

# **Peel Ports Group Limited**

## **Harbour and Port of Manchester**



### **Port Marine Safety Code**

### **Marine Safety Plan**

### **2021 – 2023**

### **Annual Report on 2023**

1. **Introduction:** As part of its compliance with the requirements of the Port Marine Safety Code (PMSC), Peel Ports Group Limited publishes its Marine Safety Plan for the conduct of marine operations within the 7 Harbour Authorities within the group; Clydeport Operations Limited, Ardrossan Harbour Company Limited; Heysham Port Limited, The Manchester Ship Canal Company Limited, The Mersey Docks and Harbour Company Limited, Port of Sheerness Limited and the Great Yarmouth Port Authority Limited<sup>1</sup>. The plan is published every three years and is reviewed annually by the individual Duty Holders.

This Marine Safety plan commits Peel Ports Limited to undertaking the management and regulations of marine operations, within the scope of the individual authorities powers and authority, according to the appropriate Acts and the PMSC, in a way that safeguards the Port, users of the Port, including members of the public together with a duty to improve and conserve the waterways and the environment. Peel Ports Group Limited will, through the individual authorities, undertake its role and responsibilities to ensure, whenever possible, it provides efficient and effective services and the regulation of shipping and other vessels in support of all activities in the Ports. In managing the safety of navigation and the provision of services Peel Group Ports Limited always has the safety of life and vessels as its highest priority.

2. **Marine Policies:** Peel Ports Group Limited publishes several marine policies, applicable to all Statutory Harbour Authorities and Competent Harbour Authorities within the Group, in support of the management and regulation of marine operations across its ports, and the maintenance of the Groups Marine Safety Management System. These policies are reviewed regularly and approved by the Duty Holder of the individual Ports and are as follows:

- The Port Marine Safety Code Policy Statement (Approved and signed by the CEO)
- Health and Safety Policy
- Group Marine Navigational Safety Policy
- Group Marine Pilotage Policy
- Group Marine VTS/LPS Policy
- Group Marine Environmental Policy
- Group Marine Enforcement & Prosecution Policy
- Group Marine Training Policy

3. **Group Marine Safety Management System (MSMS):** A comprehensive overview of the structure, management and maintenance of the Group's MSMS and compliance with the PMSC in support of this plan is contained within the MSMS. External audits of compliance with the PMSC are undertaken at least every three years and are supported by a comprehensive internal and external audit programme.

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<sup>1</sup> Great Yarmouth Port Company Limited acts as agents on behalf of the Statutory Harbour Authority; Great Yarmouth Port Authority Limited.

4. **Standing Objectives:** The following standing objectives are to meet by each port, with support from Group as required, during the period. Any issues in meeting these targets are raised through at the Marine Management Team meeting in accordance with the MSMS.

	Service Provision / Activity Target	Target Details	Port of Liverpool Annual Review of 2023
a.	Legislation	<ul style="list-style-type: none"> <li>Keep under review harbour powers and applicable legislation including byelaws and Directions.</li> <li>Maintain an enforcement action log.</li> </ul>	Replaced with a comprehensive programme of legislative modernisation review across all ports. This will be carried over to next safety plan.
b.	Marine Safety Management System	<ul style="list-style-type: none"> <li>Meet the Key Performance Targets of the MSMS.</li> <li>No major incidents, serious injuries or serious pollution as a result of a failure of the Ports Marine Safety Management System.</li> <li>Ensure an effective data capture and analysis of all Marine incidents including near misses.</li> <li>Monthly Management Review of the SMS including incident reporting, training and progress on tasks/projects, Hydrographic and Dredging requirements, AtoN performance and Group Port Control Centre update.</li> </ul>	All met and ongoing
c.	Vessel Traffic Service / Local Port Service	<ul style="list-style-type: none"> <li>Provide an effective Vessel Traffic Service or Local Port Service throughout the Ports based on risk assessment.</li> <li>Ensure the VTS/LPS system operates at 99.9% availability.</li> </ul>	<ul style="list-style-type: none"> <li>All met</li> </ul>
d.	Pilotage including the authorisation of pilotage exemptions	<ul style="list-style-type: none"> <li>Provide a pilotage service of suitable qualified and authorised pilots that is supported by appropriate recruitment and a continuation training programme.</li> <li>Provide a suitable pilotage exemption certificate system of approval and monitoring/enforcement.</li> <li>No major incidents resulting from pilotage errors.</li> </ul>	<ul style="list-style-type: none"> <li>All met and ongoing where applicable for MSC</li> </ul>
e.	Conservancy and Hydrographic survey	<ul style="list-style-type: none"> <li>Ensure the Port has an adequate schedule of hydrographic surveys and that these are undertaken and published in line with defined schedules.</li> </ul>	<ul style="list-style-type: none"> <li>All met and additional enhancements to survey programme to meet changing demands</li> </ul>

