on Environmental Improvements including reducing Greenhouse Gas Emissions – includes £21,221 to convert work launch to electric power and install shore charging infrastructure, and £1,650 to switch office and workshop lighting to light/motion sensor LED lighting.	22,871
Other Stakeholder Benefits	
Sponsorship of a photography competition to encourage community engagement and enhance awareness of LHC role as custodian of the harbour	200
Sponsorship of various charities, youth participation groups, and club safety boats through discounted mooring or slipway fees	1,199

STRATEGIC PLAN 2020-2025

VISION

To fulfil the potential of the harbour in delivering first-class port facilities and leisure services, whilst being at the heart of the community and a key local economic driver.

MISSION STATEMENT

To provide a first-class service to our customers and stakeholders while providing value for money. Continue to develop the infrastructure and facilities, while maintaining and improving the natural environment through sustainable management and conservation of the harbour.

STRATEGIC OBJECTIVES

1. Continue investment into infrastructure, marine based services and harbour facilities. Produce a Harbour Improvement/Development plan in consultation with stakeholders.
2. Manage the harbour income and asset base to support the delivery of statutory duties and strategic objectives to fund harbour improvements and to maintain a sheltered and protected harbour.
3. Improve access to the harbour through developing, promoting, or supporting initiatives that improve awareness of, or increase opportunities to get on the water.
4. Support sustainable and sympathetic development and conservation of the harbour while preserving its character and protecting or enhancing the marine environment.
5. Enable and support the activities of stakeholders including the encouragement of leisure activities, trade and business in the harbour.

LOOKING AHEAD

The key policies for the five years from 2022 to 2027 are based on the organisation's vision, mission and objectives. These will be delivered in the following areas:

Safety & Security

Promote a safety-first culture ensuring the highest standards in health and safety for LHC employees and harbour users through operating a safety management system that fully complies with the Port Marine Safety Code.

Port & Harbour Development

Promote and deliver sustainable harbour development policies to safeguard existing and support new business, services, investment and employment.

Marine Services & Business Development

Provide and invest in marine services, facilities and initiatives that are market-led and customer focused, adding long term value to the "harbour offer" in accordance with Trust Port principles.

Environment & Sustainability

Maintain and improve the natural environment through sustainable management and conservation of the harbour, estuary, and local environment. Actively improve the Harbour's 'green' credentials.

Financial Management

Ensure that the commercial and financial management is robust, market-led and enables LHC to deliver its statutory duties, strategic objectives and fund harbour improvements.

Personnel Management

Ensure LHC's management culture motivates and empowers its team with the training, skills and ethos to deliver LHC's strategic objectives.



Harbour Master/Chief Executive: **Ryan Willegers**
Harbour Operations Manager: **Colin Freeman**
Treasurer: **Frances Moores**

LYMINGTON HARBOUR COMMISSIONERS

Harbour Office
Bath Road
Lymington
Hampshire SO41 3SE

Photo credits:

Front: Paul Graves, Vertigo Aerial Photography
Back: Ryan Willegers

Tel: +44 (0)1590 672014

Fax: +44 (0)1590 677939

Email: info@lymingtonharbour.co.uk

Website: www.lymingtonharbour.co.uk