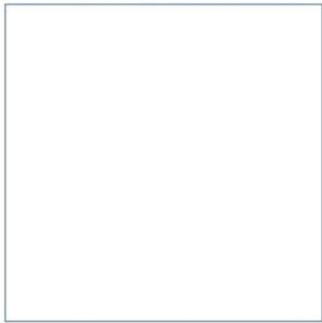
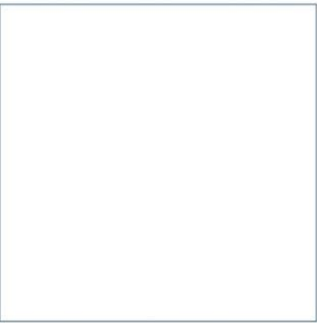
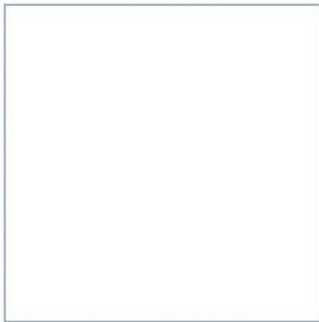


Langstone Harbour Board

Ports & Marine Facilities Safety Code

Audit: Langstone Harbour 2025

November 2025



Innovative Thinking - Sustainable Solutions

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Ports & Marine Facilities Safety Code

Audit: Langstone Harbour 2025

November 2025



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1 The Ports & Marine Facilities Safety Code

The 'Ports & Marine Facilities Safety Code' (PMSC) commonly referred to as 'the Code' sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses or works in the UK port marine environment including those in marinas, boatyards and other marine facilities. It is authored by the UK Government, supported by the devolved administrations and representatives from across the maritime sector. Whilst the PMSC is not mandatory, these bodies have a strong expectation that all harbour authorities and marine facilities will comply. The Code is applicable both to Statutory Harbour Authorities and to marine facilities which may not have statutory powers; these are collectively referred to throughout the Code as 'Organisations' (DfT, 2025).

In reading this audit report, the Harbour Board should note the following extract from the Code:

"The Code does not contain any new legal obligations but includes, amongst other things, references to the main legal duties which exist and are relevant to many organisations. Although failure to comply with the Code is not an offence, it represents good practice as recognised by industry stakeholders. An organisation may suffer significant reputational damage if it has publicly stated compliance with the Code and subsequently fails to meet its requirements".

(DfT, 2025)

In order to measure compliance with the Code, the table below sets out the 10 Duty Holder responsibilities, and corresponding cross-references with sections of the Code, which this audit has considered.

No	PMSC Duty Holder Responsibilities		PMSC Section Reference
1	Duty Holder	All organisations must have a Duty Holder which is accountable for compliance with the Code. The Duty Holder, whose members are typically, accountable for compliance with the Code, and their organisation's performance in ensuring safe marine operations.	1.1-1.10
2	Designated Person	All organisations must appoint a suitably qualified individual as their 'Designed Person'. This person provides independent assurance about the operation of the organisation's marine safety management system and must have direct access to the Duty Holder.	2.1-2.4
3	Legislation	The Duty Holder must be aware of and review the organisation's legal powers, duties and responsibilities based on applicable local and national legislation and seek additional powers if necessary to improve marine safety.	3.1-3.18
4	Duties and Powers	Organisations must comply with any statutory duties and responsibilities they have.	4.1-4.46
5	Risk Assessment	Organisations must ensure that risks are formally assessed and are eliminated or reduced to the lowest possible level, so far as is reasonably practicable, in accordance with good practice.	5.1-5.13
6	Marine Safety Management System	Organisations must operate an effective Marine Safety Management System (MSMS) which is based on formal risk assessment.	6.1-6.25
7	Review and Audit	Organisations must review and audit performance against applicable requirements of the Code.	7.1-7.8
8	Competence	Organisations must use people who are appropriately trained, qualified and experienced to manage marine safety.	8.1-8.4
9	Plan	Organisations must publish a marine safety plan showing how the standards in the Code will be met and produce a report assessing performance against that plan at least every 3-years.	9.1-9.7
10	Conservancy Duty	Organisations must ensure their facilities are fit for purpose and have a duty of reasonable care to ensure that any vessel can utilise them safely.	10.1-10.17

1.1 About the Harbour Authority

Langstone Harbour is situated between Portsmouth Harbour to the west and Chichester Harbour Conservancy to the east. Langstone Harbour Board (LHB) is a Statutory Harbour Authority (SHA), a Local Lighthouse Authority (LLA) and a Competent Harbour Authority (CHA) in respect of pilotage. The Board was established in 1962 under the Pier and Harbour Order (Langstone Harbour) Confirmation Act, with a recent extension of the CHA area through a Harbour Revision Order (HRO) granted in 2005. The harbour limits are shown shaded blue in Figure 1. The pink line denotes the current high-water mark.

