

EXETER HARBOUR BOARD

Date: Thursday 11 June 2026

Time: 5.30 pm

Venue: Rennes Room, Civic Centre, Paris Street, Exeter

Members are invited to attend the above meeting.

If you have an enquiry regarding any items on this agenda, please contact Josie McDonald, Democratic Services Officer on 01392 265354.

Membership -

Williams, R (Chair), Cookson, Payne, Reed, Rolstone and Smith.

External Members to be confirmed.

Agenda

1 **Apologies**

To receive apologies for absence.

2 **Minutes**

(Pages 5 -
10)

To approve the minutes of the Exeter Harbour Board meeting held on 18 March 2026.

3 **Declarations of Interest**

Councillors are reminded of the need to declare any disclosable pecuniary interests that relate to business on the agenda and which have not already been included in the register of interests, before any discussion takes place on the item. Unless the interest is sensitive, you must also disclose the nature of the interest. In accordance with the Council's Code of Conduct, you must then leave the room and must not participate in any further discussion of the item. Councillors requiring clarification should seek the advice of the Monitoring Officer prior to the day of the meeting.

4 **Local Government (Access to Information Act 1985) - Exclusion of Press and Public**

It is considered that the Board would be unlikely to exclude the press and public during consideration of the items on this agenda, but if it should wish do so, then the following resolution should be passed:

RECOMMENDED that, under Section 100A (4) of the Local Government Act

1972, the press and public be excluded from the meeting for the particular item(s) of business on the grounds that it (they) involve the likely disclosure of exempt information as defined in the relevant paragraphs(s) of Part 1, of Schedule 12A of the Act”.

5 Public Questions

A period of up to 15 minutes is available to deal with questions relating to the business of the Harbour Board from the public.

Details of questions should be notified to Democratic Services via democratic.services@exeter.gov.uk by 10.00am at least three working days prior to the meeting. For this meeting any questions must be submitted by 10.00am on 5 June 2026.

6 Chair's Announcements

(Verbal Report)

To receive the Chair's Announcements.

7 Harbour Revision Order Update

(Verbal Report)

To receive a verbal update on the Harbour Revision Order.

8 Exeter Port Advisory Group update

(Pages 11 - 12)

To receive an update from the Secretary of the Exeter Port Advisory Group (EPAG).

9 South West Water Presentation

(Verbal Report)

To receive a presentation from the Head of Local Government Affairs, South West Water.

10 Exe Estuary Management Partnership Presentation

(Verbal Report)

To receive a presentation from the Marine, Estuaries, and Coastal Officer, Devon County Council.

11 Port Marine and Facilities Safety Code Management Objectives

(Pages 13 - 18)

To hear an update on the Port Marine and Facilities Safety Code Management Objectives.

12 Harbour Master's Report

(Pages 19 - 24)

To receive a quarterly report from the Harbour Master

13 **Statutory Harbour Authority Statement of Accounts**

(Pages 25
- 26)

For information only

Date of Next Meeting

The next scheduled meeting of the Exeter Harbour Board will be held on **Thursday 1 October 2026** at 5.30 pm in the Civic Centre.

Individual reports on this agenda can be produced in large print on request to Democratic Services democratic.services@exeter.gov.uk.

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EXETER HARBOUR BOARD

Wednesday 18 March 2026

Present:-

Councillor Williams, R (Chair)
Councillors Read, Rolstone, Snow and Sheridan

External Members:-

Prescott and Rhodes

Apologies

Councillor Cookson.

External Members:-

Green, Marino, Seddon, and Temple.

Also Present

Harbour Master Exeter Port Authority, Waterways Team Manager, Harbour Patroller,
Democratic Services Officer and Head of Service Operations.

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APOLOGIES

The Chair advised that apologies had been received from Councillor Cookson, as well as External Board Members, Jane Green, Lt Col David Marino, Colin Seddon, and Charles (Harry) Temple.

45

MINUTES

The minutes of the meeting on 11 December 2025, were taken as read, approved, and signed as a correct record, following minor amendments of a spelling mistake and the missing start and end time of the meeting.

