

PEEL PORTS GROUP

The Port of Liverpool



Port Marine Safety Code
Marine Safety Report
2017

Introduction

As part of its compliance with the requirements of the Port Marine Safety Code (PMSC), the Mersey Docks and Harbour Company Limited (MDHC) published a Marine Safety Plan for marine operations in the Port of Liverpool for the period 2015 – 2017. This report considers the Port's performance against the planned objectives during 2017.

1. Marine Policies

Peel Ports Group remains committed to its Group Marine Safety Management System (MSMS) with further evolution of this document and supporting processes during 2017. The central document, Volume One, covers all Group ports and includes the following policies:

- Port Marine Safety Code Policy, dated 2017;
- Health & Safety Policy Statement, dated 2015;
- Group Marine Navigational Safety Policy, dated 2017;
- Group Marine Pilotage Policy, dated 2017;
- Group Marine VTS / LPS Policy, dated 2017;
- Group Marine Environmental Policy, dated 2017;
- Group Marine Enforcement & Prosecution Policy, dated 2017;
- Group Marine Training Policy, dated 2017.

It should be noted that, whilst the policy titles differ from those published within the MDHC PMSC Safety Plan 2014-17, the policy areas covered in said plan all remain within the policies stated above.

Each policy statement is signed by the Duty Holder for the respective Statutory / Competent Harbour Authority. The Duty Holder for The Mersey Docks and Harbour Company (MDHC) is therefore the signatory for the Port of Liverpool. The MSMS requires that the policies be reviewed three yearly and this has been achieved.

Volume Two of the MSMS is port specific and the document for the Port of Liverpool has been extensively audited, reviewed and amended during 2017.

Volume One of the MSMS is published online at www.peelports.com within the Marine Information section for the Port of Liverpool.

2. Marine Procedures

Following the extensive marine departmental restructure in 2014, further improvement of working practices and procedures has been undertaken during 2017. All Standard Operating Procedures have been reviewed during the year and many have been extensively updated to reflect improved working practices and altered departmental structure.

3. The Management of Marine Operations

MDHC commits to ensuring that, whenever possible, the Port of Liverpool provides efficient and effective services for the regulation of shipping and other vessels in support of all activities in the harbour; in particular commercial vessel movements, to facilitate the safe and efficient transit of vessels through the port.

In support of this, Peel Ports Group has initiated a project to centralise and standardise port control and associated planning elements into one team. This project is enabled by step changes in the technology available resulting in the ability to undertake such operations remotely.

In order to deliver these changes, a full renewal of all VTS equipment has been undertaken in the Port of Liverpool and a Group Port Control Centre has been established to replace the previous Marine Operations Control Room.

This project also includes a full manning review which has resulted in the addition of a new layer of marine management. The Group Port Control Centre has 24/7 shift management, providing on-site support to MDHC operators as well as the operators for the other ports in the Group.

Alongside this a new marine planning team was established during 2017 who shall become responsible for marine operational planning across all Group ports. A new online booking portal, PortLinks, has been developed for roll out in early 2018. This shall enable customers and agents to book port calls and associated services online. The system shall have embedded lock planning intelligence but all bookings will be vetted by the planning team or Group Port Control Shift Managers prior to acceptance.

Following the 2015 contracting of pilot launch operations with Briggs Marine Contractors, 2 new vessels were delivered during 2017 with three further vessel renewals during the remainder of the contract.

4. Established Management Activities

Peel Ports Group have appointed ABPmer as an external Designated Person (DP) who conduct formal external audits of compliance with the PMSC and associated MSMS. This ensures that MDHC manage and regulate marine operations, within the scope of its powers and authority, in a way that safeguards the Port, users of the Port, including members of the public, and the environment.

As a part of the three year safety plan, a number of key functions were identified as underpinning the operation and maintenance of the Port's MSMS. These are listed below with comments provided as to the MDHC's performance against these activities:

- ***Monthly Marine Management Team meetings;***

The meeting structure has evolved over the preceding year and a specific monthly marine safety meeting (internal) has been established. Commercial or other non safety related matters are addressed in less formal meetings held as frequently as is required.

- ***Dedicated risk assessments of new and existing marine operations and services as required;***

The Port Risk and Incident Management System (PRIMS) remains the system within which all marine risk assessments are held. During 2017 all risk assessments were reviewed against the risk assessment methodology published within the MSMS.

