

Port of Workington

Marine Safety Management System

Performance Report covering the 12 month period

01st Jan 2025 to 31st Dec 2025



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Marine Safety Management System

Performance Report

Background

Under the Ports & Marine Facilities Safety Code 2025 every port in the UK is required to establish a Marine Safety Management System (MSMS), to manage and control the hazards and risks that relate to the Port's marine operations, and that marine safety management system should be based on an assessment of its undertaking and purpose.

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, crew/passengers, and the environment. It applies to port marine operations the well-established principles of risk assessment and marine safety management systems.

Purpose

To ensure compliance with the code, the Port has developed and implemented a MSMS 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 for marine operations outlined several broad objectives, along with designated responsibilities. This performance report will demonstrate the "Duty Holders" commitment to maritime safety and illustrate the level of performance achieved against the required standards within the MSMS.

The "Duty Holder" is the Assistant Director (Corporate Assets, Fleet & Safety) for Cumberland Council. The Director has overall responsibility for the Port Authority's operational and financial functions and as Duty Holder, is accountable for marine safety at the Port of Workington.

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

Reportable Incidents To MAIB

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

Since 1st January 2025 to 31st December 2025 there has been one reportable incident to the regulatory authorities. No further action / investigation was taken by

the MAIB due to no damage to property, no injury or loss of life and no environmental damage occurring.

Marine Safety Management System Audit

The Port's last external audit was carried out on 30th November 2023. 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 Marico Marine. The audit identified 40 recommendations (3 serious, 16 medium priority and 21 low priority). The areas for improvement were added to the Port's audit action tracker and have all since been actioned accordingly. The action tracker is monitored and managed by the Port Manager, individually and collectively with his management team.

The next external audit is provisionally scheduled for November 2026

The Port carries out internal audits annually. The last internal audit was conducted on 04.12.25 and results were positive (attached as Annex 1). The audit covered section 4 of our MSMS (Regulation and Management of Navigation). The audit showed that actual practice was in line with the procedures set out within the MSMS. There will not be an internal audit carried out in 2026, due to the external audit.

Risk Assessments

The Harbour Master, with the corporate health and safety team, have conducted full review of the marine operative's risk assessments and safe system of works. These will be reviewed every two years. The operations team are currently in the process of conducting reviews of their SSOW & RA's.

Emergency Planning

In 2025, the Port of Workington conducted several important exercises and responded to real incidents to ensure operational readiness and compliance. A key event was the oil spill tabletop exercise held in December, which simulated a small fuel oil spill involving the vessel *Arklow Rally*. This exercise focused on testing resource mobilisation and communication protocols, successfully demonstrating the Port's preparedness for managing small-scale spills. Throughout the year, the Port also faced two security-related incidents where vehicles breached the main gate barrier and suspected break-ins occurred, effectively testing on-site emergency procedures. Additionally, minor real-time oil spills from the fishing fleet in the tidal harbour were swiftly contained by the Port's oil spill response team. All quarterly security drills were completed by the contracted security provider, and the annual in-house Port security training was delivered, reinforcing the Port's commitment to safety and environmental protection.

Health & Safety Committee Meetings

The health and safety committee hold regular, well attended meetings to discuss health and safety matters. These are held Monthly and minutes recorded. The corporate health and safety team

Near Miss Reporting Within The Port

We have reviewed the recording procedure for our near miss reporting and continue to encourage near miss reporting, not only internally but also from other port users.

For the period this report covers (01.01.25 – 31.12.25), 64 incidents, near misses and hazardous observations (10 Near misses, 38 Hazardous observations and 16 incidents) have been reported across the Port activities. From these incidents learning and educational opportunities have been identified and implemented. Reporting information has been attached as annex 2 to this report

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 three-year review of the Enforcement Policy was carried out on 7th May 2025. No recommendations or amendments were required.

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

The three-year review of the Prosecution Policy carried out on 7th May 2025. Again, no recommendations or amendments were required.

There have been no incidents requiring any enforcement or prosecution notices/penalties over the 12-month period.

Environmental

The Port has a duty of care to protect the environment from its activities and in particular the waterway from which it operates.

In November 2025 the Ports Environmental Policy was reviewed and updated. The review policy statement was displayed upon each noticeboard within the Port, incorporated into the revised MSMS and published upon the Port's website.

There have been no reportable incidents to the Environment Agency during this period.

Waste Management Service

The Port's Waste Management Plan was approved by the Maritime Coastguard Agency on 13.05.24 for a three-year period. The plan is due for a re-approval in May 2027

Hydrographic Surveys

Surveys are conducted by the Port on a regular basis using the M.V. Derwent and now the M.V. Helvellyn 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.

Four monitoring surveys were conducted and published via Survey Notices, for this 12 month reporting period. They are as follows: -

- 27th February 2025
- 28th April 2025
- 30th July 2025
- 17th October 2025

Dredging Campaigns

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

During this 12-month reporting period there was one dredging campaign carried out. The Sospan Dau, a Hopper Dredger, was used to undertake the task for an 18 day period, starting on the 12th July 2025. The Bar, Channel, turning Basin and the Prince of Wales Dock were dredged, removing approximately 65,000 m³ of material.

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 marine information.

