



**Draft Tyne and Wear Port Health Authority
Service Plan 2018**

Frances McClen, Chief Port Health Officer

Tyne Port Health Authority Service Plan 2018

Section	Page
1. Service Aims & Objectives	3
2. Background Information	3
3. Service Delivery	6
4. Resources	14
5. Performance	15
6. Review	15
7. Key Service Developments and Challenges	15
Appendix 1 – Membership of Tyne Port Health Authority	18
Appendix 2 – Tyne Port Health Authority Organisation Chart	19
Appendix 3 – Statutory Appointments	20

1. SERVICE AIMS AND OBJECTIVES

1.1 Aims and Objectives

The Tyne Port Health Authority is constituted by the Tyne Port Health Authority Order 2010 (the Order). The Order defines the district of the Authority, sets out its membership and details financial arrangements. The Order also assigns a range of statutory duties which are largely regulatory and cover public health, food safety and control of pollution.

The primary purpose of the Authority is to protect the health and wellbeing of the crew and passengers of ships visiting the Port of Tyne as well as protecting the health of the wider population who may be affected by activities at the port and food imports.

The Authority achieves this by carrying out inspection of shipping, responding to incidents and outbreaks of certain infectious diseases, the investigation of complaints, monitoring all imported food passing through the port, and sampling of water supplies and imported food.

The Authority is a food authority and as such must comply with the requirements of the Food Law Code of Practice produced by the Food Standards Agency (FSA). The Code of Practice impacts on two main areas of the Authority's work – food hygiene visits to ships, and imported food control work.

2. BACKGROUND INFORMATION

2.1 Tyne Port Health Authority Constitution and Profile

The Tyne Port Health Authority is constituted by a joint Board consisting of three elected members from each of the four riparian authorities of North Tyneside, South Tyneside, Newcastle & Gateshead. Each riparian authority contributes a fixed percentage annual precept, set out in the Order, which finances the activities of the Authority. North Tyneside Council is the nominated host authority providing accommodation, staffing and administrative support for the Authority.

The district of the Authority includes the Port of Tyne and the remainder of the tidal part of the river (up to the tide stone at Newburn) including the waters and any docks, quays, wharfs or jetties. The district also includes the coastal waters for three nautical miles out to sea extending from the North Tyneside Council northern boundary to the South Tyneside Council southern boundary where each meets the sea.

As well as land and buildings, any ships entering the district come under the jurisdiction of the Authority for the purposes of Public Health (Ships) Regulations and a range of other legislation enforced by the Authority relating to public health, food and control of pollution.

The Port of Tyne is a medium sized port with 1312 ships visiting the port in 2017 compared to 1621 in 2016. Traffic consists of bulk and containerised cargo vessels, fishing vessels, ships undergoing refurbishment or repair and international ferries. There is also a steadily increasing number of cruise vessels visiting the port each year with 51

cruise visits in 2017.

There is a bulk liquid storage facility on the north bank of the river but the containers at the site do not meet current food safety standards so therefore cannot receive bulk liquid food imports.

The international ferry terminal on the north bank of the river operates daily ferry sailings to and from Amsterdam, as well as cruise calls. The Fred Olsen cruise ships now dock at Northumbrian Quay. The fish quay is also located on the north bank at North Shields and is home to 22 registered fishing vessels.

2.2 Organisational Structure

The Tyne Port Health Authority is a joint Board of 12 elected members nominated annually by each of the four riparian authorities. The Board elects a chair and vice chair, and meets three times per year. Membership of the joint Board for the year 2017/18 is set out in Appendix 1.

The Authority appoints a Clerk and Chief Port Health Officer who are responsible for carrying out the functions of the Authority. Delivery of the Authority's statutory functions is carried out by a designated team of specialist officers.

The Authority also makes the statutory appointments of Public Analyst, Proper Officer and Port Medical Officer. There are service level agreements in place in relation to each of these appointments.

The organisational structure of the Authority and statutory appointments are set out in Appendix 2 and 3 respectively.

2.3 Liaison With Other Organisations

The Authority in carrying out its functions liaises and works in partnership with a number of different organisations.

Public Health England (North East) provides the Authority with advice relating to infectious disease control as well as having a number of statutory responsibilities in providing the Authority with a Port Medical Officer and Proper Officer. Regular contact with Public Health England (PHE) is maintained through existing arrangements between the host riparian authority and PHE as well as regular attendance of PHE at Joint Board meetings of the Authority.