46

DECLARATIONS OF INTEREST

No declarations of interest were made by Members.

47

PUBLIC QUESTIONS

The Chair advised that no questions had been received from members of the public.

48

CHAIR'S ANNOUNCEMENTS

The Chair advised Members of the following announcements:

- Exe Estuary Management Partnership and South West Water would both be bringing a presentation to next meeting of the Harbour Board on 11th June;
- she had written to Councillor Jacqi Hodgson, the Leader of the Green and Independent Group and the Cabinet Member for Climate Change and Bio-diversity at Devon County Council regarding the funding for Mallison

Bridge, and had been advised by Cllr Hodgson that the funding was being used for a cycle lane in Plympton;

- the Harbour Visioning Day held on 28 February had been successful; and
- Steve Race MP for Exeter would be spending the day with the Harbour Master out on the waster in April.

The Chair also informed Members that this would be Councillor Tess Read's last meeting of the Harbour Board as she would not be seeking re-election in May, and thanked her for her hard work and contributes to the Harbour Board.

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HARBOUR REVISION ORDER UPDATE

The Chair provided an update on the Harbour Revision Order from Ashfords LLP, making the following points:

- the MMO had passed all representations made during the public consultation to Ashfords LLP;
- each consultee would receive a letter from Ashfords LLP on behalf of the Council;
- response letters were expected to be sent over a period of a few days;
- all responses needed to be prepared before any were sent; and
- the responses were in the process of being prepared and would be reviewed by Officers before being sent out.

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EXETER PORT USER GROUP UPDATE

The Chair of Exeter Port User Group gave his update, making the following points:

- the name of the group had been changed to the Exeter Port Advisory Group to better fit the Harbour Revision Order;
- winter storms had moved large amounts of sand off the Warren;
- the channel marker around Bull Hill would be readjusted in the next few months;
- extra work had been needed to reposition a number of markers in the river that had moved;
- David Reed MP for Exmouth and Exeter East had written to the government to criticise the Harbour Revision Order application; and
- he had not had an opportunity to invite the MP to visit due to health issues.

The Chair of the Harbour Board provided clarity of David Reed MP's criticism of the HRO application, advising that the Council had followed rules set out by the Marine Management Organisation, for their consultation process.

51

TREWS WEIR PROJECT AND PUBLIC CONSULTATION UPDATE

The Head of Service – Operations gave an update on the Trews Weir project and public consultation, making the following points:

- since the previous meeting in December, detailed designs regarding the flood defence had been received and the flood modelling needed to be revised;
- the cost for the project had doubled as it would be carried out over two years;
- they were looking at additional funding to cover the gaps and revising the approach to delivery to bring down costs and address flood modelling;
- work was being done with developers, contractors, and the Environment Agency;
- public consultation could not begin until design and a program of works had been considered; and

- consultation was not anticipated to start until 2027.

In response to questions from Members, the Head of Service – Operations advised Members that the condition of Trews Weir had been established, and the risk of collapse had been considered significant enough for works to be approved and progressing, the delay was not anticipated to increase the risk, though the risk remained present.

Members were also informed that part of the flood modelling issue involved the fish and kayak passes, and the kayak pass was unlikely to meet planning requirements.

52

A379 CANAL BRIDGES, EXETER

The Chair welcomed John Monks, Chair of Friends of Exeter Ship Canal. Mr Monks gave a presentation on the A379 Bridges and the Exeter Ship Canal, making the following points:

- replacing the existing bridges would make a huge difference for the canal, especially if it allowed for freight traffic on the water;
- changes needed to be made soon, or the opportunity would be lost for 60 years, as that was the expected lifetime for a new bridge;
- there were two bridges over the canal, a steel bridge and a bascule bridge. It was the steel bridge that was in need of renewal;
- the A379 was a major road and carried up to 37,000 vehicles a day, as well as acting as a strategic diversion when the M5 was closed;
- the bridges were opened fewer than 100 times a year, for boats and maintenance;
- the current bridge was so low that only canoes could fit through, and people using the tow path must go to road level to pass;
- Devon County Council (DCC) had presented five options to stakeholders but only two were being considered;
- option two would make no difference to users on the canal or the tow path;
- option four would enable use of the tow path, but not boat users;
- water for freight transport has been recognised as part of the future;
- commercial use of the canal would be beneficial for the reputation of the city;
- Regents Canal in London was used for deliveries of goods and materials;
- the Exeter Ship Canal could be used in conjunction with the Councils new Materials Reclamation Facility in Marsh Barton;
- officers from DCC had suggested that each 0.1m of air draft would had an additional £1million to the cost;
- public consultation preliminary bridge design would begin in spring, so it was important to get involved now before proposals were finalised; and
- a three-metre air draft was a responsibility to the environment, the community, and the economy.

In response to questions from Members, Mr Monks provided the following answers:

- none of the options offered the three-metre air draft;
- option four, raising the road level and lowering the tow path by 0.7m was still 0.85m below the three-metre air draft;
- he had not had a direct response from DCC officers;
- the main focus of discussion so far had been the road;
- he had approached the University of Exeter to discuss research into the benefit of the city and had a meeting planned with staff; and
- he felt a response from the Harbour Board was more likely to get an answer than responses made by individuals.

The Harbour Master responded to questions from Members in the following terms:

- the right of navigation of the canal was more important than the road;
- if two bascule bridges were used the footprint would be wider, and computer modelling would be needed to ensure the widest boats would fit;
- raising the height of the bridges would be beneficial and could increase the use of the canal; and
- the canal could be used to deliver materials for the Water Lane site.

The Head of Service – Operations made the following points:

- the business case would not be going to the Department of Transport until the end of the year;
- the public consultation was due to start in spring;
- the current proposal met the minimum requirements for the canal;
- officers would put representations in during the public consultation to increase the air draft as far as practicable; and
- Exeter City Council was a statutory body so could make a representation when the matter went to planning.

The Chair advised that she would write to the appropriate Councillor at Devon County Council on behalf of the Harbour Board, and that the letter would be drafted in consultation with officers and circulated to Board Members for comments.

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PORT MARINE SAFETY CODE MANAGEMENT OBJECTIVES

The Harbour Master presented his report on the Port Marine Safety Code Objectives, making the following points:

- the Port Marine Safety Code had changed its name and was now the Port Marine and Facilities Safety Code (PMFSC);
- compliance with the PMFSC was not mandatory but non-compliance could draw criticism and prosecution if something went wrong;
- ABPmer had helped with an assessment of risk on the waterway and he was hoping to have the results back by the end of the month;
- the information from ABPmer would be shared with Members;
- the Designated Person would be carrying out an audit next week; and
- a gap analysis workshop had previously highlighted 26 gaps but these could not be fully addressed until the Harbour Revision Order was complete.

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HARBOUR MASTER'S REPORT

The Harbour Master presented his report, making the following key points:

- there had been a number of buoys damaged by the weather over the winter;
- the safe water marker, and buoys 1,2, and 5 had been lost in the weather; and
- the safe water marker would not be put back out until the weather improved to ensure no further damage.

The Harbour Master and Waterways Team Manager responded to questions from Members in the following terms:

- they would be pushing for mooring associations to take more responsibility for boats lost from their moorings;
- a recovery fee could only be charged when the owner was known;
- three yachts have broken off their moorings and were not recognised by the

mooring associations so the Waterways team had been working with the Legal team to put seizure notices on them;

- the Harbour Revision Order could provide the Council with better ability to ensure mooring associations had owner details and that boats were registered;
- Station Road was closed to all vehicles as people were moving the barriers;
- the reopening of the road was dependent on the Devon County Council Highways Team;
- proposals to move the pontoons at the Quay were being investigated; and the DCC Highways officer was trying their best to get the reopening of Station Road accelerated.

55

EXETER PORT AND HARBOUR BUSINESS PLAN DRAFT

The Head of Service – Operations presented the draft Exeter Port and Harbour Business plan making the following points:

- this was a revised and reformatted version of the previous business plan;
- it was currently only for three years as Local Government Reorganisation (LGR) was being taken into consideration;
- three years met statutory responsibilities; and
- it enabled business continuity after LGR.