The harbour, which covers some 4,695 acres, has extensive international, European and national nature conservation status for its critically important marine habitat. In terms of commercial vessel activity, the harbour has two commercial wharves (only one of which is in active use) and is home to both charter fishing and commercial fishing vessels. Of the two wharves, only Kendall's Wharf is active as an aggregates berth, the wharf is owned by Holcim who operate the trailing suction hopper dredger *Al Avocet* and is used for aggregate import. The harbour has a large recreational community including yachts and power-driven vessels, plus a range of recreational water pursuits such as windsurfing, water skiing and kayaking. The harbour is also home to one of the largest communities of Personal Watercraft (PWC) users in the UK.

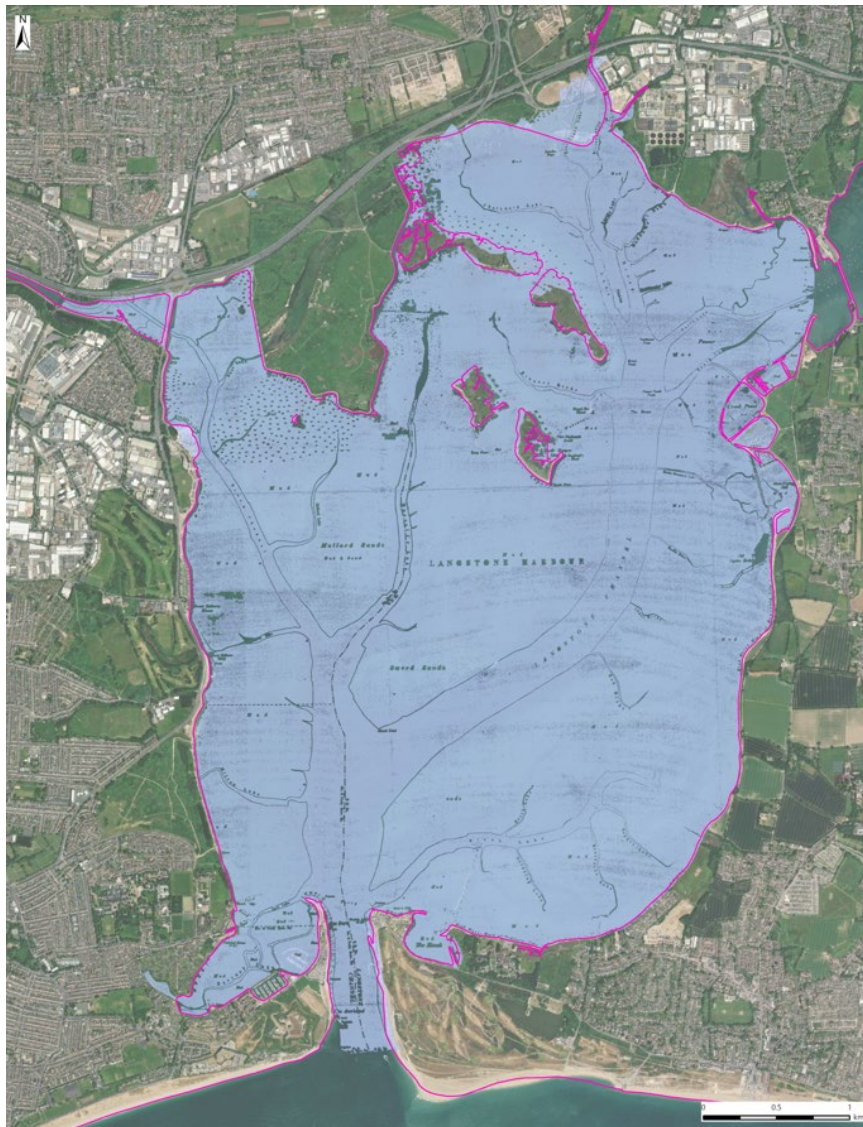


Figure 1. Harbour Limits

2 Purpose and Method

2.1 Audit scope

LHB has contracted ABPmer to provide Designated Person services for Langstone Harbour. Part of this service includes the provision of annual auditing to establish if the Harbour Authority is compliant with the requirements of the PMSC. The scope of the audit includes a review of the Organisation's performance against the standard laid out within the latest edition of the Code. Any aspects that do not comply with, or fully address, the requirements of the Code will be identified, and recommendations for improvement will be made.