North Tyneside Council's Director of Public Health (DPH) has overall responsibility and acts as the authority's lead on all matters relating to Public Protection in North Tyneside. Tyne Port Health Officers consult with the DPH on any significant public protection issues. The DPH is also consulted on any reviews of the authority's emergency planning arrangements.

The Authority reports its activity annually to the FSA and also receives regular guidance and updates from the FSA on food law enforcement. Ad hoc contact is maintained as food issues at the port periodically occur

Regular contact with the appointed Public Analysts and the HPE Food Examiner is maintained through attendance at the NE Compositional and Microbiological Sampling Groups which meet quarterly.

There is close liaison with the riparian authorities and they are invited to all meetings of the Authority and to periodic river inspections. They are also routinely consulted on any matters relating to the constitution of the Authority.

Operationally, there is close ad hoc liaison and intelligence sharing between the Authority and the riparian authorities particularly in relation to matters concerning infectious disease control, food and feed imports, illegal live animal landings, and other animal health/welfare issues. In December 2017 a rabies plan exercise took place which was attended by Port of Tyne Security Manager. The exercise highlighted the importance of animal passport checks and the need for rabies vaccinations to staff who would provide animal health support. The exercise was attended by the Animal Plant and Health Agency (APHA) Vet and Public Health England. The exercise clarified the role of APHA in making the determination of rabies in animals and the decision in the declaration of an infected place. It highlighted the need for authorities to place the emergency response team on a watching brief for suspect only animal. The APHA indicated that they would not declare an animal as rabies unless confirmed by laboratory analysis. They also indicated that the declaration of an infected place would only be created on confirmation of rabies which would take a minimum of 8 hours and would be dependant on risk to the public. If the suspect animal had been isolated then no such declaration would be made.

Officers of the Authority work closely with Port of Tyne through regular contact with the Harbourmaster and frequent visits to the Container and Bulk Cargo Handling Terminals and International Ferry Terminal. Regular meetings are held to discuss arrangements around official controls on imported food and plastics.

Contact and intelligence sharing with UK Borders Agency is maintained during periodic ferry disembarkation checks carried out at the International Ferry Terminal.

The Authority engages in periodic joint inspections of ships with the Maritime & Coastguard Agency (MCA) and also liaises from time to time with a number of other organisations including the Environment Agency and Department of Environment, Food and Rural Affairs (DEFRA)

2.4 Service Provision

The service is provided from the host riparian authority, North Tyneside Council's offices at Quadrant East, The Silverlink North, Cobalt Business Park, North Tyneside.

The service operates a 24/7 emergency on call system to meet its obligations as a Category 1 emergency responder under the Civil Contingencies Act 2004.

2.5 Enforcement Policy

The Authority, in carrying out all of its statutory duties and when making decisions, has regard to the host riparian authority's published Enforcement Policy.

3. SERVICE DELIVERY

3.1 Introduction

Areas of work undertaken by the Authority fall under one of the following headings:

Monitoring of ship arrivals and ship inspections (including ship sanitation inspection);
Monitoring & sampling of ships water supplies;
Imported food control;
Infectious disease control;
Responding to complaints/requests for service;
Advice to business;
Other (public health & pollution incidents); and
Food safety incidents and food alerts.

3.2 Monitoring ship arrivals and inspections

Ships masters are required to give Port of Tyne at least 24 hours notice of intended arrival, and the Port of Tyne publish a table of expected shipping on the organisations website. All ship arrivals into the port are closely monitored by daily reference to the Port of Tyne table of expected shipping.

Vessels entering the river are categorised depending on the frequency of visits to the port:

Very frequent visitors (3-4 times per week) - such as the DFDS ferries;
Frequent visitors (several times a year);
Occasional visitors (at least once a year) - most of the container feeder vessels from Rotterdam and Felixtowe, and car transporter vessels fall into this or the frequent visitor category; and
Rare visitors (less than once per year) - such as cruise vessels and bulk carriers which bring coal, biomass fuel and a range of other bulk cargos into the Tyne.

The FSA Code of Practice sets out a system of risk rating food premises in the UK which is then used to set an 'intervention frequency', in other words, how often a food business should be visited.