In response to questions from Members, the Head of Service – Operations provided the following answers:

- feedback from the consultation would be considered;
- after the consultation the business plan would be brought back to the Harbour Board to review the final draft;
- they were looking to have it ratified in the summer; and
- any income changes would need to be considered and could be amended when needed.

During discussion, Members highlighted that they hoped this would help move towards being able to swim in the Exe, and that it might increase traffic on the river

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MARINE SAFETY MANAGEMENT SYSTEM

When presenting this item, the Head of Service - Operations highlighted that this was for noting and the content was driven by the requirements of the Port Marine and Facilities Safety Code, the Designated Person would be looking at gaps in governance and would create an action plan.

In response to questions from Members, the Head of Service – Operations advised that this was a live document, and the draft watermark would be removed after the Designated Person had reviewed.

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STATUTORY HARBOUR AUTHORITY STATEMENT OF ACCOUNT

The Statement of Accounts was noted by Members.

As this was Councillor Read's final meeting of the Harbour Board, she gave thanks to the Chair, Councillor Williams, and to the committee and said it had been a privilege to sit on Exeter Harbour Board.

(The meeting commenced at 5.30 pm and closed at 6.58 pm)

Chair

PAG report to the HB, June 26

The Exeter MP, Steve Race accompanied by Phil Byliak and Cat Chambers were taken on a tour of the lower river April. Prior to that a lengthy discussion took place in the HM's office on the subject of the HRO, as well as other river matters. Steve was very interested in all that was involved and asked many questions about the river, so hopefully he can connect with his government's ministers to look after the interests of the Exe.

Some apparently abandoned boats have been dismantled and debris removed by those responsible, but a number of others are totally abandoned and remain a problem on the river.

The weekend patrols have continued and their presence is welcome. Perhaps more volunteers are needed though as in the summer months and around Easter the behaviour of some boaters is less than considerate. In fact, during Steve Race's visit, a RIB with young men aboard had to be politely reminded about water skiing type activity needing to be pursued in the Water ski area.

Rex Frost

Chair, Exeter PAG

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Management Objectives

Management Objectives for the Marine Safety Plan have split its into two sets, the first addresses ‘Standing Objectives’ the second set addresses ‘Period Objectives’. This plan is owned by Exeter City Council on behalf of the Duty Holder and aims to address high level targets which will benefit all port and harbour locations and fulfils the requirement of the PMSC for the Duty Holder to maintain a Marine Safety Plan.

Standing Objectives

	Number	Provision	Objective	Target	Evidence
	1	Duty Holder	Duty Holders to have received training on their role and responsibility under the Code in the last three years.	To appoint ECC Executive Committee as DH	Action complete. ECC Executive are now appointed as Duty Holder. New members will be informed of training dates for 2026 in due course.
	2	Designated Person	To have undertaken an operational tour of Exeter waterways in the last three years.	DP selected and appointed in March 2025	Mr James Hannon (DP) from ABPmer met the Duty Holders and Harbour Board members on the 29 th of September 2025 to brief on the changes to the Port Marine & facilities Safety Code and the Guide to Good Practice.
	3	Legislation	Report by the Designated Person to the Duty Holder at least once per year.	Not yet, but will be an annual review	DP visited in March to audit us for the PMSC compliance exercise.
	4	Duties and Powers	MAIB Reportable Incidents: make all reports to the MAIB within 24 hrs, with investigation followed up.	24 hrs initial report, investigation at incident close	Maritime activity report
			Incidents recorded and investigated (if necessary) within the agreed timeframe.	Initial action 7 days, investigation closed in 30 days	Maritime activity report
	5	Risk Assessment	All Marine Risk Assessments to be in date.	100% complete	Strata Service Solutions Ltd have agreed to support

