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| NAME OF COMMITTEE | Salcombe Harbour Board |
| DATE | 4 February 2013 |
| REPORT TITLE | DEALING WITH UNREPORTED COLLISIONS |
| REPORT OF | Salcombe Harbour Master |
| WARDS AFFECTED | All South Hams |

Summary of Report

To consider a range of measures to deal with the problem of unreported collisions.

RECOMMENDATION

That the Harbour Board RESOLVES to implement the measures described at paragraph 2.4.

Officer contact:

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1. BACKGROUND

1.1 There has been a long standing issue relating to harbour users not reporting minor collisions to the harbour Authority as required by Bye-Law 14 – Notification of Collisions etc.

1.2 The problem was most recently considered by the Harbour Board on 26 September 2011. SH32/11 the Board **RESOLVED**: That the Harbour Board follow the measures set out in paragraph 2.4 of the presented report in an attempt to encourage responsible use of the estuary, where all collisions, no matter how minor, are reported. The actions referred to were:

- Continued education of the requirements to report collisions is required. This can be achieved by:
 - Salcombe Yacht Club to their members and to visitors before open event
 - Island Cruising Club to members and to the dinghy instructors.
- Article in the 2011 Harbour newsletter.

- Vigilance of the Harbour Staff whilst afloat

- 1.3 There was a reduction in the incidence of the reporting of minor collisions from 42 in 2011/12 to 21 in 2012/13. This reduction could in part be attributed to different weather conditions; however there have been a number of angry boat owners who have suffered damage and the incidents have not been reported by the perpetrator, there have been 19 such reports over the last 2 years.
- 1.4 Following a question during Public Questions at the Board meeting on 12 November 2012 it was agreed that this subject would be brought back to the Harbour Board on 4 February 2013 after all commercial users, clubs and Harbour Forums have been canvassed; their feedback for consideration is at Appendix 1 and 2.

2. MATTERS FOR CONSIDERATION

- 2.1 The Harbour wrote to all of the clubs, commercial operators and the Harbour Community Forums in October requesting their input on how the issue of unreported collisions could be addressed. The response was disappointing with only seven responses being received.
- 2.2 This is a problem common to many harbours within the region. It was raised by the Harbour Master at a meeting of the South West Regional Ports Group on 12 December 2012. The experiences of many are similar to those experienced in Salcombe. The most constructive feedback was from a harbour that had widely distributed collision/accident report forms to harbour users. This had raised the awareness of harbour users to the requirement to report collisions.
- 2.3 There is no easy fix for the problem of unreported collisions; the large number of ever changing harbour users makes it a never ending educational issue. Gaining the support and understanding of the Clubs and main user groups will aid the education process, but it remains every harbour user's responsibility to act responsibly and report minor collisions, accidents and mishaps to the Harbour Office.
- 2.4 **Proposals.** The following proposals have been made and are could, if embraced, help reduce the problem of unreported collisions:
- 2.4.1 To simplify the accident reporting form. Appendix 3.
- 2.4.2 To distribute accident report forms widely and to highlight the issue at every suitable opportunity.
- 2.4.3 For clubs to disseminate the message to their members that all collisions must be reported to the Harbour Office. This includes participants of events and regattas.
- 2.4.4 It is recommended that all clubs that manage and host racing event to treat moored boats as marks of the course and therefore any contact would invoke a race penalty.
- 2.4.5 To include a note in the Harbour Guide. This will be in 2014 now as 2013 Harbour Guide has been printed.

2.4.6 Hire boat operators to be reminded of the requirement for their customers to report any collisions.

2.4.7 The Harbour Office continues to collect collision and damage data which can be used to inform future decisions.

3. LEGAL IMPLICATIONS

3.1 Statutory Powers: Local Government Act 1972, Section 151. The Pier and Harbour Order (Salcombe) Confirmation Act 1954 (Sections 22-36).

3.2 There are no other legal implications to this report.

4. FINANCIAL IMPLICATIONS

4.1 There are no new financial implications as a result of this report.

5. Risk Assessment

5.1 The risk management implications are:

| Risk/Opportunity | Risk Status | | | Mitigating and Management Actions |
|--|-----------------|------------------------|------------|--|
| | Impact/Severity | Likelihood/Probability | Risk Score | |
| The Harbour Authority is striving to reduce the number of unreported collisions within the Harbour | 3 | 2 | 6 | The Harbour Board, consider a range of measures that raises the profile of the requirement to report all collisions. |

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| Corporate priorities engaged: | Community Life Economy Environment |
| Statutory powers | The Pier & Harbour (Salcombe) Order Act 1954 |
| Consideration of equality and human rights: | There are no equality or human rights issues with this report |
| Biodiversity considerations: | None |
| Sustainability considerations: | None |
| Crime and disorder implications: | None |
| Background Papers: | SH.32/11 – Minor Collisions SH.23/12 – Public Questions – Unreported Collisions |
| Appendices attached: | 1. Feedback on how to address unreported collisions. 2. SYC Letter dated 10 December 2012. 3. Accident Report Form. |