

PEEL PORTS GROUP LIMITED

PORT OF LIVERPOOL



Port Marine Safety Code
Marine Safety Plan
2024 – 2026
Annual Review of 2023

1. **Introduction:** As part of its compliance with the requirements of the Port Marine Safety Code (PMSC), Peel Ports Ltd 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 Limited¹. 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 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 Ports Limited always has the safety of life and vessels as its highest priority.

2. **Marine Policies:** Peel Ports Group Ltd publishes 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

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

undertaken at least every three years and are supported by a comprehensive internal and external audit programme.

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

	Service Provision / Activity Target	Target Details
a.	Legislation	<ul style="list-style-type: none"> Keep under review harbour powers and applicable legislation including byelaws and Directions. Maintain an enforcement action log.
b.	Marine Safety Management System	<ul style="list-style-type: none"> Meet the Key Performance Targets of the MSMS. No major incidents, serious injuries, or serious pollution because of a failure of the Ports Marine Safety Management System. Ensure an effective data capture and analysis of all Marine incidents including near misses. 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.
c.	Vessel Traffic Service / Local Port Service	<ul style="list-style-type: none"> Provide an effective Vessel Traffic Service or Local Port Service throughout the Ports based on risk assessment. Ensure the VTS/LPS system operates at 99% availability.
d.	Pilotage including the authorisation of pilotage exemptions	<ul style="list-style-type: none"> Provide a pilotage service of suitable qualified and authorised pilots that is supported by appropriate recruitment and a continuation training programme. Provide a suitable pilotage exemption certificate system of approval and monitoring/enforcement. No major incidents resulting from pilotage errors.
e.	Conservancy and Hydrographic survey	<ul style="list-style-type: none"> Ensure the Port has an adequate schedule of hydrographic surveys and that these are undertaken and published in line with defined schedules. Review the long-term survey strategy to ensure it remains relevant and fit for purpose. Investigate all reported wreck and obstruction on notification. Issue navigation warnings and where appropriate arrange marking and removal at earliest opportunity commensurate with navigational/environmental risk. Through appropriate maintenance and response ensure AtoN availability meets Trinity House/NLB targets.
f.	Emergency preparedness and response	<ul style="list-style-type: none"> Maintain a detailed and robust schedule of regular training and exercises for implementing emergency plans and oil spill procedures, to improve response capability. Exercises will be conducted with external stakeholders such as local authorities and the emergency services.

g.	Enforcement and prosecution	<ul style="list-style-type: none"> • Maintain a cadre of appropriately trained and qualified personnel. • Maintain a detailed and robust schedule of regular training and exercises.
h.	Training	<ul style="list-style-type: none"> • Fulfil the requirements of the Group Marine Training Matrix. • Ensure Marine team personnel are appropriately qualified and trained for their role.
i.	Liaison and consultation	<ul style="list-style-type: none"> • Convene routine meetings every 6 months with port users. • Appropriate and open consultation, undertaken with waterways users and interested parties regarding proposed amendments to Byelaws, Directions and Codes of Practice.

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 at the Marine Management Team meeting in accordance with the MSMS.

	Policy Section	Objective	Target Date
a.	MSMS Vol 1 Chap 10	<ul style="list-style-type: none"> • Implementation of standard Towage Guidelines 	Mar 24
b.	MSMS Vol 1 Chap 4	<ul style="list-style-type: none"> • Assess the Introduction of a compliant risk assessment tool within the SAFEGUARD System. 	Sep 24
c.	PMSC	<ul style="list-style-type: none"> • Engage with all Marina and Terminal operators within SHA to highlight MSMS and their responsibility under the PMSC. 	Dec 24
d.	MSMS Vol 1 Chap 7	<ul style="list-style-type: none"> • Implementations of the Bio Security Plan Protocols across the SHA 	Dec 24
e.	MSMS Vol 1 Chap 4	<ul style="list-style-type: none"> • Conduct a Quayside safety audit across all Peel owned and operated quays within the SHA. 	Dec 24
f.	MSMS Vol 1 Chap 4	<ul style="list-style-type: none"> • Introduce standard Leisure Guidelines 	Mar 25
g.	MSMS Vol 1 Chap 4	<ul style="list-style-type: none"> • Develop Formal Safety Assessments from the Formal Risk Assessments for AtoN, Pilotage and Vessel Traffic services to establish level of provision. 	Mar 25
h.	MSMS Vol 1 Chap 1	<ul style="list-style-type: none"> • Conduct a review of SHA legislation and introduce an annual review process. 	Mar 26