2.2 Audit definitions and outcomes

2.2.1 Definitions

The following definitions are used in the audit report:

Non-compliance: is a failure to adhere to a legal requirement such as an Act, Order or its Regulations. The PMSC requires Organisations to confirm compliance with the requirements of the Code. Therefore, PMSC audits are designed to test the requirements of the Code with any failure to comply identified as a 'non-compliance'.

Non-conformity: is an opportunity for the management system to improve through the identification of a requirement that is not met. Non-conformities are not regulatory but relate to the Organisation's own operational instructions which are not met or fully met. Any non-conformities identified through the audit process are identified in bold text in the report.

Evidence: Non-compliances and Non-conformities are identified through factual evidence sampled during the audit.

2.2.2 Outcomes

The audit report uses the following outcomes:



Non-Compliance: a non-compliance with the requirements of the Code which are a breach of legal obligations or may compromise marine safety, environmental safety or present a significant reputational risk. Recommendations for addressing non-compliances are identified in red.



Observation: refers to an improvement opportunity such as an update to information, procedural change, or a non-conformity with the Organisation's operating instructions. Whilst observations are defined as improvement opportunities, addressing them may improve the overall system standard. Recommendations for addressing observations are identified in yellow.



Satisfactory: a system component that meets or exceeds the requirements of the Code. Items of best practice are identified in bold.

Not applicable: part of the Code that is not relevant to the Organisation being audited.

2.3 Audit date and criteria

The audit was carried out onsite at LHB's harbour office on Wednesday 15 October 2025. The benchmarking standard used in this audit is the latest version of the PMSC and the accompanying 'A Guide to Good Practice (GtGP) on Port and Marine Facilities (MCA, 2025). The Appendix tables to this report contain the test questions and evidence, noting down compliance, non-compliance and observational remarks. The Appendix tables also identify the paragraph numbers from the PMSC (DfT, 2025) and relevant sections of the Guide to Good Practice (MCA, 2025), for cross reference purposes.

2.4 Auditors

The following auditors conducted this audit.

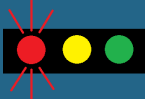
Team Member	Initials	Company, Designation
Monty Smedley	MJS	Designated Person (PMSC): Langstone Harbour Board ABPmer, Associate Maritime Consultant Lead Auditor for Quality Management Systems (QMS ISO 9001)

2.5 Auditees

The following individuals participated in the audit.

Team Member	Initials	Role/Designation
Billy Johnson	BJ	Harbour Master and Manager
Mark Pullen	MP	Duty Holder, Langstone Harbour Board, and Deputy Chair of the Harbour Advisory Committee
Meg Roberts	MR	Environment Officer
Robert Dunford	RD	Deputy Harbour Master

3 Audit Summary

Number	Ten Key Measures for Port and Marine Safety			
1	Duty Holder	0	4	13
2	Designated Person	0	0	5
3	Legislation	0	0	10
4	Duties and Powers	0	6	46
5	Risk Assessment	0	2	12
6	MSMS	0	1	23
7	Review and Audit	0	1	5
8	Competence	0	0	7
9	Plan	0	0	7
10	Conservancy Duty	0	1	18
Total		0	15	146

The summary presented in the above table identifies that, for the ten key measures required for port and marine safety, Langstone Harbour Board as Harbour Authority is found **to be fully compliant** with the requirements of the PMSC. ABPmer would like to compliment the Authority's staff for their dedication and commitment to delivering the Authority's marine safety policies. The following points of best practice are noted:

1. A copy of the 'Pier and Harbour Order (Langstone Harbour) Confirmation Act 1962' and all subsequent HROs are hosted on the Langstone Harbour's Website. This method of providing access to local Acts and Orders is considered a best practice approach.
2. The Harbour Master provides a set of Key Performance Indicators (KPIs) to the Board, summarised into 10 key areas for compliance (these match the areas from the PMSC). This approach is considered to be an area of best practice.
3. Each staff member has a training file held on the LHB network with certification matching the required items in the training matrix. The training matrix allows cross referencing with date completed, expiry date and links to documentation. The training matrix and qualifications record is considered to be an example of best practice due to its layout, style and delivery.
4. The Enforcement and prosecution policy, along with the active management of harbour users is an example of best practice. There is a clear intention to use enforcement by the Harbour Authority; during 2025 the Authority issued six written warnings, conducted three interviews under caution and had one successful decision in court (from a 2023 offence).
5. The port passage plan process was updated in September 2024 to account for localised tidal conditions and vessel under keel clearance requirement. The port passage plan process is recognised as an area of best practice.
6. The Conservancy Policy addresses Wrecks and Abandoned vessels. During 2022 to 2025 staff at Langstone Harbour have dealt with *circa* 120 abandoned boats and wrecks at Eastney Peninsular in association with local Councils. Abandoned vessel management and wreck disposal is an area of best practice.

The PMSC audit identified 15 observations relating to improvement opportunities for management consideration. The following points identify the more significant items, the detailed findings being presented in Appendix A. The following are noted:

- The LHB website states the compliance standard to be 'Port Marine Safety Code', which was replaced in April 2025 with the 'Ports & Marine Facilities Safety Code'. It is recommended that the website and documentation is updated to the latest title for the Code.
- From harbour records of training completion, 13 of the 19 Duty Holders (68%) have completed Board Member Induction and a full harbour tour – and 14 of the 19 Duty Holder (74%) have completed PMSC Duty Holder Training. The Marine Safety Plan has a KPI target of 100% of Duty Holders to attend Duty Holder Training.
- The Formal Risk Assessment (FRA) for Pilotage is five years old, whilst there is no stipulated frequency for review, a five-year period is considered normal.
- LHB does not have an occupational risk assessment for Pilot embarkation and disembarkation.
- There is no specific risk assessment for towage operations (towage is included as an item in operational risk assessments).
- The Code, Section 4.31, states that procedures for towage need to be developed, managed and regularly reviewed by organisations, tug operators, pilots and vessel owners, to ensure a safe and efficient service and should include emergency response. Whilst training is provided for seasonal harbour patrol crews, emergency towing response does not feature in procedures.
- There has not been a Hazard Identification (HAZID) exercise in Langstone Harbour in the last five years.
- LHB should consider establishing further bridging documents with Holcim as the operator of Kendall's Wharf, plus the King's Harbour Master as the adjoining SHA, and Chichester Harbour Conservancy as the other adjoining SHA.
- The emergency plan does not specifically mention the telecom or electrical sub-sea wires in the harbour.

4 References

Department for Transport (DfT), 2025. Ports & Marine Facilities Safety Code, Department for Transport. 15 April 2025.

ISO 9001: Quality Management Systems. International Organization for Standardization.

Maritime and Coastguard Agency (MCA), 2022. MGN 401 (M+F) Amendment 3 Navigation: Vessel Traffic Services (VTS) and Local Port Services (LPS) in the UK. Maritime and Coastguard Agency, 22 March 2022.

Maritime and Coastguard Agency (MCA), 2025. A Guide to Good Practice on Port and Marine Facilities. Maritime and Coastguard Agency, 15 April 2025.

United Kingdom Hydrographic Office (UKHO) and the UK Harbour Master's Association (UKHMA), 2025. Harbour Master's Guide to Hydrographic and Maritime Information Exchange. Version 4. April 2025.

4.1 Websites

<https://www.langstoneharbour.org.uk/harbour-board>

<https://www.gov.uk/government/publications/port-marine-safety-code-compliant-ports/port-marine-safety-code-compliant-ports-list>

<https://www.langstoneharbour.org.uk/pmsc-compliance>

<http://www.langstoneharbour.org.uk/boating-byelaws.php>

<https://www.langstoneharbour.org.uk/pilotage-direction>

<https://www.langstoneharbour.org.uk/pilotage-regulation>

<https://www.langstoneharbour.org.uk/towage>

<https://www.havant.gov.uk/community-and-living/visiting-borough/hayling-island-seafront/water-quality/water-quality-advice-0>

