

Port of Workington

Marine Safety Management System

Performance Report Covering the 3 Year period

1st June 2016 to 31st May 2019



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Marine Safety Management System Performance Report

Background

Under the Port Marine Safety Code every port in the UK is required to establish a marine safety management system to manage and control the risks that relate to marine operations, and that marine safety management system should be based on an assessment of risks.

This Code establishes the principle of a national standard for every aspect of port marine safety and aims to enhance safety for those who use or work in ports, their ships, passengers and the environment. It applies to port marine operations the well-established principles of risk assessment and safety management systems.

Purpose

To ensure compliance with the code the Port has developed and implemented a Marine Safety Management System that defines its accountability, general/specific duties, powers and actions. To identify the level of performance with these requirements, safety plans must be established that can be measured through annual audits.

Summary

The 3 year Marine Safety Plan 2016 - 2019 for marine operations outlined a number of broad objectives, along with designated responsibilities. This performance report will demonstrate the “duty holders” commitment to maritime safety and also illustrate the level of performance achieved against the required standards within the Marine Safety Management System.

Due to a restructure within Cumbria County Council, the “Duty Holder” is now the Acting Executive Director Economy & Infrastructure, effective from December 2018. The Acting Executive Director has overall responsibility for the Port Authority’s operational and financial functions and as Duty Holder is accountable for marine safety in the Port of Workington.

The report will also identify if any deficiencies exist or where improvements can be made.

Marine Safety Plan Performance

Reportable Incidents to the Maritime Coast Guard Agency/Marine Accident Investigation Branch

During this 3 year reporting period 1st June 2016 to 31st May 2019 there has been 1 reportable incident to the regulatory authorities.

The incident occurred on 24th June 2017 and involved MV Scot Leader running aground on the south break water. The vessel was subsequently towed back into open water and steered onto berth 2 in the Prince of Wales Dock. The incident resulted in damage to the bow of the vessel. A thorough investigation was conducted to identify the cause so that additional controls could be implemented.

Marine Safety Management System Audit

The Port has had three internal and one external audit undertaken to assess the effectiveness and compliance with the Marine Safety Management System.

Aug 2016 – An internal audit was undertaken by Lorraine Waller (Port of Workington). There were 2 observations with a score of 99.18%.

Aug 2016 – An external audit was undertaken by Capt. C.N. Hallam – Strategic Marine Services Ltd. There were 3 deficiencies and 7 areas for improvement with a score of 96.25%.

Nov 2017 – An internal audit was undertaken by Lorraine Waller (Port of Workington). There were 4 observations with a score of 96.25%.

Nov 2018 – An internal audit was undertaken by Lorraine Waller (Port of Workington).

Risk Assessments

The Harbour Master and the Operations and Safety Manager completed a 2 yearly review of all Marine Safety Management System risk assessments in May 2018. The next review is due May 2020

Emergency Planning

Exercises conducted 2016/17

An on-site emergency exercise was undertaken in Dec 2016 involving all staff, tenants and the emergency services. The scenario was a fire in No.1 warehouse and a maintenance contactor fitter was unaccounted for.

Oil Spill Contingency exercises were undertaken on the following dates:-

June & Aug 2016 Notification exercise;

Aug 2016 Incident management exercise with tier 2 contractor;

Aug 2016 Mobilisation exercise;

Dec 2016 Table top exercise;

March 2017 Mobilisation exercise.

A security exercise was conducted in Dec 2016 involving all staff, security advisors and tenants.

The Scenario was a message to the Port security gate house informing them that an unidentified leisure craft had landed a suspicious person on the north jetty and subsequently gained entry to the Ports temporary restricted areas.

Exercises conducted 2017/18

An on-site emergency exercise was undertaken in Dec 2017 involving all staff, tenants and the emergency services. The scenario was a fire in the workshops and 2 maintenance contractor engineers were unaccounted for.

Oil Spill Contingency exercises were undertaken on the following dates:-
July & Dec 2017 Notification exercise;
Sept 2017 & Jan 2018 Mobilisation exercise;
Dec 2017 Table top exercise;

A security exercise was conducted in Dec 2017 involving all staff, security advisors and tenants. The Scenario was a message from the Maritime Security Resilience Division of DFT requesting the Port raises its security level to SL2 as there is a threat to West Cumbrian Ports.

Exercises conducted 2018/19

An on-site emergency exercise was undertaken on 26th March 2019 involving the Fire Service. The scenario was the rescue of a casualty from the Port's LHM 280 Mobile Crane and two casualties trapped under a FLT.

On 3rd March 2019 an exercise was held with the RNLI. This involved the Port's Harbour Tug (MT Derwent) acting as a broken down vessel and being towed back to port by the RNLI offshore lifeboat. A casualty was then transferred from the engine room of the MT Derwent across to the RNLI lifeboat.

