



# PEEL PORTS GROUP

Port of Manchester



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 Manchester Ship Canal Company Limited (MSCC) published a Marine Safety Plan for marine operations in the Port of Manchester 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 MSCC 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 Manchester Ship Canal Company Limited (MSCC) is therefore the signatory for the Port of Manchester. 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 Manchester has been extensively audited, reviewed and amended during 2017.

Volume One of the MSMS is published online at [www.peelports.com](http://www.peelports.com) within the Marine Information section for the Port of Manchester.

### 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

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

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 LPS equipment has been undertaken in the Port of Manchester and a Group Port Control Centre has been established at the Port of Liverpool to provide services to other Group ports remotely. Other enabling works are ongoing in order to facilitate the future centralisation of Manchester LPS.

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 all operators within 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 during 2018. This shall enable customers and agents to book port calls and associated services online.

### 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 MSCC 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 MSCC'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 Manchester held a Hazard Identification (HazID) workshop in March 2015. This was facilitated by ABPmer and was attended by a broad spectrum of port users and service providers including pilots and port control. The output from this event, together with the renewed risk assessments discussed above, feeds into PRIMIS and drives the review of Standard Operating Procedures (SOPs). It is planned to repeat the HazID workshop during 2018. Alongside PRIMIS, 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 PRIMIS. 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. 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 Manchester pilots;***

The programme of 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 November 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.

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

The Port of Manchester Oil Spill Contingency Plan, approved by the MCA in 2015, remains extant. 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. 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 MSCC safety service provision.	There have been no major incidents, serious injuries or serious pollution within the Port of Manchester as a result of this.
2.	Local Port Service – Operational capability and delivery	<p>1. Provide an effective Local Port Service (LPS) throughout the port.</p> <p>2. Seek to ensure that the MSCC LPS system operates at 99.9% availability through a maintenance, procurement and installation strategy for LPS equipment, which will add to the reliability of individual elements of the LPS system or to its duplication.</p>	<p>1. Effective LPS has been provided within the Port of Manchester throughout 2017.</p> <p>2. All LPS equipment for the Port of Manchester was replaced during 2017 as a part of a major Group project. The overall provision of LPS was has exceeded 99.9%.</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><b>Navigation Safety Surveys</b> – Significant data to be promulgated within 24 hours; and Surveys to</p>	<p>The Group Hydrography and Dredging Department conducted 80 surveys within the Port of Manchester 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><b>Conservancy Surveys</b> – 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><b>Wreck &amp; Obstruction Investigation -</b></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 7-10 days.</p> <p>No conservancy surveys were undertaken during 2017</p> <p>MV Loach sank on 16 March 2017 at Wigg Wharf. Navigation warnings and speed restrictions were issued shortly after notification of the wreck. The wreck was raised on 22 September 2018 and subsequently removed from the Canal.</p>
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	Service Provision / Activity Target	Target Details	Performance Against Target
5.	Liaison and consultation with Port Users	Routine meetings every 6 months with Port users. Appropriate and open consultation undertaken with Port Users and interested parties regarding proposed amendments to MSCC Byelaws, Directions and Codes of Practice.	Meetings were held with various port users throughout the year, exceeding the target set.

**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	<ol style="list-style-type: none"> <li>1. Three Marine Managers to complete Diploma in Port Management</li> <li>2. Pilot launch Coxswains to be up skilled to RYA offshore qualifications.</li> <li>2. All Marine Managers to pass IOSH Managing Safely in Ports</li> </ol>	<p>Following extensive departmental restructure the training requirements have changed from the targets specified:</p> <ol style="list-style-type: none"> <li>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</li> </ol>

			<p>investigation, explosives security and radiation.</p> <p>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.</p> <p>3. All Marine Managers have passed IOSH Managing Safely.</p>
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	Service Provision / Activity Target	Target Details	Performance Against Target
3.	Legislation	Review of the Port of Manchester's Byelaws	The MSCC 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.	Pilotage	Complete review of the pilotage provision including service contract, number of pilots, funding, training and liaison meetings.	This was not achieved within the 2015 – 2017 planning cycle.

	Service Provision / Activity Target	Target Details	Performance Against Target
5.	MCA Coded Vessel	Develop and introduce a system for seeking assurance that small workboats and other MCA coded vessels operating within the Port of Manchester are compliant with applicable regulations	This was not achieved within the 2015 – 2017 planning cycle.