					MARNIS and the procurement work has begun.
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	Number	Provision	Objective	Target	Evidence
	6	Marine Safety Management System	All Policies reviewed on a three-yearly basis.	To have plan produced and available to all stakeholders within 6 months.	Now completed, awaiting audit report from the DP.
			The Marine Safety Management System will be reviewed annually (or following any significant incident, industry or legislative changes).	To distribute widely, to keep numbered and dated reviews. To liaise with other stakeholders on the waterways about their own responsibility to the PMSC	To keep as an agenda item at the Port User group meetings. Feedback waiting from HB members.
	7	Review & Audit	Internal Audit	Staff reviews annually. Document checks annually	Audit complete, matters raised have been addressed
	8	Competence	Ensure staff with marine safety responsibilities are trained to undertake their duties.	100% of Essential & 80% of Desirable completed	Maritime activity report
	9	Plan	Publish a three yearly Marine Safety Plan	Plan prepared, enclosed	Internal Audit
	10	Conservancy Duty	Aids to Navigation: Three-year performance meets or exceed IALA performance threshold	To carry out annual liaison and inspection with Trinity House	Constant monitoring of navigation channels. Survey information shared with Port Advisory Group and Topsham River Commissioners.
			Hydrographic surveys in date	Survey of the approaches completed in May 2026, awaiting results	

Gap Analysis update

	Number	Provision	Objective	Target	Evidence
	13	PMSC	Liaise with marinas, facilities and boatyards within port limits confirming work towards compliance	March 2026	Done, emails sent by HM to boatyards signposting towards PMSC training and compliance with the code
	15	Harbour assets confirmed with MCA	Assets declared on the list held by the MCA in case of Civil Contingencies Act 1984	2025	Done, list of assets compiled and sent by HM to the MCA
	6	Update Admiralty chart no2290	Port limits to be shown on Admiralty chart no2290	2025	Done, liaised with UKHO, now illustrated on the current chart no 2290 Task complete

Period Objectives

	Number	Provision	Objective	Target	Responsible Officer
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	1	Duties and Powers	General Directions	Introduce General Directions and repeal current Bye-Laws – With lawyers Ashford's currently.	Harbour Master This work is still on-going, awaiting HRO completion
	2	Duty Holder	Marine Facilities	Identify Marine Facilities within the port area and seek compliance with the PMSC	Harbour Master liaising with providers of Marine Facilities within the port to deliver awareness training on the PMSC
	3	Competence	Training	Issue Training Matrix and ensure all staff have appropriate training as required to undertake their duties	Funding for training courses identified
	4	Marine Safety Management System	Management of Navigation	Carry out a formal Risk Assessment of navigable waters	Still being completed by Harbour Master, awaiting responses from partner organisations.
	5	Conservancy Duty	Aids to Navigation	Review of all AtoN's in the port	Graham Manchester This is ongoing work, annual servicing of all Aids to Navigation has just started now that the moorings season has ended, 80% of all nav aids serviced by summer of 2026
	6	Marine Safety Management System	Liaison and consultation with stakeholder	Improve lines of communication in place with Port User Groups. Regular meetings with the Commodores from sailing clubs around the river to ensure collaborative approach to managing the different racing areas	Harbour Master Done, regular meetings in place and open lines of communication with all user groups and clubs maintained. Consultation of marine Risk Assessments completed at the HAZID workshop 25 th February.

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Maritime activity report

It has been a slow start to the season so far in terms of water users, the poor weather in the spring has kept many boat users away but the recent good periods of sunshine and better conditions, has seen more activity afloat.

We had a visit from Steve Race MP, he came out on the water with us and had a look around the river from our patrol boat. We told him about the need for the Harbour Revision Order, and he took on board our request for his support.

We have started again the Topsham Ferry service for the summer season; we did have it running for the Easter Break as well as the Christmas period. Much of the time spent since the last report, the Waterways teams have been carrying out essential spring maintenance at the canal, and at the river the team have been working hard servicing our customers moorings, carrying out training and working on the aids to navigation.

The new waterway engineer Mr Jasper Chun has started working with us, since he joined he has been getting to learn all about our interesting canal system, as well as learning the ropes down at the buoy store at Exmouth to get a full understanding of what we are responsible for and how it all fits together in the bigger team.