Oil Spill Contingency exercises were undertaken on the following dates:-
12th June 2018 – Notification exercise
20th August 2018 – Mobilisation exercise
21st December 2018 – Table top and Notification exercise
13th March 2019 – Mobilisation exercise

There were a number of actions/recommendations as a result of these exercises which were efficiently and effectively managed. A report on the exercises were produced by the Operations & Safety Manager.

Health & Safety Committee Meetings

Health & Safety Committee meetings have been held every quarter over this 3 year reporting period and agendas and minutes distributed to staff and tenants. The dates of these meeting were as follows:-

2016/17 – 4 meetings were held on the 1st June 2016, 1st September 2016, 1st December 2016, and 1st March 2017.

2017/18 – 5 meetings were held on the 1st June 2017, 28th September 2017, 30th November 2017, 17th January 2018 and 13th March 2018.

2018/19 – 4 meetings were held on the 28th June 2018, 4th September 2018, 4th December 2018 and 12th March 2019.

Enforcement and Prosecution

There have been no incidents requiring any enforcement or prosecution notices/penalties during the last 3 years.

Environmental

The Port has a duty of care to protect the environment from its activities and in particular the waterway from which it operates. There have been no reportable incidents to the Environment Agency during the last 3 years.

Waste Management Service

The Port's Waste Management Plan was approved by the Maritime Coastguard Agency in April 2017 for another 3 years. No amendments were necessary. It is due for re-approval in April 2020

Hydrographic Surveys

Surveys are conducted by the Port on a regular basis using the M.V. Derwent and sounding equipment. Results from surveys are used to identify available depths of water within the dredged areas of the Port, to ensure the safe navigation for vessels.

Monitoring surveys were conducted and published via Survey Notices, the total number of surveys conducted during this 12 month reporting period were as follows:-

2016 – 3 No. Surveys (June 2016 to December 2016)
2017 – 3 No. Surveys (January 2017 to May 2017)
2017 – 5 No. Surveys (June 2017 to December 2017)
2018 – 3 No. Surveys (January 2018 to May 2018)
2018 – 2 No. Surveys (1st June 2018 to 31st December 2018)
2019 – 2 No. Surveys (1st January 2019 to 31st May 2019)

Dredging Campaigns

Results from surveys were used to determine if a dredging campaign was required to remove any excess siltation within the navigable channel.

During this 3 year period one dredging campaign was carried out to restore the navigable channel to a depth of 1.6m below chart datum.

2018 dredging campaign was carried out over a 24 day period from 19th February to 15th March 2018. The THSD Dredger M/V Sospan Dau carried out the works.

All dredging works were undertaken under the Port's Marine Licence. FEPA licence approvals were obtained from the Marine Maritime Organisation.

The next dredging campaign has been planned for July 2019.

Notice to Mariners

Notice to Mariners are issued for important matters affecting navigational safety including new hydrographic information, changes in channels, aids to navigation and other important data.

There has been a number of Local Notice to Mariners (LNMs) issued by the Harbour Master. LNMs were reviewed each year and a list issued to those currently in force.

Number of Local Notice to Mariners issued:-

2016 – 5 No. (June 2016 to December 2016)

2017 – 1 No. (January 2017 to May 2017)

2017 – 5 No. (June 2017 to December 2017)

2018 – 4 No. (January 2018 to May 2018)

2018 – 1 No. (1st June 2018 to 31st December 2018)

2019 – 2 No. (1st January 2019 to 31st May 2019)

The above LNM's included the "Annual Notice of Maintained Depth of Water" and annual "Instructions to Small Commercial Vessels".

General Byelaws

General byelaws have been enforced and made available to the general public and Port users.

The 3 year General Byelaws review carried out on 11th March 2019 recommended no amendments were required.

General Directions

At present the 1989 General Direction for navigation in the Port of Workington and its adjacent Pilotage Area is in force.

The 3 year General Direction review carried out on 11th March 2019 recommended no amendments were required.

Towage

Towage is used in the Port of Workington as a risk control measure and is the responsibility of the Harbour Master.

In this 3 year period there were a total of 72 acts of towage assistance for vessels arriving and sailing to/from the Port

The 3 year Towage review carried out on 11th March 2019 recommended no amendments were required.

Pilotage Directions/Regulations

The Harbour Authority under section 7 of the Pilotage Act 1987 enforced the compulsory Pilotage of all vessels except for those vessels whose overall length does not exceed 50m in length and which were not carrying dangerous goods.

Pilot Licences – the Pilot's licences was re-validated annually by the Harbour Master & the Port Manager between 1st June 2016 & 31st May 2019.

The re-validation of the licence held by the Port's current Pilot was conducted in two parts. It assessed competence, ongoing validity of professional certification, physical fitness, time of service, local knowledge, ship handling skills and character. The first part was an assessment trip monitored by a Ship's Master; the second part was an assessment interview with the Harbour Master & the Port Manager.

After completion of both assessments the Pilot's licences was re-validated by the Port Manager for 12 months over the three year period. The Port currently has one Grade I Pilot and one Grade II Pilot. The Grade II Pilot is currently undergoing on the job training to progress to a Grade I Pilot.