Internationally registered vessels visiting UK ports are food premises by virtue of operating ships galleys (in addition to some handling food as cargo) and should fall within such a regime however it is not practical to fully use the scheme in relation to international shipping which receives regular food hygiene checks, often at many different foreign and UK ports. This is because ships are also regulated by port health authorities enforcing the requirements of International Health Regulations. The regulations require ships to hold a ship sanitation certificate issued by a relevant port health authority as listed by World Health Organisation. Certificates are only issued if ships meet minimum specified standards as set out in the regulations and one key area of the standard is food hygiene. Certificates last for 6 months so ships are routinely inspected (including for food hygiene) at least every 6 months. This is a more onerous inspection regime than under the FSA Code of Practice. Two vessels operating from DFDS terminal in North Shields, the King of Scandinavia and Princess of Scandinavia are covered by the FSA food hygiene interventions scheme and their Hygiene Ratings, currently '5' – 'Very Good', are displayed online on the FSA Hygiene Ratings website.

Tyne Port Health Authority is a WHO listed port to carry out ship sanitation inspection. This service is chargeable and ship sanitation inspection fees are set annually in line with the APHA scale of fees.

Food hygiene inspections of ships galleys, and occasionally other parts of a ship where food cargos are handled, are always carried out as part of general ship sanitation visits. The food hygiene element of the ship inspection is carried out in compliance with the Food Law Code of Practice. Frequency and priority of these visits to vessels entering the port is determined broadly using the following information:

Ship Sanitation Certificate status and the Food Law Code of Practice Interventions scheme (ferries only);

Intelligence information from various sources but in particular, other Port Health Authorities, UK Borders Agency, and Port of Tyne; and

Previous visit/inspection/sampling history.

Ship sanitation visits fall into four broad categories:

Ship Sanitation Inspection – either at the request of the Master or when ship sanitation certification is found to have expired;

Surveillance/verification visits - carried out periodically for all vessels classed as either very frequent or frequent visitors, and carried out on every visit for vessels classed as occasional or rare visitors;

Intervention as a result of intelligence, poor sampling results, or following a complaint; and

Investigation following notification of case or outbreak of food poisoning or infectious disease.

Ship arrivals and inspection totals over the last two years are set out on the following page.

Arrivals and Inspections at the Port

<u>Arrivals</u>		<u>Inspected</u>	
2016	2017	2016	2017
1621	1312	210	195

Inspections breakdown 2017 (2016 figures in brackets)

Number inspected	Number where serious defects found	Dirty and/or verminous	Structure	Hygiene	Safety	Provisions
195(210)	0 (3)	0(0)	0(0)	0(1)	(0)	0(2)

Ship inspections revealed a low number of minor defects on board vessels entering the port and all were dealt with informally to a satisfactory conclusion whilst the vessels were still in port.

It is estimated that the service will carry out 200 ship inspections during 2018.

3.3 Ship Sanitation Inspection

Sanitation Control Certificates are only issued where vessels do not meet minimum standards. Sanitation Control Exemption Certificates are issued where vessels meet International Health Regulations standards.

A summary of activity over the last two years is set out below.

	2017	2016
Sanitation Control Certificates	0	0
Sanitation Control Exemption Certificates	27	36
Income Generated	£7,441	£10,097

The number of ship sanitation certificates issued has dropped as larger capacity but fewer vessels are utilising the port. Income from the issue of certificates consequently fell. There has however been an increase in imported food and water sampling requests

In 2018 It is estimated that the service will carry out 30 ship sanitation inspections.

3.4 Monitoring & sampling of ships water supplies

Water samples are regularly taken from quayside hydrants and ships water supplies for bacteriological and chemical analysis. The breakdown of sampling activity below shows that a total of 116 water samples were taken from vessels. These are usually taken as either part of routine inspections, or occasionally at the request of the ship owner or master where there are concerns about water quality.

Ship and other Water Sample Totals – 2017 (2016 figures in brackets)

Vessels sampled	Total samples from vessels	Hydrants sampled	Satisfactory	Unsatisfactory
47 (55)	116 (162)	49(44)	139(177)	26 (29)

Where water sample results are unsatisfactory, appropriate follow up action is taken including investigation into the source of any potential contamination. Follow up samples will always be taken to check that remedial measures have worked although sometimes this is done at an onward port with relevant information being passed on. This happens because of the time lag between submitting samples to the laboratory and receiving sample results, by which time the ship may have left port.

It is estimated that the number of routine water hydrant sampling will drop as the operators of the Bulk Tyne Dock have advised their intention to carry out their own routine water sampling. The authority will however continue to carry out verification sampling but on a less frequent basis.