Canal Manager

In April, the Canal was closed to users for 2 days after reports of blue-green algae in the river and nearby flood relief channel.

Testing in the Canal at that time did not show any signs of blue-green algae however contractors were brought in to clear the algal bloom around the smolt net at the Kings Arms gates.

The smolt net is late being lifted out this spring due to low river levels causing salmon smolts to remain in the upper River Exe.

The Spring boat craning and convoy operations completed for winter storage boats.

New 50-week storage contracts for compliant boats are due to be sent out in June.

Customers who have exceeded the existing contract period or haven't signed a contract are being asked to leave the Canal for a minimum of 2 weeks.

Canal bank repairs which took several weeks have been completed on the west towpath between Salmonpool Bridge and Double Locks.

Outstanding Canal asset maintenance tasks are being carried out including swing bridges, pontoon washing etc.

The existing marine outlets have had replacement parts fitted to meet EICR compliance. Repairs are becoming costly and issues take up much of staff time.

There is still some outstanding work to be completed, and the Waterways Engineer is compiling data for a capital bid to replace old pedestals and meters.

There are outstanding works to be done at Turf Lock to repair the side sluice using diving contractors on the inner gates and investigations into leaking lock walls.

The Canal team will also be looking at replacing the decking on some of the Canal loop landing stages and pontoons.

Senior Harbour Patrol Officer at the canal

Canal work

The last four months has been busy, now we are into mid-May most of the winter boats have left the canal basin, some are still in the canal at Turf lock.

Tree clearing and overhanging branch works were completed January/February mostly between Double Lock and Limekilns sites in the S.S.S.I areas.

Bank repairs have been carried out from Clapperbrook bridge to Double Lock, also 20 metres have been repaired from the Topsham bridge to Turf areas.

The pressure washer cleaning of the Pontoons and walkways has now begun; because of other over-running works we are behind with this task.

The next important task is the inspection and repair of the safety chains along the walls of the canal.

Kings Arms gates have been opened since 20/03/26 and have only had to be closed twice for 24 hours, the salmon smolt net has been in place since 01/04/26

Lead Officer for Volunteers and Aids to Navigation

Volunteers

We delivered two half-day training sessions for eight volunteers during April and May, covering general boat handling, man overboard exercises, and shore landings. Weekend patrols began on the 18th April, with additional midweek evening patrols planned as the season progresses. We have a strong and dedicated volunteer team in place for the season.

The East Devon Wildlife Rangers continue to contribute towards chartering the Patrol RIB for their weekday patrols, and the arrangement is working well.

Aids to Navigation

Work continues servicing aids to navigation and the gradual replacement of older buoys. Permission has been received from Trinity House to install a light on buoy number 14 which has now been done and a local notice to mariners has been promulgated. The National Grid Gas marks that mark the main gas pipes that cross the river to the west of England have also been serviced, and invoicing for this work is currently in progress.

Wrecks

We continue to monitor abandoned vessels and boats at risk of becoming hazards to navigation. Over the past month, two craft have left the river following intervention by the harbour team.

Officer responsible for river stats, moorings, and vessel servicing

To date we have had 20 incidents on the estuary, between Dawlish and Topsham. These include:

6 x mooring failures, mainly due to poor maintenance by mooring holders or being dragged by trees in the river flow

4 x groundings of boats

1 x navigation buoy breakaway (Safe Water Mark)

3 x vessels sinkings

1 x vessel found adrift

1 x collision between two boats

1 x damaged property

1 x member of the public stuck in the mud at Topsham Quay, recovered by the RNLI, Waterways team in attendance.

It has been quiet on the water so far with only 4 speeders spoken to, including a boat load of young men towing a ringo, and later a surf board through the navigation channel at high speed.

The vast majority of the mooring servicing has been completed, with 120 moorings serviced in total this winter. In addition to this, we have dug in 4 new moorings in the 02 area.

The moorings vessel Port Constructor will be coming on to the beach area behind the buoy store for an annual overhaul over two weeks in June.

Topsham Ferry Skipper

The Topsham ferry was operational for 14 days over the Easter holiday and carried 646 passengers and 190 bicycles.

