

# Portsmouth International Port

## Marine Safety Management Plan 2018/19

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## Introduction

Portsmouth International Port (PIP) is a Municipal Port owned by Portsmouth City Council. "Portsmouth Harbour" is a complex harbour in comparison with other harbours in the UK as it is also a Dockyard Port operated by the Ministry of Defence as well as a separate Municipal Port in its own right. Both ports operate under their own individual Safety Management Systems based on the PMSC and work closely together to ensure that there is a seamless operation of PMSC principles and users just see the port as one unity.

## Legislation

PIP is a statutory harbour in its own right for areas not included in the Dockyard Port of Portsmouth. It is operated under various Acts of Parliament and Harbour Revision Orders. These give PIP its Statutory Powers to operate as a Port Authority for the areas covered by the legislation and approaches.

PIP is also the Competent Harbour Authority under the Pilotage Act 1987 for the whole of Portsmouth Harbour and approaches (excluding MOD facilities and berths).

## Accountability

### **The Duty Holder**

As a Municipal Port the "Duty Holder" is the whole of the elected councillors of Portsmouth City Council (PCC).

### **The Designated Person**

The Designated Person is the PIP Harbour Master as appointed by the Port Authority and PCC.

### **The Port Director**

The Port Director is the head of PIP and reports directly to the PCC Chief Executive.

## Consultation

PIP undertakes to consult with its stakeholders using the following methods.

By communications

Verbally  
Written communication (letter and email)  
Use of the internet on PIP's website

By being members of the following stakeholder groups

Dockyard Port of Portsmouth Forum  
SASAC (Solent Area Safety Advisory Committee)  
SNPCC (Solent Navigation and Pilotage Coordination Committee)  
SOG (SNPCC Operations Group)  
Nab User Group  
PIP Port Users meeting  
PIP Port Users Safety Meeting

## Marine Safety Management

Portsmouth International Port is committed to undertake and regulate its marine operations in a way that safeguards the harbour, its users, the public and the environment.

It aims to facilitate the public right to use the harbour, and to safeguard the public interest in the safety of the harbours operation in the areas under its control.

These obligations will be funded by dues raised.

Portsmouth International Port undertakes to support commercial activities in the harbour through the safe and efficient provision of the following services and, within its areas of responsibility, the effective regulation of shipping in the harbour.

- By exercising its Powers and Duties in accordance with its Safety Management System.
- By providing a safe and efficient pilotage service.

- By provision of slot times for the cruise ships and Continental Ferries.
- By liaising with and working with the Queens Harbour Master in the provision of a safe and efficient Harbour.
- By ensuring that there are no conflicts of interest between this Code and the Dockyard Ports, Port Marine Safety Code.
- By investigating incidents and accidents within its areas of jurisdiction.
- By using and maintaining a Safety Management System.
- By working with towage providers to ensure that a safe and efficient towage service is available.
- By operating a boat and boatman licensing scheme under the Public Health Act.

## **Emergency Plans and Procedures**

The following emergency plans are kept.

PIP Emergency Plan  
 PIP Port Contingency Plan  
 DYPP Oil Pollution Response Plan  
 PIP Ferry Operator Emergency Plans  
 SOLFIRE Marine Emergency Plan  
 PCC Emergency Plans

## **Exercises for 2017**

A live oil spill boom deployment exercise was successfully conducted 15<sup>th</sup> November 2017 simulating an oil spill during a bunkering operation at the CFP berth 3 between the bunker barge Jaynee W and the Bretagne. Parties involved were Whitaker Tankers, Brittany Ferries, PIP, QHM, and Serco. A boom was

deployed around Jaynee W and attached to the hull of Bretange. Serco then simulated putting oil recovery equipment inside the boomed area to recover the simulated oil slick.

## Conservancy and Environmental Management

The Main conservancy of Portsmouth Harbour and its approaches is the responsibility of the ***Dockyard Port of Portsmouth***. The Commercial Port is however, responsible for its own berths and approaches.

**The Commercial Port undertakes to conserve its part of the harbour so that it is fit for use as a Port and to exercise reasonable care to see that the harbour is in a fit condition for a vessel to use it.**

This will be achieved by the following methods.

- By undertaking hydrographic surveys for our areas of responsibility at the intervals as prescribed in our Safety Management System.
- By sharing this information with the Queens Harbour Master, the Hydrographic Office and where appropriate the main stakeholders.
- By undertaking dredging or ploughing operations to maintain the depths that the Commercial Port is responsible for.
- To ensure that the navigation lights to which we have responsibility, are maintained as per our Safety Management System.
- To maintain our berths to ensure that they are fit for purpose.

Environmental management is conducted under the port's BSI 14001 quality control system. This standard is externally audited by BSI inspectors every 6 months.

The latest dredging campaign and hydrographic surveys were conducted in March/April 2017 for the following areas.

- Approaches to Fountain Lake including the turning Circle off HMS Bristol.
- Fountain Lake
- CFP Berths 1 to 5

- North Quay
- Albert Johnson Quay
- Flathouse Quay

### **Planned works for 2018**

1. The seabed protection mattresses by linkspan 2 have some high spots. These are to be lifted and removed.
2. There is a capital dredge works planned to deepen CFP berth 2 and replace seabed protection at the eastern end.