There were twelve Local Notice to Mariners issued by the Harbour Master during this period:

- 02/01/25 No.1 Instruction to Small Commercial Vessels
- 02/01/25 No.2 Pilot Boarding Position Change
- 20/03/25 No.3 Unlit Navigation Buoys
- 12/06/25 No.4 Temporary Unavailability of Class One Pilot

- 03/07/25 No.5 Dredging Operations – Sospan Dau
- 01/08/25 No.6 Annual Notice of Maintained Depth of Water
- 28/08/25 No.7 Planned Survey Operations
- 02/10/25 No.8 Port Closure due to Strong Winds

General Byelaws

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

The three-year General Byelaws review was carried out on 7th May 2025. No recommendations or 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 three-year General Direction review was carried out on 7th May 2025. Recommendations were that some amendments were required to ensure the ports powers remained up to date and fit for purpose.

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 have been several acts of towage coming mainly from Thomas Armstrongs class 1 vessels and towage training for pilots getting authorised to class 1.

The three-year Towage review was carried out on 7th May 2025. A recommendation was made to amend the compulsory towage requirement, from a fixed LOA to Harbour Masters discretion.

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 three-year Pilotage Directions review was carried out on 7th May 2025. No recommendations or amendments were required.

Pilot Licences:

All pilots are now authorised to Class 1.

Assigned Pilots for the Port of Workington are:

- Captain Edward Deeley - assessment on 22nd May
- Andy Stopford – assessment on 15th December
- Mick Lynch – assessment on 23rd July

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 all Pilots were licenced by the Harbour Master & the Port Manager for a further 12 months.

Pilotage Exemption Certificates – There have been 2 PEC's issued by the Port over the last 12 months.

Marine Safety Policy Statement

In May 2025 the Port's Health & Safety Policy was reviewed and updated. The review policy statement is tailored to cover the responsibility of the Ports' undertaking in all of its activity therefore, having one safety policy statement. This revised document is displayed upon each noticeboard within the Port, incorporated into the revised MSMS and published upon the Port's website.

Marine Department 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.

In 2025, training for the marine section consisted of oil spill response 4P & 2P, personal survival techniques, diesel engine course, small ships radar & meteorology course, small ships electronic charting system & bridge watch keeping course, stability introduction course and marine crane course.

Those persons attending these courses included the Harbour Master, Assistant Harbour Master and the 3 Coxswains.

In 2025 the assistant Harbour Master completed the 4P oil spill on scene commander's course, increasing the ports oil spill readiness.

Anchorage Position

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

The three-year anchorage position review was carried out on 7th May 2025. No recommendations or amendments were required.

Aids to Navigation

Daily inspections of aids to navigation by marine shift operatives were performed, to ensure they were functioning correctly. Any identified defects were recorded and reported to the maintenance section, using the Port's defect reporting process.

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, with external inspection carried out on 28th July 2025 reporting that the assessment was overall 'good' status.

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 & MV Helvellyn were fit for purpose. Inspections were conducted by the Ports maintenance and marine section operatives.

The Derwent will be sold before the next annual survey in August 2026.
The Helvellyn will be due her next survey in July 2026.

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 (includes contract diving)

A comprehensive condition survey of the dock gates was completed during November & December of 2025. The details of this survey have been included in a report that will inform a specification for remedial works to the gate in 26/27.

Marine Processes

Marine activities for example, towage, Pilot exchanges to and from vessels, mooring etc have been included in the Ports Health and Safety review system. The activities are continuously monitored by managers to ensure safe practices are maintained. The Harbour Master, along with the corporate health and safety team undertook a full review of the marine activity risk assessments and safe systems of work. Gaps in task activities/documentation have been captured on the risk action plan and timescales assigned to a work programme.

Communication and Coordination

The Port undertakes fortnightly operations meetings to discuss marine and operational activities planned for the coming weeks. This meeting is chaired by the Port Manager and involves the Harbour Master, Operations Manager, corporate health and safety team representative and the Administration Supervisor. Minutes from these meeting are recorded and distributed to all relevant members of staff.

The Harbour Master holds frequent informal meetings with the marine operatives regarding marine operations.

Monthly Internal HSE meetings have now been re-established. These are chaired by the Port Manager and involves all members of staff operating on the port. Minutes from these meeting are recorded and distributed to all relevant members of staff.

Review of MSMS

The Corporate health and safety team and Harbour Master made amendments to the Marine Safety Management System during November 2025, which saw the revised document (V15) being approved by the Port Manager and reissued in November.

A hard copy of the plan have been distributed to all relevant personnel:

- Assistant Director Corporate Assets, Fleet & Safety (Simon Higgins)
- Port Manager (Ben Meil)
- Harbour Master (Phil Scattergood)
- Corporate Health & Safety Team
- Assistant Harbour Master (Ian Cormack)
- Dock Gate marine operatives

Conclusion & Recommendations

The Marine Safety Management System remains a high priority for the Port of Workington with a commitment from management, to ensure that all hazards and associated risks, whether operational or strategic, for marine activity are identified and suitably controlled.

Previous reports have identified some room for improvement, but the port has made great strides to correct these actions and all policies, procedures and plans are now up to date. All previously raised actions have been completed and the ports action

tracker now has little outstanding. This is testament to the efforts of The Harbour Master, Operations Manager and corporate health and safety team.

The three-year Marine Safety Plan (1st June 2023 – 31st May 2026) where objectives and key performance indicators are set for marine compliance, is regularly reviewed, to ensure the objectives align with the Port's Marine Safety Management System requirements. Current performance against these KPI's is attached as Annex 3

Report by: Mr Ben Meil
Position: Port Manager
Report date: 12/01/2026