Weather conditions were generally cold and windy, with some rain.

Since the Easter holidays, the ferry has operated for three weekends only. Unfortunately, weather conditions, the closure of the Turf Lock Inn, and a mechanical steering breakdown on one of the working weekends discouraged many customers from travelling on the ferry. An exception was the weekend of 25 and 26 April, when

the sun came out, the tides were great, and passenger numbers were good, with 246 people and 91 bicycles carried, earning revenue of £696.50.

Looking ahead, from Saturday 23 May 2026, the ferry will return to operating five days a week until the end of September 2026.

A series of "Float to Live" posters from the RNLI campaign have been obtained and are being displayed on the ferry noticeboards on either side of the river. As the ferry represents Exeter Port Authority in Topsham, we actively promote water safety for all users.

An enhanced Facebook advert for the ferry has been produced and will be presented during June in order to promote the Topsham ferry and encourage both holidaymakers and local people to use the service.

This type of promotion was carried out before the ferry operated last Christmas and received 680 likes and 21 shares.

We are looking at adapting the ferry, with help from a specialist, to make loading bicycles easier. As I have explained previously, electric bikes are much heavier than traditional bicycles, so, to help with loading and unloading on each side of the river, we are looking at designing a conversion to the bow section to assist with this.

Waterways Engineer

I've recently joined Exeter Port Authority (EPA) as the Engineer, covering infrastructure assets across the Exeter Ship Canal, Estuary and Harbour. It is a great honour to dedicate my skills and efforts to such an important part of the community and I intend to drive positive change. I grew up in and around Exeter, attending secondary school in Ottery St Mary before undertaking a degree apprenticeship in Civil Engineering at Exeter University. As such, I have always had a keen interest in, and personal attachment to, the waterways around Exeter, and I still spend much of my time exploring the water and cycle paths with my family.

During my first two months as part of Exeter Port Authority, I have focused on building an understanding of operations across the canal and estuary. To implement engineering solutions effectively, it is first necessary to understand how the system works and where the key issues lie. It has been eye-opening to learn about the complexity of the canal and estuary, and the dedication required from the EPA team, particularly in relation to water management across the canal. I have now also worked through much of the historic information relating to the canal and estuary, organising and storing it so that it can be used effectively over the long term.

Although still settling into the role, I have already progressed a number of important engineering matters.

One of my main roles and focuses over the next 12 months is the Canal and Harbour Asset Management Plan (AMP), which will provide the framework for maintaining and improving assets in the years ahead.

To deliver this effectively and enable prioritisation of spending, the Canal and Harbour must be broken down into their individual components, with the condition of

each component (or asset) assessed. To date, I have developed and implemented a procedure for undertaking engineering inspections consistently, ensuring that information is collected and stored appropriately. This has enabled several condition inspections across the canal, including identifying defects, assessing overall condition, and providing engineering recommendations. As part of the AMP, I will be developing plans for undertaking works and identifying funding sources, so that the plan clearly sets out what needs to be done and how it can be delivered.

My engineering role extends beyond the AMP, and I will also support engineering works across the asset base where ongoing or urgent attention is required. Since starting in my position, my focus has included the following matters:

- Canal bank repairs
- Lock wall leaks
- Trews Weir repairs
- Upgrade of pedestals across the canal and Topsham Quay
- Improvements to the winch system and replacement of the landing stage for Butts Ferry
- Replacement of lock paddle mechanisms

I look forward to attending the Harbour Board meeting and discussing these matters further with members.

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	2025-26 Approved Budget £'000	2025-26 Actuals at Qrt 4 £'000	2025-26 Var to budget £'000
Income			
Fees and Charges	(89)	(112)	(23)
Total Income	(89)	(112)	(23)
Expenditure			
Employees	275	181	(94)
Premises	53	51	(2)
Supplies and Services	115	112	(3)
Transport	22	47	25
Support Services	3	-	(3)
Capital Charges	52	52	-
Total Expenditure	520	443	(77)
Net cost of Harbour Activities as included in the Comprehensive	431	331	(100)

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