<https://www.langstoneharbour.org.uk/leisure-vessel-dues>

<https://www.langstoneharbour.org.uk/tariffs>

<https://www.langstoneharbour.org.uk/swimming-and-diving>

<https://www.langstoneharbour.org.uk/marine-policies>

<https://www.langstoneharbour.org.uk/harbour-advisory-committee>

<https://www.langstoneharbour.org.uk/surveys>

<https://www.bbc.com/news/articles/cg7dx5k77nko>

<https://www.portsmouth.gov.uk/services/leisure/planning-an-event>

5 Abbreviations/Acronyms

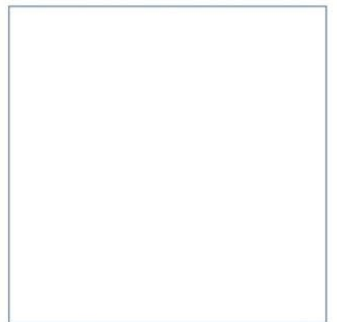
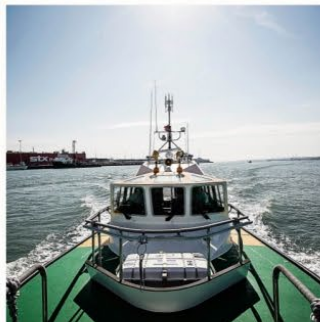
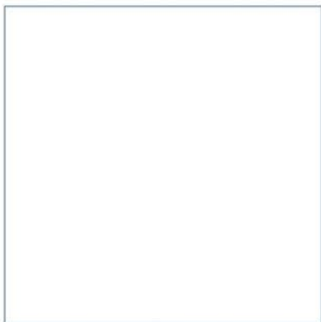
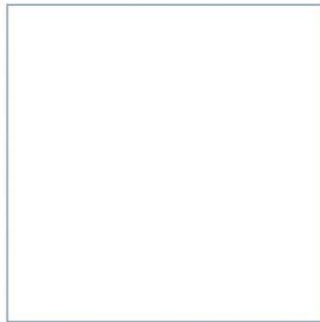
ALARP	As Low as Reasonably Practicable
AMMSRD	Annual Marine Safety Management System Review Document
AtoN	Aids to Navigation
BPA	British Ports Association
BRM	Bridge Resource Management
CEO	Chief Executive Officer
CHA	Competent Harbour Authority
Cont.	Continued
CPD	Continuing Professional Development
DfT	Department for Transport
DGHAR	Dangerous Goods in Harbour Area Regulations
DP	Designated Person
DRA	Dynamic Risk Assessment
ENG1	UK Seafarer's Medical Fitness Certificate
FRA	Formal Risk Assessment
FSA	Formal Safety Assessment
GLA	General Lighthouse Authority
GPD	General Permitted Development
GtGP	Guide to Good Practice on Port Marine Operations
H&S	Health & Safety
HAZID	Hazard Identification
HDPCA	Harbour, Docks and Piers Clauses Act
HRO	Harbour Revision Order
HSE	Health & Safety Executive
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IHO	International Hydrographic Organisation
IMO	International Maritime Organization
ISO	International Organization for Standardization
KHM	King's Harbour Master
KPI	Key Performance Indicator
LANGSPILL	Langstone Oil Spill Contingency Plan
LHB	Langstone Harbour Board
LLA	Local Lighthouse Authority
LPS	Local Port Service
LRF	Local Resilience Forum
M+F	Merchant shipping and fishing vessels
MAIB	Marine Accident Investigation Branch
MarNIS	Maritime Navigation and Information Services
MCA	Maritime and Coastguard Agency
MGN	Marine Guidance Note
ML5	UK Seafarer's Medical Fitness Certificate for Certain Types of Vessels
MMO	Marine Management Organisation
MPX	Master/Pilot Exchange
MSMS	Marine Safety Management System
MSP	Marine Safety Plan
MV	Motor Vessel
n/a	Not Applicable
NOS	National Occupational Standards
NS0017	Nautical Safety Hazard Record Identity Number

OPRC	International Convention on Oil Pollution Preparedness, Response and Co-operation
PEC	Pilotage Exemption Certificates
PLSA	Portsmouth & Langstone Sailing Association
PMSC	Ports & Marine Facilities Safety Code (2025)
PMSC	Port Marine Safety Code (pre 2025)
PWC	Personal Watercraft
QMS	Quality Management Systems
RA	Risk Assessment
RIB	Rigid Inflatable Boat
RSPB	Royal Society for the Protection of Birds
s	Section
SHA	Statutory Harbour Authority
SI	Statutory Instrument
SMS	Safety Management System
SOG	Solent Operational Group
SOP	Standard Operating Procedures
SOSREP	Secretary of State's Representative
SSSI	Site of Special Scientific Interest
UK	United Kingdom
UKHMA	UK Harbour Masters' Association
UKHO	United Kingdom Hydrographic Office
VHF	Very High Frequency
VTs	Vessel Traffic Services

Cardinal points/directions are used unless otherwise stated.