There will be an increase in the water sampling regime of the DFDS ferries to allow the DFDS to comply with more stringent European Hygiene standards for cruise ships which stipulates greater frequency of sampling on a monthly basis for microbiological load and 6 monthly sampling for legionella.

It is estimated that the service will take 200 water samples during 2018.

3.5 Imported food control

Currently, food imports arrive at the port through either the International Ferry Terminal on road trailers (as part of vehicular ferry traffic), or in containers landed at the Container Handling Terminal. There are bulk cargo handling facilities at the port but these are not currently used for any food imports.

Imports through the International Ferry Terminal are exclusively EU imports and therefore not subject to any official imported food controls. However random spot checks will be carried out on consignments coming from within the EU to see whether it originated from outside of the EU and if so, whether 'official controls' have been carried out by the EU port of dispatch.

Imports at the Container Handling Terminal arrive from both EU and non-EU countries, also known as third countries. The port is a Designated Port of Entry (DPE) which allows the third country import of a range of foods, not of animal origin with 'known or emerging risk', such as tea from China, currently a major import through Port of Tyne. The port also holds First Point of Introduction (FPI) status enabling the import of plastic kitchenware from China containing melamine and polyamide, and which are also subject to official controls. The port is not currently a Border Inspection Post so third country imports of products of animal origin are not permitted through the port.

Food imports are detected by interrogation of the Destin8 container tracking system and consignments requiring both official controls and background checks are identified.

The Authority carries out background documentary checks of approximately 10% of all food imported from both within and outside the EU, selected randomly, and in accordance with FSA guidelines. These checks involve mostly documentary and identity checks. Occasional examination and/or sampling is also necessary.

The Authority carries out official controls which involve documentary, identity and physical checks on all imported food with known or emerging risk and plastic kitchenware consignments. 10% of these restricted consignments will also undergo formal sampling for submission to the public analyst.

Consignments passing official controls will be formally certified by Port Health Officers for release onto the UK market. Common Entry Documents required for imports of food with known or emerging risks will be processed through TRACES (Trade Control Expert System).

Port Health Officers carry out checks on organic food products entering the EU from third countries as directed by Commission Regulation (EC) No 1235/2008. These regulations are primarily a consumer protection and anti-fraud measure to ensure that consumers can buy organic produce confident in the knowledge that they have been produced to certain standards, despite the country from which they originate. Official controls are largely limited to documentary and physical checks however sampling may be carried out where there is a suspicion over compliance with the regulations. Consignments must be certified by Port Health Officers before they can be released onto the UK market

As part of the EU system to prevent, deter and eliminate illegal, unreported and unregulated fishing, Port Health Officers are responsible for the verification of catch certificates in respect of consignments of certain types of fishery products arriving in the port that have originated directly or indirectly from third country fishing vessels. After making checks on the authenticity of documentation accompanying the consignment, officers will certify release of the product into free circulation in the UK.

Action to deal with illegal food imports and imported food failing official controls will be carried out in close liaison with UK Borders Agency, who share some enforcement responsibility in this area.

The Service will have full regard to the host authority's corporate enforcement policy when applying legal sanctions.

Imports subject to official controls – 2018 projection (2017 figures in brackets)

	Total No of consignments	Documentary checks	ID / Physical Checks	No. Controlled	No. Rejected
Food Consignments*	1100(1072)	110(107)	(4)	----	---
DPE Food imports (exc organic)	40 (41)	40 (41)	4(4)	----	----
Organic food imports	6 (6)	6 (6)	1(0)	----	----
Plastics imports	0(0)	0(0)	0(0)	----	----
Catch Certification	0(0)	0(0)	0(0)	----	----
Other Imported Foods	5(1)	(1)	(1)	----	----
Total	51(48)	46(48)	4(4)		

Food Consignments relates to all imported foods and associated food contact materials. There have been no non compliance requiring controls or rejections.

The Port of Tyne is to be audited by the Food Standards Agency in April 2018 to verify that the inspection facilities for imported food, procedures for carrying out official controls and officer competencies meet EU requirements. The Port Operator has indicated that they will approach the FSA to request a variation to the scope of the port's Designated Point of Entry (DPE) approval limiting the handling of DPE goods to ambient stable food only. This change will ensure that the main operation in the warehouse, namely the storage of large quantities of tea, (a product which is highly sensitive to taint and humidity) will not be compromised by the introduction of chilled and frozen goods that would require examination and sampling

Procedures for all imported food controls are being reviewed ahead of the audit. The Port Operator has made some improvements to the inspection facility at the request of the Port Health Authority.