Approval for both 1 and 2 above was received from the MMO in January 2018 and the tender procurement procedure will commence in the spring 2018.

3. The last Hydrographic Survey for the Town Camber and Gunwharf Quays was conducted in March 2016. The next survey for these areas is planned for mid-2018.

### **Management of Navigation within the Port Area**

VTS is provided by ABP Southampton for all traffic on route through the Solent. This is achieved by a tri party agreement between the Dockyard Port of Portsmouth, ABP Southampton and The Maritime and Coastguard Agency. This agreement is necessary as the Eastern Solent is outside of ABP's statutory harbour area and is in fact in the Dockyard Port of Portsmouth area.

VTS inwards and outwards Saddle Buoy to Portsmouth Harbour is controlled by QHM Harbour Control from Semaphore Tower in the Dockyard Port of Portsmouth. The boundary for control between the two VTS authorities is a line joined between Gilkicker Fort Light, Horse Sand Fort to the Cambrian Wreck Buoy.

### **Pilotage**

Portsmouth City Council is the Competent Harbour Authority (CHA) for Portsmouth Harbour and Approaches. The Harbour Master is responsible for managing the pilotage service which consists of 3 pilots on roster covering 24/7/365. The Deputy Harbour Master is fully authorized as a

pilot and part of his responsibilities is to cover the pilot's roster for any gaps due to leave, sickness or training.

Pilot Boarding is provided through a contract by Associated British Ports Southampton. Portsmouth Pilots, Langstone Pilots and Southampton Pilots all use the same pilot boat service.

Pilotage Exemption Certificates (PEC's) can be applied for from the CHA once sufficient local knowledge and experience has been attained in able to make the candidate eligible to sit an oral examination in front of the PEC Board.

The PEC Board is made up of 3 officers who conduct the examination to ensure that the candidate demonstrates that he has sufficient local knowledge and experience to be exempt from the requirement to take a compulsory pilot. A normal board consist of:-

PIP Harbour Master (or his Deputy)  
QHM representative (normally DQHM)  
PIP Authorised Pilot

### Seventeen Pilotage Exemption Certificates were issued in 2017

DATE ISSUED	COMPANY
4 January 2017	Boskalis Westminster
1 February 2017	Brittany Ferries
1 February 2017	Brittany Ferries
22 February 2017	Wightlink
1 March 2017	Boskalis Westminster
3 March 2017	Wightlink
31 March 2017	Waverley Excursions
4 May 2017	Whitaker
22 June 2017	Brittany Ferries
30 August 2017	Brittany Ferries
9 October 2017	Wightlink
9 October 2017	Wightlink
9 October 2017	Wightlink
17 November 2017	Brittany Ferries
29 November 2017	Wightlink

### Towage Operations

The main Towage Contractor in Portsmouth commercial port changed from Serco Denholm to SMS Towage in. The changeover commenced in

late November 2017 and after proper training and familiarisation was successfully fully completed by late February 2018.

SMS Towage provide 2 x 40 tonne bollard pull ASD tugs permanently stationed at the commercial port. When a third tug is needed this is supplied by Serco Denholm as in previous years.

The change over from Serco to SMST has vastly improved service delivery to the ports customers due to the fact that SMST are solely dedicated to commercial moves. Baker Trayte Marine and Williams Shipping offer smaller tugs for barge and smaller commercial moves where draught is a factor, ie traffic to and from Trafalgar Wharf or barge movements around the harbour.

The tug operators supply the port authority with their risk assessments so that they can be taken into account for PIP's own risk assessments.

## **Marine Services**

Line handling at the Cruise and Ferry Port is conducted by the port authorities' in house staff who have been fully trained in the provision of line handling services. Cover for sickness and leave is offered as overtime to the line handlers. If this cannot be covered then the additional cover is provided for by outside contractors SGS Ltd and Southern Maritime Services (SMS).

A private contractor (SMS) provides line handling services for all vessels at Albert Johnson Quay and Flathouse Quay.

Both private contractors provide trained staff to ensure that H&S is not compromised.

## **Professional Qualifications, Competence and Training**

PIP ensures that robust and open recruitment policies are observed to ensure that competent personnel are selected for job vacancies. Marine staff are trained to appropriate industry standards using the National Occupational Standards.

## **Accidents, Incidents**

Marine Accidents and Incidents are to be investigated to establish the cause and any lessons to be learned in order to prevent a re-occurrence.