SI units are used unless otherwise stated.

Appendix



Innovative Thinking - Sustainable Solutions

A Detailed Audit Findings

A.1 Duty Holder

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
1.1	Duty Holder	Has the Organisation appointed a Duty Holder?	Satisfactory – the 'Annual Marine Safety Management System Review Document' (AMSMSRD), in Section 2 under the heading 'Accountability for Marine Safety' and Section 2.1 'Duty Holder' states that the Duty Holder is the Langstone Harbour Board.		MJS_001	MJS
1.2	Duty Holder Construct	What is the construct used by the Organisation for its Duty Holder?	Satisfactory – Board members are comprised of 15 members and, at the time of audit, 4 standing deputies (a total of 19 individuals constituting the Duty Holder): ▪ Portsmouth City Council (6 Councillors) ▪ Havant Borough Council (6 Councillors) ▪ Hampshire County Council (1 Councillor) ▪ Advisory Committee (2 elected members) ▪ Standing deputies (3 Portsmouth, 1 Hampshire). The LHB Board meets four times a year and has four sub-committees: ▪ Finance sub-committee ▪ Staffing and remuneration sub-committee ▪ Joint working party ▪ Planning sub-committee.		MJS_024 https://www.langstoneharbour.org.uk/harbour-board	MJS
1.3	Duty Holder Published	Has the Organisation published who the Duty Holder is and how they can be contacted?	Satisfactory – the Organisation has published the Board with contact information on the LHB website.		https://www.langstoneharbour.org.uk/harbour-board	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
GtGP 1.2	Duty Holder Published	Has the Duty Holder made a clear published commitment to comply with the standards laid down in the PMSC?	Satisfactory – the LHB website, in the page 'Harbour Board' state that: <i>"The Board is compliant with the Port Marine Safety Code which requires all Harbour authorities to implement a safety management system based on risk assessment"</i>. Observation – the LHB website states the compliance standard to be 'Port Marine Safety Code', which was replaced in April 2025 with the 'Ports & Marine Facilities Safety Code'.	Recommend – updating all references on the LHB website and MSMS documentation to read 'Ports & Marine Facilities Safety Code' dated April 2025.	https://www.langstoneharbour.org.uk/harbour-board	MJS
1.4	Duty Holder Responsibilities	Has the Organisation laid out the responsibilities for the Duty Holder (i.e., in its MSMS)?	Satisfactory – the AMSMSRD, Section 2.1.1 'Duty Holder Responsibilities' list the requirements, this matches the list from the Code, Section 1.8.		MJS_001	MJS
		Is the Duty Holder aware of the organisation's powers, duties and responsibilities?	Satisfactory – the Duty Holders are required to complete the following items of mandatory training: - Board member induction - PMSC Duty Holder Training - Full tour of the harbour and LHB facilities Observation – from harbour records of training completion, 13 of the 19 Duty Holders (68%) have completed Board Member Induction and a full harbour tour. 14 of the 19 Duty Holder (74%) have completed PMSC Duty Holder Training. The Marine Safety Plan has a KPI target of 100% of Duty Holders to attend Duty Holder Training.	Recommend – members of the Board who have not completed Board Member Induction, PMSC Duty Holder Training and harbour tour should do so at their earliest convenience.	MJS_023	MJS
		How does the Duty Holder ensure that a suitable MSMS is in place?	Satisfactory – the AMSMSRD, Policies and MSMS are briefed to the Duty Holder at Board meeting with items tabled for approval. Evidence of recent policy update and approval.		MJS_004 MJS_005 MJS_006 MJS_008	MJS
		Has the Duty Holder appointed a suitable Designated Person?	See this audit report, Section 2.1.		n/a	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