This is the sixth full year of reporting on food imports subject to official controls as Port of Tyne only received DPE and First Point of Introduction (FPI) status towards the end of 2011. The level of activity remains relatively constant with imported tea from China accounting for most of the activity.

Income from carrying out official controls for the year was £5989 (including chargeable water sampling).

3.6 Sampling of Food

Imported food and plastic kitchenware subject of DPE and FPI controls are sampled in accordance with specific EU requirements, currently set at 10% of all consignments arriving at the port. 6 samples in this category were taken in 2017; all were reported satisfactory by the Public Analyst.

Other consignments of imported food non subject of the enhanced check systems described above may also be sampled. Sampling of these foods is carried out on a risk basis and may be triggered by intelligence, or to enhance knowledge of the compositional or microbiological status of food not commonly entering the port. A consignment of Mung Beans originating from China was sampled in 2017 and subject to microbiological examination. The beans were found to be free from pathogenic contamination.

Samples of food and environmental samples e.g. swabs from food contact surfaces and equipment may be taken to inform food hygiene and food safety checks carried out during routine ships inspections. These samples may be taken as part of regional or national coordinated studies. In 2017, Port Health Officers participated in a Local Authority/Health Protection Agency microbiological regional study looking into galley hygiene. Of 29 number of swabs and wiping cloths taken from 7 ships galleys, 9 samples from 4 vessels failed because high levels of Enterobacteriaceae and E Coli organisms indicating ineffective cleaning and disinfection. Appropriate corrective actions were taken by the shipping companies after follow up visits where made following receipt of the adverse results and retesting confirmed the improvements had been effective.

In addition to swabs, adenosine triphosphate (ATP) Hygiene indicator equipment can be used to check the cleanliness of food contact surfaces and equipment. ATP devices check on the amount of residual protein, invisible to the naked eye, as marker of the effectiveness of cleaning. A survey is planned for 2018 where the ATP equipment, supplemented by microbiological sampling where appropriate, will be used in galleys across a cross section of ships as they visit the port. The results from these checks will be used to raise awareness with officers and catering crew of the importance of cleaning and disinfection to prevent food poisoning risks.

It is estimated that the service will take 30 food and environmental samples during 2018.

3.7 Infectious disease control

The Port Health Authority maintains an up to date list of ports and other areas which are infected or believed to be infected with a disease which is subject to the International Health Regulations or which may serve other places or areas so infected or believed to be infected. The list is compiled from the weekly record issued by the World Health Organisation. Copies are issued to HM Customs and the Tyne Port Health Authority as necessary.

Inbound ships are required to notify the Authority of any death or illness on Board where infectious disease is suspected before arrival. Occasionally reports will be received directly from Vessel Traffic Services (VTS) at short notice. The Authority investigates all such notifications before either quarantining or granting health clearance on advice from the Proper Officer/Port Medical Officer.

In the event of an outbreak of infectious disease, the Authority follows formally agreed Infection Control Procedures which require liaison between the authority, PHE (through the proper officer/port medical officer) and the Director of Public Health.

In some circumstances, PHE will set up an Outbreak Control Team including officers from the Authority, to control and oversee the investigation into major outbreaks, and following the procedures in the Joint Outbreak Control Plan.

Whilst notifications of illness are common, there were no reports of illness in the year where notifiable infectious disease was suspected.

It is estimated that the service will deal with 10 ID incidents during 2018.

3.8 Medical Advice and Support

The statutory role of the appointed Port Medical Officer/Proper Officer includes co-ordinating the management and investigation of infectious disease incidents at the port. This includes, when necessary, arranging for medical examination of infected passengers or crew, as well as quarantining and disinfection of vessels.

3.9 Responding to complaints/requests for service

The Authority responds to all complaints and requests for service. Response times are set out in performance targets for the service and these appear later in this plan.

Most requests for service relate to ship sanitation or water sampling and are reported elsewhere. Any imported food or food hygiene related complaints/requests for service are investigated in accordance with LACORS advice and guidance.

There were two complaints received in 2007. One complaint related to labelling of allergens and one with regard to housekeeping on the DFDS vessel. Visits were carried out for each complaint. Advice was given to improve the labelling of foods. A similar number of complaints are expected in 2008.

