



# PEEL PORTS GROUP

The Port of Sheerness



Port Marine Safety Code  
Marine Safety Report  
2020

## **Introduction**

As part of its compliance with the requirements of the Port Marine Safety Code (PMSC), the Port of Sheerness Ltd (PoSL) published a Marine Safety Plan for marine operations in the Port of Sheerness for the period 2017-2020. This report considers the Port's performance against the planned objectives during 2019.

### **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 2018;
- Group Marine Pilotage Policy, dated 2018;
- Group Marine VTS / LPS Policy, dated 2018;
- Group Marine Environmental Policy, dated 2018;
- Group Marine Enforcement & Prosecution Policy, dated 2018;
- Group Marine Training Policy, dated 2018.

Each policy statement is signed by the Duty Holder for the respective Statutory / Competent Harbour Authority. The Duty Holder for The Port of Sheerness Ltd (PoSL) is therefore the signatory for the Port of Sheerness. 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 PoSL has been extensively audited, reviewed and amended during 2019.

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

### **2. Marine Procedures**

Regular review of the procedures has been undertaken in 2019. All Standard Operating Procedures have been reviewed during the year and many have been updated to reflect improved working practices

### 3. The Management of Marine Operations

PoSL commits to ensuring that, whenever possible, the Port of Sheerness 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 implemented the centralisation of the VTS function. This project has taken advantage of 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 Sheerness 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 PoSL 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 have become responsible for marine operational planning across all Group ports. A new online booking portal, PortLinks, has been implemented since 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.

Currently the provision of local marine services, including pilotage transfers, is within the later stages of review and tender, with the provision being provided by a single supplier.

### 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 PoSL 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 PoSL 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 2019 all risk assessments were reviewed against the risk assessment methodology published within the MSMS and transferred to the Ports' risk assessment software 'Safeguard'.

- ***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 Sheerness held a Hazard Identification (HazID) workshop in December 2017. 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).

- ***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. Local leisure user groups are liaised with through various means.

- ***Long-established and effective Pilotage Meetings comprising marine management and authorised Medway 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 October 2018.

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

PoSL maintains a training matrix and requirements for the training of relevant Marine Team staff.

During 2019 Marine team staff were trained in IOSH Managing safely as well as attending internal environmental updates and attending various local emergency exercises.

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

PoSL maintains the emergency preparedness and response through the document 'Emergency Sheets and procedures'. The most recent exercise for emergency preparedness was undertaken through Exercise 'Combine' in March 2019.

## 5. Ongoing Management Targets for the Period of the Plan

All policies are available via <http://peelports.com/ports/sheerness/port-information>

Standing Targets:

	Service Provision / Activity Target	Target Details	Performance Against Target
1.	Powers and Duties	To keep it's powers and duties under review in order to ensure that it can effectively regulate and conserve safe navigation within the ports and approaches	Medway Marine are satisfied that Peel Ports Medway powers and duties have been kept under review, via a formal meeting review process.
2.	Safety Management System	To maintain the Marine Safety Management System (MSMS) on the basis of a comprehensive risk assessment	Medway Marine are satisfied that risk assessment plays a fundamental part of the safety management process.
3.	Hazard and risk identification	Periodically review identified hazards and associated risks to marine operations to ensure validity and controls to mitigate risk are proportionate and effective in reducing risk.	Medway Marine are satisfied that this objective is met
4.	Monitoring and inspection SMS	Implement monitoring, inspection and review requirements set out in the SMS	Medway Marine are satisfied they have met the monitoring, inspection, and review requirements of the Port Marine Safety Code.
5.	Annual audits- MSMS	To carry out annual audits of the SMS by the designated person, to monitor performance against the required standard.	Medway Marine are satisfied they have met Designated Person auditing requirements via the appointment of Captain Trevor Auld of ABP Marine Environmental Research LTD.
6.	Safety Enhancements	To correct deficiencies or implement safety enhancements, identified through audit process within proposed timescales	Enhancement Planning is an integral part of the marine safety management system
7.	Comprehensive training	To maintain comprehensive training and continuing professional development of marine department personnel, in particular those with navigational safety	The port maintains a training matrix and endeavours to keep all staff trained to the required standard, all statutory training is completed when necessary

		policies.	
8.	Emergency Preparedness	Maintain and exercise emergency plans and procedures, including oil spill responses plans	The port was an integral part of 'Operation Combine' in 2019 and exercised the Ports' emergency preparedness
9.	Aids to navigation	To provide aids to navigation that meet the requirement of required regulators	All Aids To Navigation, including VTS, are reviewed for the operational effectiveness through internal and external audit
10.	Floating and fixed navigation aids	Monitor and maintain its aids to navigation to ensure their performance standards set by IALA through GLA	All floating and fixed aid to navigation are maintained to the standard required by the GLA as LLA
11.	Hydrographic surveys	Undertake hydrographic surveys in line with an adequate, defined schedule and publish results in a timely manner	Hydrographic surveys are undertaken as part of the overall annual survey plan under the stewardship of Group Marine
12.	Stakeholder consultation	To liaise and consult with river users, by all appropriate means, including a 6 monthly river users consultative forum	This has not taken place in the period
13.	Safety Plan	To formally review its plans, plans and procedures and publish a Safety Plan for Marine Operations at intervals not exceeding 3 years.	New Safety Plan to be issued April 2020 (following current plan published April 2017)
14.	Safety Plan Reporting	To assess and report on Port's performance against the plan on an annual basis	This target has not been met, however, this 2020 report is within the 3 yearly required period and the Port commits to producing an annual report thereafter