Cont. 1.4	Cont. Duty Holder Responsibilities	How does the Duty Holder ensure that competent people are appointed to manage marine safety?	See this audit report, Section 8.1-8.4.		n/a	MJS
		How does the Duty Holder ensure that appropriate resources are made available for discharging their marine safety obligations?	Satisfactory – the Harbour Master/Manager can approve financial spending in line with the agreed budget. Capital items are subject to a needs case assessment, a Capital Expenditure plan and Board Level approval. As an example, funding for the slipway repair was budgeted, inclusive of the Seafood Grant, 25% was met by LHB.		MJS_015 MJS_021 MJS_077	MJS
		Does the Duty Holder publish a Marine Safety Plan (MSP)?	See this audit report, Section 9.1-9.2		n/a	MJS
		Does the Duty Holder report on the Organisation's compliance with the relevant parts of the Code to the MCA every three years	See this audit report, Section 1.8-1.10		n/a	MJS
1.5-1.7	Duty Holder Awareness	Has the Duty Holder gained an appropriate insighted into the Organisation's marine activities?	Satisfactory – a harbour awareness tour is run annually to visit the harbour office and view harbour operations. An awareness tour was held on 24 May 2024 and a harbour open day on 30 May 2025. Observation – from harbour records of training completion, 13 of the 19 Duty Holders (68%) have completed a full harbour tour. The Marine Safety Plan has a KPI target of 100% of Duty Holders to undertake an operational tour of the harbour in the last three years. Observation – meetings on a quarterly basis can lead to disengagement on topics due to the length of time between meetings (the Board are predominantly Councillors, with busy schedules and many issues vying for their attention).	Recommend – a full harbour tour of the harbour by Duty Holders should be complete within a three-year period. Recommend – the harbour management team consider interim updates (for example, briefing notes) in months without Board meetings to maintain Board awareness of live issues.	MJS_001 MJS_021 MJS_028	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
Cont. 1.5-1.7	Duty Holder Awareness	Has the Duty Holder gained an appropriate insighted into the policies, procedures and MSMS?	Satisfactory – the AMSMSRD, Policies and MSMS are briefed to the Duty Holder at Board meetings. Evidence of recent policy update and approvals evidenced. Insight is also provided at away days, Duty Holder training, induction and harbour tours.		MJS_004 MJS_005 MJS_006 MJS_008	MJS
		If the Organisation has a Board, has a member with relevant maritime experience been appointed as the Designated Person's contact point?	Satisfactory – the two members of the Advisory Committee as users of the harbour provide the relevant maritime experience required for the Designated Person's point of contact if required.		Anecdotal	MJS
		Has the Organisation provided the Duty Holder with awareness training relevant to the role (i.e. Duty Holder Training)?	Satisfactory – the LHB Board meets four times a year and are briefed by the Harbour Master using Board papers and presentations. Evidence sighted, Harbour Board meeting on 06 September 2024. The induction pack for Duty Holders has been approved by both Council's Democratic Services Departments. Duty Holder training was provided to Board members on 24 May 2024.		MJS_021	MJS
1.8-1.10	Reporting Compliance	Has the Organisation responded to the Code Compliance Self-Certification exercise?	Satisfactory – a letter to the MCA confirming compliance with the Code was sent by the Langstone Harbour Board, the letter is dated 30 March 2021. Langstone Harbour Board is listed on DfT's list of 'UK port facilities confirming PMSC compliance up to 31 January 2022'.		MJS_029 https://www.gov.uk/government/publications/port-marine-safety-code-compliant-ports/port-marine-safety-code-compliant-ports-list	MJS