3.10 Other (incl. public health & pollution incidents)

Pollution and public health incidents at the port are relatively rare however the Authority responds to all incidents.

There were no significant air pollution or statutory nuisance incidents to report during the year.

3.11 Food Safety Incidents and Food Alerts Procedure

Incidents are notified to the Authority via the Food Standards Agency Food Alerts System. The alerts are received via EHC net (e-mail), which is accessed every weekday and via text messaging directly from the FSA.

Food alerts can be issued for a range of reasons but usually as a result of contamination of food or other food safety concerns. Most alerts are not relevant for the Authority but occasionally alerts, relating to imported foods in particular, may require a response.

There were approximately 27 food alerts issued by the FSA in 2017. The alerts relate to food that has been released to the market and therefore would not be actionable to imported food but could relate to food vessel e.g. DFDS ferry. Authority was not required to take any action in response to any alerts issued in 2017.

Number anticipated in 2018 would be approximately 27.

3.12 Business Continuity & Emergency Planning

The Authority is a Category 1 responder under the Civil Contingencies Act 2004. The 2004 Act places a range of duties on the Authority under the broad headings of emergency preparedness and business continuity.

The Authority has a Joint Port Health Plan in place with PHE for responding to major incidents including outbreaks of infectious diseases and food poisonings. The Authority is also a member of the Local Resilience Forum (LRF) and there is close liaison and regular meetings with the host authority emergency planning team. Officers periodically attend emergency planning exercises organised by the LRF. The Authority last held its own port health specific emergency planning exercise in 2013 which was attended by officers and key partners and related to legionnaire.

There is in place a 24/7 port health out of hours service.

The Authority has produced a Business Continuity Impact Assessment and this is reviewed annually.

4. RESOURCES

4.1 Staff Allocations

The functions of the Authority are discharged by two full time officers (equivalent) with operational and management support on a part time basis from the Environmental Health Group Leader and the Senior Environmental Health Officer (Food) of the host authority (in their capacities of Chief and Deputy Chief Port Health Officer). Administrative support is provided by one part time officer.

Financial management and constitutional matters are dealt by the Clerk to the Authority which is on a part time basis. The host riparian authority also provides a range of back office support including HR, ICT support and financial management.

4.2 Staff Development

All staff are subject to the host riparian authority's corporate Individual Performance Review (IPR) process during which training needs are identified and assessed in line with the officer's current abilities and responsibilities.

Staff development needs are also discussed at regularly held port health team meetings.

The Authority considers the rejoining of Association of Port Health Authority appropriate to ensure that we continue to be updated on any changes to legislation.

5. PERFORMANCE

5.1 Performance Measurement

The Authority uses an internally developed software system for officers to record, monitor and report on all relevant port health activities.

The Chief and Deputy Chief Port Health Officer are responsible for monitoring port health activity and reporting to the Joint Board on a four monthly cycle.

The Authority is required to submit an annual return to the FSA under the requirements of the FSA Framework Agreement setting out activity undertaken by the Authority specifically in its capacity as a Food Authority.

Certain areas of performance are monitored against the following specific performance targets:

Measure	Location	Officer Responsible
Response to requests for Ship Sanitation Inspection within 2 working days of ships arrival or request (whichever is later)	IDOX Database	Port Health Officer
Response to request for Common Entry Document (CED) and Plastic Kitchenware Certification, (excluding identity and physical checks) within 2 working days of date of import	IDOX Database	Port Health Officer
Response to notification of notifiable disease within 2 hours, 24/7	IDOX Database	Port Health Officer
Response to complaints/enquiries within 2 working days of receipt.	IDOX Database	Port Health Officer
Response to major incident (as defined in host authority Major Incident Plan) within 2 hours, 24/7	.	Chief Port Health Officer
Food Standards Agency Annual Performance Return (LAEMS)	IDOX Database	Chief Port Health Officer / Lead Food Officer
Staff Training and Development	Training Plan File Competency Matrix	Chief Port Health Officer / Lead Food Officer
Performance in line with operational procedures	Individual Performance Records	Chief Port Health Officer

In 2017, all activity responses were within target.

6. REVIEW

This plan will be reviewed annually and reported to the Joint Board at the first meeting of each calendar year for endorsement.

6.1 KEY SERVICE DEVELOPMENTS AND CHALLENGES

Port of Tyne has had a significant reduction in coal imports handled by the port. The port is improving its docking facilities by completing the extension of the Riverside Quay.

