

Langstone Harbour – Navigation Safety Policy

Accountability for Marine Safety

Langstone Harbour Board, as the Competent Harbour Authority for Langstone Harbour, is accountable for the management of marine safety and will:

- provide a safe port within the limits of its jurisdiction, which is open to the public for the transportation of passengers and goods;
- ensure the safety of the Harbour by exercising its statutory conservancy functions to a high standard;
- regulate the use of the harbour by maintaining the necessary byelaws and ensuring that these and other statutory regulations are appropriately enforced;
- Ensure that an efficient pilotage service is available, as required by operational needs, and that pilotage directions are maintained and reviewed regularly;
- ensure such marine services as are required for the safe use of the Harbour are available and are maintained and operated to a high standard;
- ensure that current plans are available to deal with emergency situations and that the resources required to implement and exercise these plans are maintained.

Marine Safety Management System (MSMS)

LHB will plan, implement and maintain an active MSMS in accordance with the organisation's policies and procedures. LHB will ensure that this system is fully supported by:

- Directions for control of vessel movements;
- Policies for management of safe navigation;
- Harbour Plans to deal with emergency situations, with the resources required to fully implement, maintain and exercise these plans;
- Powers used to protect the environment within the harbour and its surroundings. The choice of work methods will give special regard to any impact on the environment;
- Sufficient resources in terms of money, time, personnel, training and facilities.

Consultation, transparency, audit and review

This Policy incorporates input from members of the Board, from officers of the Board, from staff and from harbour users as high standards of safety can only be achieved through dialogue and co- operation. Safety is a mutual objective for management, employees and harbour users.

Plans and reports shall be published. This will improve the transparency and accountability of the Langstone Harbour Board, as well as providing reassurance to the users of harbour facilities.

The Board will keep its existing legal powers, byelaws and directions relating to navigation under review to avoid a failure in discharging duties or risk of exceeding powers.

Langstone Harbour Board will consider past events and incidents so as to recognise potential dangers and identify the means of avoiding them.

The Board will appoint an independent Designated Person (DP) to carry out annual audit review of PMSC compliance and participate in the periodic compliance exercise carried out by the MCA.

Port Marine Safety Code (PMSC) Compliance

Langstone Harbour Board adopted this Navigation Safety Policy in compliance with the PMSC. The marine safety management system will also include policies for

- management of navigation (this policy);
- pilotage;
- conservancy;
- the environment;
- enforcement and prosecution;
- training;
- marine services (as required).

Management of Navigation

There is a general public right of navigation in tidal waters, subject to the payment of proper tolls and dues, and to the provisions of any laws regulating the operation of the harbour which impose special restrictions on the otherwise general freedom of navigation. It follows that harbours have the powers to regulate the entry and movement of ships within the harbour area to ensure safety of navigation. The PMSC cites the general principles as:

- Harbours have rules in bye-laws and directions which every user must obey as a condition of his or her right to use the harbour;
- Harbour authorities have a duty to make proper use of powers to make bye-laws, and to give directions (including Pilotage Directions), to regulate all vessel movements in their waters;
- These powers should be exercised in support of the policies and procedures developed in the authority's Safety Management System, and should be used to manage the navigation of all vessels;
- Harbour authorities should have clear policies on the enforcement of directions, and should monitor compliance; and
- Powers of direction should be used to require the use of port passage plans in appropriate cases – whether vessels are piloted or not.

In Langstone Harbour the Board is committed to:

- Ensure there is proper control of ship movements by regulating the safe arrival, departure and movement within the harbour of all vessels;
- Ensure that the best channels for navigation are determined, marked and monitored;
- Monitoring of lights and marks used for navigation within their jurisdiction;

- Provide hydrographic surveys of the harbour when required for the maintenance of up-to-date charts (including diagrammatic charts of all mooring areas);
- Have an effective system for promulgating navigation warnings affecting the Harbour;
- Consider the effect of weather on harbour safety and promulgate warnings as required;
- Consider the effects on harbour safety of proposed changes in use or harbour works;
- Maintain up to date byelaws in consultation with port users and enforce them so as to regulate harbour use effectively;
- Enforce all relevant statutory Harbour legislation, Health and Safety regulations, the Merchant Shipping Act and Harbour byelaws in accordance with LHB enforcement policy and procedures;
- License and control moorings and anchorages within Harbour limits;
- Provide suitable resources to deliver effective marine services such as the provision of harbour patrol craft;
- Operate the Harbour workshops, machinery, plant, equipment, Harbour vessels, mooring buoys, pontoons and boat storage compound efficiently and safely;
- Ensure that suitable plans for emergency situations are maintained and regularly updated and exercised;
- Keep the duties and powers under review.

Marine Safety Measures

By means of formal assessment, the risks inherent in navigational activities, including recreational events, will be mitigated to 'as low as reasonably practicable'. Traffic within the harbour will be monitored and managed with a traffic management service appropriate to the extent of the activity as determined by risk assessment. Patrol resources appropriate to the activity in the harbour will be made available.

The Board will keep the pilotage requirement for the port under review and provide a service commensurate with its responsibilities under the Pilotage Act 1987.

In accordance with its conservancy obligations the Board will provide navigation aids to mark navigable channels in the harbour, undertake surveys where necessary to establish the depth of water available for navigation and remove sunken vessels or other obstructions which are or may become dangers to navigation.

The Board will promulgate navigational information to port users through Local Notices to Mariners, an annual Harbour Guide and other safety publications. It will consult with stakeholders in respect of significant changes in the management of navigational activity in the harbour.

Emergency plans will be maintained to enable the Board to provide a coordinated response to emergencies within the harbour.