Pilotage Exemption Certificates – No PEC's have been issued by the Port over the last 3 years.

Marine Safety Policy

The Marine Safety Policy has been enforced by the Port Management team for this period.

The 3 year review carried out on 11th March 2019 recommended that no amendments were to be made.

Training

Port management have delivered a comprehensive training programme to ensure all persons with responsibilities for marine activities, have the competence and skill to perform and manage Marine operations.

Marine training was undertaken both internally and externally depending on the level of expertise required.

Those persons attending these courses included the Harbour Master, Towing Coxswain, Coxswain, Marine Operative, Supplementary Staff, Port Management and the Duty Holder and Members of the Workington Harbour Board.

In Jan 2017 a 6 month training programme commenced for an additional Class II Pilot. The Port Marine Safety Management System requires the successful completion of training phases 1-4, formal assessment and examination. Class II Pilots are authorised to pilot vessels of up to 92m LOA in accordance with Section 3 of the Pilotage Act 1987.

Experience on the job will continue to be gained by the Class II Pilot for an appropriate period before he will be considered for assessment for Class I authorisation.

Anchorage Position

The anchorage position was communicated to and used by vessels arriving at the Port throughout this period.

The 3 year Anchorage Position review carried out on 11th March 2019 recommended no amendments to be made.

Aids to Navigation

Daily inspections of aids to navigation by the marine shift operative were performed to ensure they were functioning correctly. All details/defects were reported to the maintenance section as soon as practicable and documented.

The Harbour Master submitted returns of availability of aids to navigation to Trinity House.

The Port's aids to navigation are classed as category 3 and have been maintained to meet an overall availability target of 97%.

Overall availability from 1st June 2016 – 31st May 2017

Port aids to navigation day mark availability – 100%

Port aids to navigation main light availability – 99.82%

Overall availability from 1st June 2017 – 31st May 2018

Port aids to navigation day mark availability – 100%

Port aids to navigation main light availability – 98.6%

Overall availability from 1st June 2018 – 31st May 2019

Port aids to navigation day mark availability – 99.88%

Port aids to navigation main light availability – 99.82%

Publications

The Harbour Master maintained an up to date copy of BA chart 2013, NP 37 (Admiralty Sailing Directions West Coasts of England and Wales), Admiralty List of Lights and Fog Signals Volume A, M-Notices and the Merchant Shipping Act (1995).

As and when corrections are made by the UK Hydrographic Organisation the Harbour Master amended/corrected these publications from notice to mariners and/or from the UKHO web site;

Inspections

Daily, monthly and annual inspections were undertaken to ensure the M.V. Derwent was fit for purpose. Inspections were conducted by the Ports maintenance and marine section staff.

Annual afloat surveys were conducted by the Maritime Coastguard Agency in October 2016, 2017 and 2018 to ensure the vessel was MCA endorsed.

The Harbour Master ensured all safety equipment including life jackets, Jason's Cradle and safety lines, flares etc were inspected and maintained in accordance with manufacturer's recommendations or any statutory provisions.

Harbour Works (inc diving)

There has been one construction project which had an impact on marine activities. Remediation of the Riverside Wall was subject to risk assessments within the MSMS and contractor method statements. The 6 month project started in 2016 but was suspended due to unforeseen ground conditions. The site was demobilised and made safe.

In addition there have been annual dock gate inspections undertaken with divers including changing anodes. The works were subject to risk assessments within the MSMS and contractor's method statements. The annual inspections were carried out in November 2018, July 2017 and May 2016.

Monitoring

All marine activities i.e. boarding and landing of pilots have been included in the Ports Health and Safety Monitoring programme.

Any deficiencies identified within the Ports Safe Systems of Work/Risk Assessments/Procedures have been recorded and amended by the Operations and Safety Manager.

Communication and Coordination

Weekly update meetings regarding marine operations were held involving the Harbour Master, Towing Coxswain and the Port Operations Manager.

Review of MSMS

The Operations and Safety Manager and Harbour Master reviewed and made amendments to the Marine Safety Management System in this 3 year period. All amendments have been included within the plan and approved by the Port Manager.

As a result of these reviews the MSMS has been revised and re-issued three times as follows:-

Version 7 – Date of Issue 14th October 2016

Version 8 – Date of Issue 30th November 2017

Version 9 – Issued 7th September 2018

Copies of the plan have been distributed to all relevant personnel.

Conclusion

The Marine Safety Management System remains a high priority to the Port of Workington with a commitment from management to ensure that all risks from marine activity are identified and suitably controlled.

Objectives in the Marine Safety Plan 2016 - 2019 were set so that a qualitative and quantitative measure of performance could be assessed. The report shows that these objectives are being achieved and suitably managed by staff with the designated responsibility for ensuring the ongoing implementation of the Marine Safety Management System requirements.

Sean Dixon
Health & Safety Officer
21st June 2019