Income from Ship Sanitation Inspections has fallen due to the larger vessels and reduced number of arrivals. The port of Tyne are investing in infrastructure and land uses to encourage growth in imports. The port has worked with partners Nissan and NSA to develop and help consolidate car terminal operations, designed to drive and enhance handling efficiencies and now has a total of 100 acres set aside for their use. The port has handled new cargoes in petroleum coke as well as a variety of agricultural bulk products. Tea and other food imports are unaffected. 35% of raw tea imports come through the port of Tyne and are now providing a base for exporting tea to Canada. Imported food activity should remain stable. Overall numbers of ship inspections in 2018 should remain stable.

The Port of Tyne saw 52 cruise calls in 2017. It is expected in 2018 that there will be a similar number of cruise calls from 12 cruise lines.

Membership of the Tyne Port Health Authority (Joint Board)

Councillor B Burdis (North Tyneside Council) (Chair)

Councillor Janet Hunter (North Tyneside Council)

Councillor A Percy (North Tyneside Council)

Councillor I Graham (Newcastle City Council)

Councillor J Streater (Newcastle City Council)

Councillor G Pattison (Newcastle City Council)

Councillor K Dodds (Gateshead Council)

Councillor T Graham (Gateshead Council)

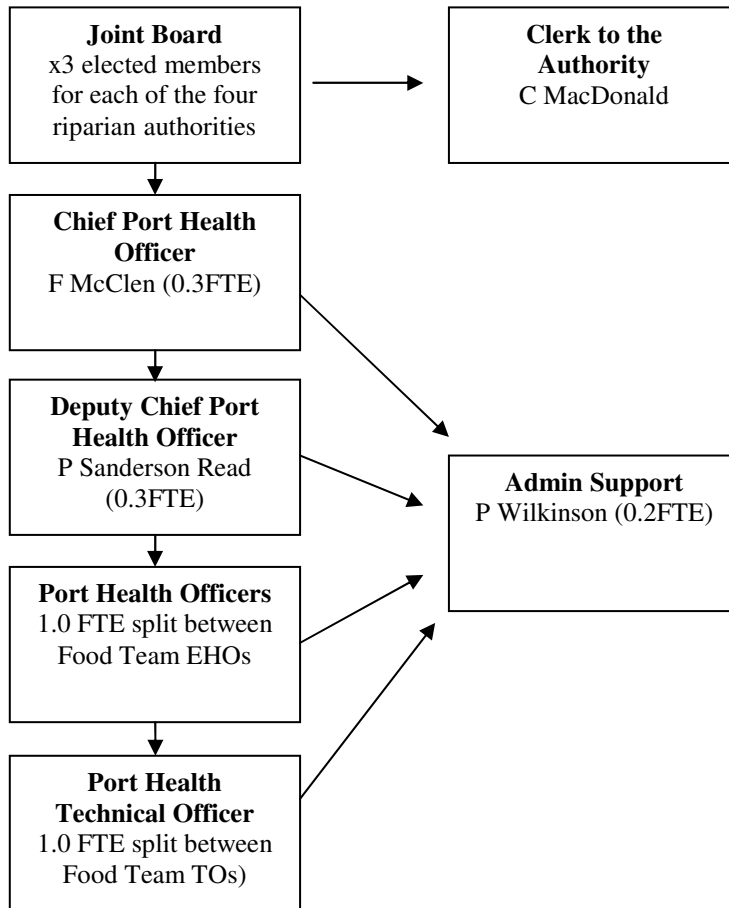
Councillor W Dick (Gateshead Council) (Vice Chair)

Councillor F Cunningham (South Tyneside Council)

Councillor A Walsh (South Tyneside Council)

Councillor K Stephenson (South Tyneside Council)

Tyne Port Health Authority – Organisational Chart



Statutory Appointments

Proper Officer/Port Medical Officer:

Consultant in Health Protection
Public Health England (North East)
Citygate
Newcastle upon Tyne

Lead Officer – Dr Kirsty Forster, Consultant in Health Protection.

Public Analyst:

Elizabeth Moran

Public Analyst & Scientific Advisor
Worcestershire Scientific Services
Unit 5 Berkeley Business Park
Worcester
WR4 9FA

Nigel K Payne

Public Analyst
Somerset County Council
County Hall,
Taunton
Somerset,
TA1 4DY