



**Clydeport Operations Limited
and
Ardrossan Harbour Company**

**PORT MARINE SAFETY CODE
MARINE SAFETY PLAN
REVIEW
2018-2021**

1. Introduction

Clydeport Operations Limited (COL) is the Statutory Harbour Authority for the Clyde. COL undertakes Statutory Harbour Authority functions on behalf of the Ardrossan Harbour Company (AHC). This Marine Safety plan incorporates Ardrossan Harbour.

As part of its compliance with the requirements of the Port Marine Safety Code (PMSC), COL publishes the following Marine Safety Plan Review. The Plan covers marine operations within the ports of Clydeport and Ardrossan for the period 2018 – 2021.

This Marine Safety Plan commits COL to undertaking management and regulation of marine operations, within the scope of its powers and authority, in a way that safeguards the port and its users, including members of the public, and discharging a duty to improve and conserve the waterways and the environment.

COL will undertake its role and carry out responsibilities to ensure, whenever possible, it provides efficient and effective services and regulation of shipping and other vessels (activities) in the port. In managing the safety of navigation and provision of services, COL has the safety of life, conservation of the marine environment and preservation of the safety of vessels as its highest priority.

2. Review of objectives to fulfill the Marine Safety Management Plan

	Service Provision / Activity Target	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 PPCP safety service provision.	No major incidents, serious injuries or serious pollution as a result of a failure of the MSMS
2.	Vessel Traffic Services – Operational capability and delivery	1. Provide an effective Local Port Service (LPS) for the main areas of the port. 2. Seek to ensure that the PPCP LPS systems operate at 99.9% availability through a maintenance, procurement and installation strategy for primary and supporting equipment, which will add to the reliability of individual elements of the LPS system or to its duplication.	LPS system functions and reliability maintained throughout the period of the safety plan. Ongoing work to ensure full redundancy ongoing.
3.	Provision of a Pilotage service including the authorisation of Pilotage Exemptions	No major incidents resulting from Pilotage or Pilotage Exemption errors.	No major pilotage incidents over the period. This includes the Pilot Exemption Scheme.

4.	Conservancy and Hydrographic Survey	<p>Ensure that the approaches, river and operational berths 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 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 - Investigate all reported wreck and obstruction on immediate mobilisation. Issue navigation warnings, arrange marking and removal at earliest opportunity, time dependant on severity / risk to navigation.</p>	<p>Full hydrographic survey schedule developed and carried out as laid down in the MSMS.</p> <p>Emergency surveys conducted where necessary and promulgated to users in a timely manner.</p> <p>All reported marine casualties, wrecks and obstructions investigated and marked accordingly. The SHA has a robust NtM system with wide distribution.</p>
5.	Support for, approval and facilitation of River events	Associated risks to be at ALARP prior to approval. Avoid unnecessary restrictions on vessel movements and disruption to commercial services and leisure activities	Leisure guide provides some information for users and consultation with event users to risk assess their activities on the safety of navigation and protection of the marine environment. Port information notices, working groups and notices to mariners used.
6.	Liaison and consultation with Port Users	Routine meetings every 6 months with port users. Appropriate and open consultation undertaken with river users and interested parties regarding proposed amendments to PPCP Byelaws, Directions and Codes of Practice.	Port users held 6 monthly covering varied topics including PPCP legislation changes and port operations updates.

Period Targets

	Service Provision / Activity Target	Target	
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1.	Risk assessment	Introduction of electronic marine risk management system	PRIMS reporting system in place to manage risk assessment database
2.	Training	1. Manager Marine Operations to complete HM Course 2. Pilot Launch Coxswain's to be up-skilled to RYA offshore qualifications	Training targets in this section were reviewed and all training to align with Group Marine Training Matrix
3.	Legislation	Review Clydeport Byelaws	Byelaw review delayed to align with Group requirements and procedure
4.	Vessel Traffic Services – Operational capability and delivery	Maintain Local Port Information Service	Maintained throughout period
5.	Small commercial vessels and Workboats	Develop and introduce a registration system for small commercial vessels and workboats operating within the Clydeport area.	Registration scheme developed and populated. Complete