- ***The proactive and reactive review of identified hazards to navigation and the associated risk control measures that mitigate those risks to an acceptable (As Low As Reasonably Practicable) level;***

The Port of Liverpool held a Hazard Identification (HazID) workshop in December 2014. This was facilitated by ABPmer and was attended by a broad spectrum of port users and service providers including pilots, pilot launch coxswains, port control, towage and mooring teams. The output from this event, together with the renewed risk assessments discussed above, feeds into PRIMS and drives the review of Standard Operating Procedures (SOPs). Alongside PRIMS, an incident and accident analysis and tracking tool has been created in order to identify trends and further improve risk controls around the Port.

- ***The investigation of all reported marine incidents;***

All reported marine incidents are recorded within PRIMS. As a part of this, every reported incident is investigated by management with the scale and depth of the investigation being appropriate to the specifics of the incident.

- ***Regular, wide-ranging liaison with Port Users, practitioners and other interested parties through formal and informal public consultations;***

A series of meetings are held to liaise with port users and service providers including pilots. Public consultations have been held for Pilotage and Towage Directions. External meetings are attended where appropriate including those held by the Merchant Navy Welfare Board, MCA and other relevant organisations.

- ***Long-established and effective Pilotage Meetings comprising marine management and authorised Liverpool pilots;***

The rolling programme of alternating monthly pilot and wider service provider meetings continues.

- ***Regular internal and external audits and reviews of the MSMS, its functions and procedures;***

Internal audits occur on a quarterly cycle. Quarters within which an external audit are undertaken are exempted from internal audit. A DP audit was undertaken in September 2017 ahead of the 2018 PMSC compliance exercise.

- ***Comprehensive training and development for marine departments' staff;***

A training policy was created during 2016 that covers all Group ports. This seeks to standardise the training offered. In support of the policy, a new training database was rolled out during 2017. As the training policy drastically increases the requirement across the Group it shall be fully implemented over a number of years with core safety related courses being prioritised.

During 2017, 6 staff were fully trained to V103 for VTS operation.

- ***The maintenance and exercising of MDHC marine emergency plans and procedures, including oil spill management and business continuity plans.***

The Port of Liverpool Oil Spill Contingency Plan, approved by the MCA in 2015, remains extant and this was exercised in response to several live incidents during 2016. A multi stakeholder exercise was undertaken during September 2017. A project is ongoing to produce standardised emergency plans for all Group ports including land and marine response strategies. This shall be a central policy document with port specific procedures aligned as closely as is practicable. An initial draft of the marine elements of this plan was exercised at the multi-agency event, Dawn Treader, in June 2016 with great success. It is expected that the new plans shall be released and formally exercised during 2018.

5. Ongoing Management Targets for the Period of the Plan

Standing Targets:

	Service Provision / Activity Target	Target Details	Performance Against Target
1.	Navigational Incidents	No major incidents, serious injuries or serious pollution as a result of a failure of the port's Marine Safety Management System and/or of associated MDHC safety service provision.	There have been no major incidents, serious injuries or serious pollution within the Port of Liverpool as a result of this.
2.	Vessel Traffic Services – Operational capability and delivery	<p>1. Provide an effective Vessel Traffic Service (VTS) throughout the port.</p> <p>2. Seek to ensure that the MDHC VTS system operates at 99.9% availability through a maintenance, procurement and installation strategy for VTS equipment, which will add to the reliability of individual elements of the VTS system or to its duplication.</p>	<p>1. Effective VTS has been provided within the Port of Liverpool throughout 2017.</p> <p>2. All VTS equipment for the Port of Liverpool was replaced during 2016 as a part of a major Group project. Additional resilience has been added including the creation of a full fall back station located remotely. The overall provision of VTS exceeded 99.9% reliability.</p>
3.	Provision of a Pilotage service including the authorisation of Pilotage Exemptions	No major incidents resulting from Pilotage errors.	There were no major incidents resultant of pilotage errors during 2017
4.	Conservancy and Hydrographic Survey	<p>Ensure that the Port and approaches have an adequate schedule of hydrographic surveys and that these are undertaken in line with the defined schedule and that the results are published within the target timescales.</p> <p>Specifically:</p> <p>Navigation Safety Surveys – Significant data to be promulgated within 24 hours; and Surveys to</p>	<p>The Group Hydrography and Dredging Department conducted 198 surveys within the Port of Liverpool during 2017.</p> <p>These were all completed on time and all important information was promulgated within 24</p>