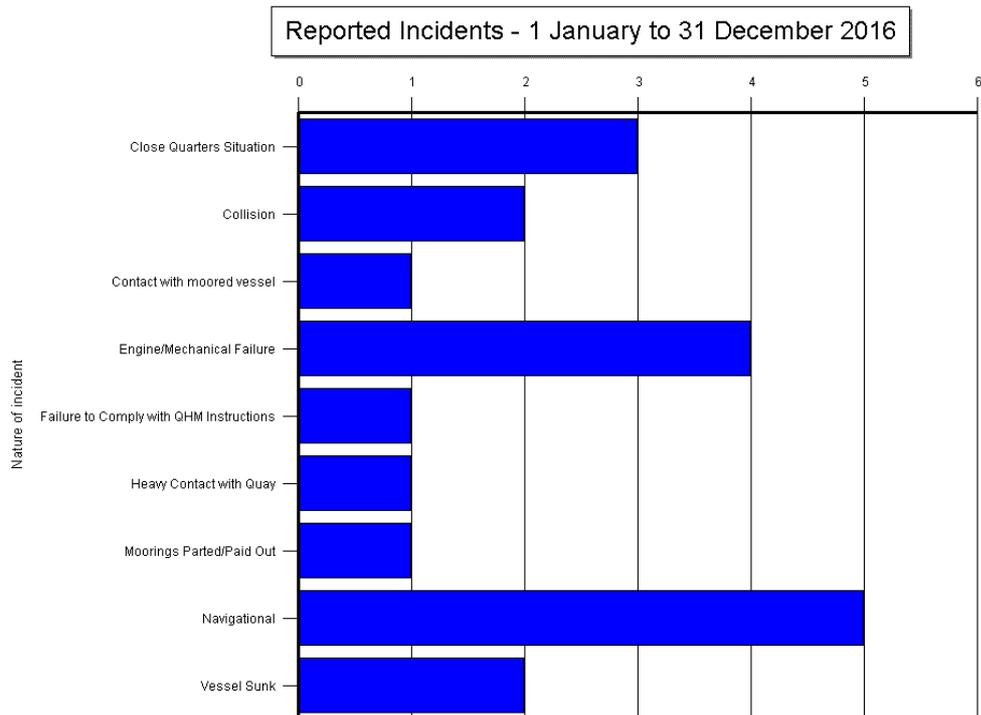
When appropriate accidents and incidents should be reported the MAIB within the time scale outlined in the regulations.

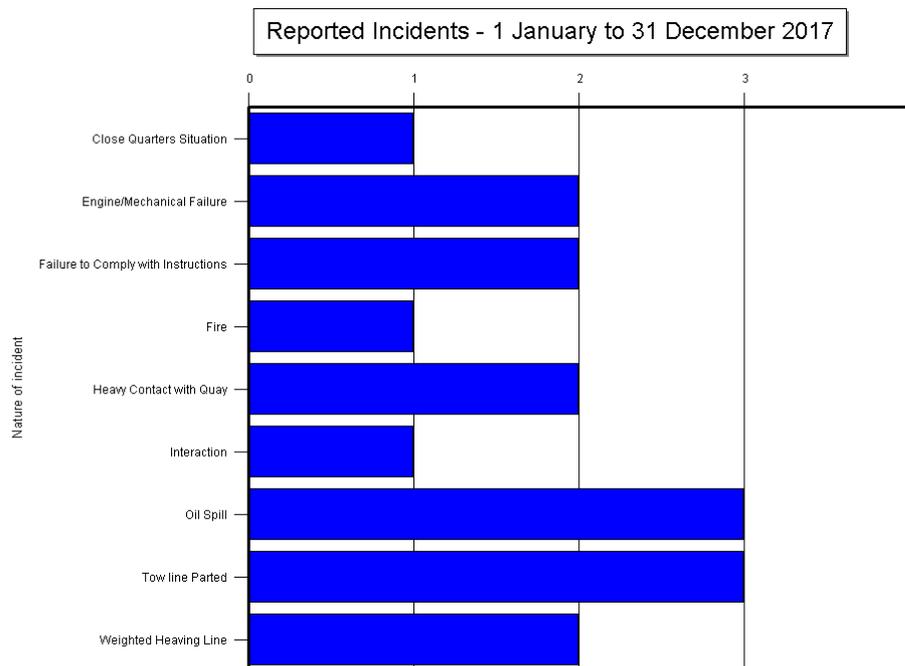
Records of accidents and incidents are kept in order that any trends can be analyzed so that focus can be put onto these to mitigate possible future occurrences.

Details of marine accidents and incidents are promulgated to the Duty Holder on a quarterly basis through the PCC Members Information Service (MIS) and at Port Advisory Board meetings.

All Marine Accidents and Incidents are fully discussed at the SNPCC and the SOG on a Solent wide basis. Members of the SNPCC consist of PIP, QHM, ABP, Cowes and Langstone Harbour.

The following diagrams show the PMSC incidents reported to PIP in 2016 compared to 2017.





## Publication of Plans and Reports

Portsmouth International Port publishes its plans and reports on the internet at [www.portsmouth-port.co.uk/pmsc](http://www.portsmouth-port.co.uk/pmsc)

## Independent Audit

PIP's PMSC Safety Management System should be externally audited by an independent auditor annually to ensure that PIP complies with best practice.

The last independent external PMSC audit was successfully conducted on 5<sup>th</sup> April 2017 by Marico Marine and Risk Consultants Ltd.

The next independent external PMSC audit has been arranged for 17<sup>th</sup> April 2018.