

Port of Workington

Marine Safety Management System

Performance Report covering the 12 month period

1st June 2019 to 31st May 2020



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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. In order 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 2019 - 2022 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.

The “Duty Holder” is the Executive Director for Economy & Infrastructure. The 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

Since 1st June 2019 there has been 1 reportable incident to the regulatory authorities.

The incident occurred on 26th June and involved FV Patrice capsizing in Workington tidal harbour spilling a small amount (approx. 3-4 litres) of diesel in to the dock. The vessel was bailed out and re-floated on the rising tide.

Marine Safety Management System Audit

The Port has had one external audit carried out in August 2019. External audits are carried out every 3 years to assess the effectiveness and compliance with the Marine Safety Management System.

The external audit was undertaken by Capt. C.N. Hallam – Strategic Marine Services Ltd. There were 5 deficiencies and 7 areas for improvement with a score of 92.5%.

The next external audit is scheduled for August 2022.

The Port carries out internal audits annually, in this period one internal audit was undertaken to assess the effectiveness and compliance with the Marine Safety Management System, this audit was carried out in May 2020 by Lorraine Waller (Port of Workington).

Risk Assessments

The Harbour Master and the Port Health and Safety Officer completed a 2-yearly review of all Marine Safety Management System risk assessments in May 2020. The next review is due May 2022

Emergency Planning

An on-site emergency exercise was undertaken on 17th July 2019 involving Port staff, tenants, security contractor and the Police. The scenario was a suspect package at the end of a gangway on berth 4.

Oil Spill Contingency exercises were undertaken on the following dates:

20th June 2019- Notification Exercise

7th August 2019- Mobilisation Exercise

18th December 2019- Notification and Table top Exercise

19th February 2020- Tier 2 Exercise

There were a number of actions/recommendations as a result of these exercises which were efficiently and effectively managed. Reports on the exercises were produced by the Harbour Master and the Port Health and Safety Officer.

Health & Safety Committee Meetings

Health & Safety Committee meetings have been held every quarter and agendas and minutes distributed to staff and tenants. The meetings were held on the 5th June 2019, 5th September 2019, 4th December 2019 and 4th March 2020.

Enforcement and Prosecution

An Enforcement Policy for Marine Operations has been established to regulate the conduct of vessels within the jurisdiction of the Port of Workington.

The 3 year review of the Enforcement Policy carried out on 11th March 2019 recommended no amendments were required.

A Prosecution Policy for Marine Operations has been established to enforce relevant legislation at the Port of Workington.

The 3 year review of the Prosecution Policy carried out on 11th March 2019 recommended no amendments were required.

There have been no incidents requiring any enforcement or prosecution notices/penalties over the 12-month period 1st June 2019 to 31st May 2020.

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 has been 1 reportable incident to the Environment Agency during the 12-month period 1st June 2019 to 31st May 2020.

The incident occurred on 26th June and involved FV Patrice capsizing in Workington tidal harbour spilling a small amount (approx. 3-4 litres) of diesel in to the dock. A slight sheen could be seen, this was monitored and subsequently dispersed on the following tide.

Waste Management Service

The Port's Waste Management Plan was approved by the Maritime Coastguard Agency in April 2017 for 3 years. It was due for re-approval in April 2020; however, this is still outstanding due to Covid-19.

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: -

2019 – 7 No. Surveys (1st June 2019 to 31st December 2019)
2020 – 4 No. Surveys (1st January 2020 to 31st May 2020)

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 12 month reporting period (1st June 2019 to 31st May 2020) 1 dredging campaign utilising MV Deo Gloria was carried out to the navigable channel between 17th July and 8th August. The next planned dredging campaign will be in August/September 2020.

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 in January 2020 and a list issued to those currently in force.

Number of Local Notice to Mariners issued: -
2019 – 4 No. (1st June 2019 to 31st December 2019)
2020 – 2 No. (1st January 2020 to 31st May 2020)

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 12-month period there were a total of 7 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.

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

Pilot Licences:

On 22nd May 2020 both Class 1 Pilots had re-validation assessment interviews.

The licence re-validation 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 both Pilots were licenced by the Harbour Master & the Port Manager for a further 12 months.

Pilotage Exemption Certificates – No PEC's have been issued by the Port over the last 12 months.

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, and Supplementary Staff.

The Class II Pilot has successfully progressed to Class 1 Pilot.

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 2019 – 31st May 2020

Port aids to navigation day mark availability – 100%

Port aids to navigation main light availability – 100%

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.

An annual survey was conducted by the Maritime Coastguard Agency in September 2019 (the anniversary date was July 2019) to ensure the vessel was MCA endorsed. The next survey is due in July 2020.

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 have been no construction projects during the last 12 months that have had an impact on marine activities.

The annual dock gate inspections were undertaken with divers including changing anodes. The works were subject to risk assessments within the MSMS and contractor's method statements. The annual inspection was carried out in May 2020.

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 Port Health and Safety Officer.

Communication and Coordination

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

Review of MSMS

The Port Manager and Port Health and Safety Officer made amendments to the Marine Safety Management System in July/August 2019. All amendments have been included within the plan and approved by the Port Manager. As a result of this review of the MSMS, a revised version (Version 10) was issued on 7th August 2019.

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

Conclusion

The Marine Safety Management System remains a high priority for 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 2019 – 2022 were set so that a qualitative and quantitative measure of performance could be assessed. This 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
Port Health & Safety Officer
11th June 2020