		<p>be completed within 3 days (or 5% of period) of target.</p> <p>Conservancy Surveys – No surveys to be outstanding (significantly overdue) beyond 10% of the period beyond the due date. Surveys to be published within 8 weeks of the survey being undertaken.</p> <p>Wreck & Obstruction Investigation -</p> <p>Investigate all reported wreck and obstruction on immediate mobilisation. Issue navigation warnings, arrange marking and removal at earliest opportunity, time dependent on severity / risk to navigation.</p>	<p>hours with an average time to distribute the finalised charts of 2 days.</p> <p>Further to this, 2 conservancy surveys were undertaken covering Pluckington Bank and South Anchorage. These were completed as per the planned timetable and were published as per the data for navigational surveys.</p> <p>There were no reported wrecks or obstructions during 2017.</p>
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	Service Provision / Activity Target	Target Details	Performance Against Target
5.	Support for, approval and facilitation of River events (event permits)	Associated risks to be at ALARP prior to approval. Avoid unnecessary restrictions on vessel movements and disruption to commercial services and leisure activities	The Event Permit system continues to work excellently with all events submitted appropriate documentation including risk assessments. The only event during 2017 that resulted in restrictions being placed upon other river users was a speed boat race staged as a part of the River Festival. This required a section of the River, outside of the navigation channel, to become an exclusion area and thus prevented leisure users navigating in that area. Commercial traffic was unaffected. This restriction was necessary to ensure the safety of the event and was considered a net benefit to leisure activities.

	Service Provision / Activity Target	Target Details	Performance Against Target
6.	Liaison and consultation with River Users	Routine meetings every 6 months with Port users. Appropriate and open consultation undertaken with River Users and interested parties regarding	Targeted port users meetings continue quarterly, six monthly and on an adhoc basis depending upon the particular group involved. Owing to the

		proposed amendments to MDHC Byelaws, Directions and Codes of Practice.	size and diversity of the port user base it is not practicable to hold one fully representative forum. Numerous consultations were undertaken including specific targeted meetings for forthcoming marine projects.
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Period Targets:

	Service Provision / Activity Target	Target Details	Performance Against Target
1.	Risk assessment	Introduction of electronic marine risk management system	The Port Risk & Incident Management System (PRIMS) was released in 2014.

	Service Provision / Activity Target	Target Details	Performance Against Target
2.	Training	<ul style="list-style-type: none"> 1. Three Marine Managers to complete Diploma in Port Management 2. Pilot launch Coxswains to be up skilled to RYA offshore qualifications. 2. All Marine Managers to pass IOSH Managing Safely in Ports 	<p>Following extensive departmental restructure the training requirements have changed from the targets specified:</p> <ul style="list-style-type: none"> 1. The Diploma in Port Management has been reviewed against other training needs and focus has been placed upon other training including but not limited to risk assessment, incident investigation, explosives security and radiation. 2. The provision of a pilot launch service was fully outsourced at the end of 2015 and as such the training requirement has been reviewed. All coxswains meet the training levels specified in the relevant codes and the majority have been upskilled with diesel engine maintenance courses. 3. All Marine Managers have passed IOSH Managing Safely.

	Service Provision / Activity Target	Target Details	Performance Against Target
3.	Legislation	Review of Port of Liverpool's Byelaws	The MDHC byelaws have been fully reviewed and are currently awaiting ratification through the Parliamentary Agent. It is not possible to place a definitive timescale upon this final stage of the process.

	Service Provision / Activity Target	Target Details	Performance Against Target
4.	Vessel Traffic Services – Operational capability and delivery	Upgrade VTS to Traffic Organisation System	The enabling elements of this target are ongoing with the full replacement of VTS equipment for the Port of Liverpool complete. Further changes to technology (Online booking and electronic pilotage management systems) are ongoing. The change to TOS shall commence thereafter.
	Service Provision / Activity Target	Target Details	Performance Against Target
5.	Fishing & Leisure	Develop and introduce a registration system for commercial fishing vessels operating and leisure vessels moored within the River Mersey and approaches.	This was not achieved within the 2015 – 2017 planning cycle.
	Service Provision / Activity Target	Target Details	Performance Against Target
6.	MCA Coded Vessel	Develop and introduce a survey standard for commercial vessels solely operating within the River Mersey	This was not achieved within the 2015 – 2017 planning cycle.