		<ul style="list-style-type: none"> <li>Review the long-term survey strategy to ensure it remains relevant and fit for purpose.</li> <li>Investigate all reported wreck and obstruction on notification. Issue navigation warnings and were appropriate arrange marking and removal at earliest opportunity commensurate with navigational/environmental risk.</li> <li>Through appropriate maintenance and response ensure AtoN availability meets Trinity House/NLB targets.</li> </ul>	
f.	Emergency preparedness and response	<ul style="list-style-type: none"> <li>Maintain a detailed and robust schedule of regular training and exercises for implementing emergency plans and oil spill procedures, to improve response capability.</li> <li>Exercises will be carried out with external stakeholders such as local authorities and the emergency services.</li> </ul>	<ul style="list-style-type: none"> <li>All met with exception of oil spill notification exercises which were only partially met following MCA advice</li> </ul>
g.	Enforcement and prosecution	<ul style="list-style-type: none"> <li>Maintain a cadre of appropriately trained and qualified personnel.</li> <li>Maintain a detailed and robust schedule of regular training and exercises.</li> </ul>	<ul style="list-style-type: none"> <li>Met with exception of gapped Compliance Manager role for part of the year, now filled</li> </ul>
h.	Training	<ul style="list-style-type: none"> <li>Fulfil the requirements of the Group Marine Training Matrix.</li> <li>Ensure Marine team personnel are appropriately qualified and trained for their role.</li> </ul>	<ul style="list-style-type: none"> <li>All met</li> </ul>
i.	Liaison and consultation	<ul style="list-style-type: none"> <li>Convene routine meetings every 6 months with port users.</li> <li>Appropriate and open consultation, undertaken with waterways users and interested parties regarding proposed amendments to Byelaws, Directions and Codes of Practice.</li> </ul>	<ul style="list-style-type: none"> <li>Met. Regular port user engagement in place</li> </ul>

5. **Specific SMART Objectives:** The following smart objectives will be managed as marine department requirements across the authorities. Any issues in meeting these targets are raised through the Marine Management Team meeting in accordance with the MSMS.

	Policy Section	Objective	Target Date	Port of Liverpool Annual Review of 2023
a.	MSMS	<ul style="list-style-type: none"> <li>Engage with all Marina and Terminal operators within SHA to highlight MSMS and their responsibility under the PMSC.</li> </ul>	Apr 21	Open Letter addressed to all marinas and independent terminals within our SHAs, published on our website reminding them of their compliance responsibilities under the Code. It is expected the new PMSC will further emphasize this.
b.	MSMS	<ul style="list-style-type: none"> <li>Implementation of Mooring Guidelines</li> </ul>	Apr 21	Group Mooring Guidelines produced
c.	MSMS	<ul style="list-style-type: none"> <li>Conduct Formal Risk Assessments for AtoN, Pilotage and Vessel Traffic services to establish level of provision.</li> </ul>	Aug 21	FRA now complete.
d.	MSMS	<ul style="list-style-type: none"> <li>Introduce a compliant risk assessment and incident investigation tool within the SAP model.</li> </ul>	Aug 21	Complete
e.	MSMS	<ul style="list-style-type: none"> <li>Develop Formal Safety Assessments from the Formal Risk Assessments for AtoN, Pilotage and Vessel Traffic services to establish level of provision.</li> </ul>	Dec 21	FRA initially delayed but now complete and FSA commencing across all ports
f.	Incident Reporting and Management	<ul style="list-style-type: none"> <li>Review incident reporting and management across the group including the revision of causal factors.</li> </ul>	Dec 21	Complete and ongoing
g.	Legislation	<ul style="list-style-type: none"> <li>Review, amend, consult and issue Byelaws across all Statutory Authorities</li> </ul>	Dec 22	Replaced with a comprehensive programme of legislative modernisation review across all ports. This will be carried over to next safety plan.