A.2 Designated Person

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
2.1	Designated Person (DP) Appointment	Has the Organisation appointed a DP?	Satisfactory – ABPmer is contracted to provide a Designated Person function. Designated Person contact details are available as a download from Langstone Harbour's Website and posted on the harbour office notice boards. Details are also included in the Harbour Master's KPI report to the Board.		MJS_001 https://www.langstoneharbour.org.uk/pmsc-compliance	MJS
2.2	DP Assurance Reporting	Does the DP provide assurance directly to the Duty Holder?	Satisfactory – the Designated Person reports to the Duty Holder annual at a Harbour Board meeting (typically, the December Board meeting). The Board Pack from the December 2024 meeting was evidenced.		MJS_007	MJS
2.3	Knowledge and Understanding	Does the DP have a thorough knowledge and understanding of the Code and GtGP?	Satisfactory – the Designated Person is experienced and is appointed for 12 other Organisations, Curriculum Vitae evidenced.		MJS_009	MJS
2.4	Independent Assurance	Does the Organisation embody 'independent assurance through auditing and monitoring'?	Satisfactory – the Designated Person is identified in the AMSMSRD, in Section 2.2 titled 'Designated Person'. This confirms that independent assurance is provided to the Board by means of an annual audit of the Marine Safety Management System.		MJS_001	MJS
GtGP 2.2	DP Assurance Monitoring	How does the DP Monitor and audit the effective and consistent application of the Marine SMS on port marine / facility operations?	Satisfactory – the Designated Person services contract is structured as: - One annual audit and reporting to the Duty Holder. - One annual in-person report to the Harbour Board.		Anecdotal	MJS

A.3 Legislation

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
3.1	Legal Duties	Is the Organisation aware of its legal duties and powers relating to its marine operations?	Satisfactory – the LHB website, under the sub-heading 'Statutory Provisions' provides both local and national legislation for download. This is transparent way to demonstrate that the Authority is aware of its national and local legal duties and powers.		https://www.langstoneharbour.org.uk/harbour-board	MJS
3.2	Legal advice	Does the Organisation have access to marine/maritime legal representation?	Satisfactory – the Authority commissioned a full review of its local legislation in January 2021 using a specialist port and harbour legal firm.		MJS_038 MJS_078	MJS
3.3-3.6	National Legislation	Is the Organisation aware of its legal duties under National Legislation?	Satisfactory – the LHB website, under the sub-heading 'Statutory Provisions' provides national legislation for download.		https://www.langstoneharbour.org.uk/harbour-board	MJS
3.7	Harbours, Docks and Piers Clauses Act 1847 (HDPCA)	Does local legislation reference the HDPCA 1847?	Satisfactory – the AMSMSRD, in Section 3.2 'Harbours, Docks and Piers Clauses Act' states: <i>"The 1962 Act incorporates certain sections of the 1847 Harbours, Docks and Piers Clauses Act that give the Harbour Master statutory powers, including powers of special direction, for the management of the Harbour. The Harbours, Docks & Piers Clauses Act, 1847 is incorporated with The Langstone Harbour Revision Order 1985 (SI1985/1554) except for the following Sections: 6 to 27, 31, 37 to 42, 47 to 50, 59, 60, 66, 67, 79, 80, 81, 82, 84 to 98 and 101."</i>		MJS_001	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
3.8-3.9	Local Acts and Orders	Is the Organisation aware of its legal duties under local legislation?	Satisfactory – the AMSMSRD in Section 3.6, under the heading 'Local Harbour Legislation' lists five items of local legislation: ▪ Pier and Harbour Order (Langstone Harbour) Confirmation Act 1962 ▪ The Langstone HRO 1985 (SI1985/1554) ▪ The Langstone HRO 1990 (SI1990/615) ▪ The Langstone HRO 1999 (SI1999/266) ▪ The Langstone (Pilotage) HRO 2005 (SI2005/1141). A copy of the 'Pier and Harbour Order (Langstone Harbour) Confirmation Act 1962' and all subsequent HROs are hosted on the Langstone Harbour's Website. This method of providing access to local Acts and Orders is considered a best practice approach.		MJS_001 https://www.langstoneharbour.org.uk/harbour-board	MJS
		Is the Organisations area of jurisdiction mapped, clear, and sufficient to manage marine safety?	Satisfactory – the Harbour Limits are mapped on the UK Hydrographic Office Chart, 3418. The Authority has several mapped resources, including the 1962 map and the overlaying mean high water line. The Authority also has a separate map relating to the 1999 HRO and the Statutory Planning Boundary.		MJS_016 MJS_033 MJS_034 Observation, UKHO Chart 3418	MJS
3.10-3.12	General and Harbour Directions	Does the Organisation have powers of General Direction or Harbour Direction?	See this audit report, Section 4.19-4.22.		n/a	MJS
3.13-3.14	Reviewing Duties and Powers	Does the Organisation keep under review its legal powers and duties?	Satisfactory – LHB has applied for several HROs, providing evidence of a commitment to reviewing harbour powers. A full review of local legislation has been carried out in January 2021.		MJS_038 MJS_078	MJS
		Does the Organisation's review include the extent of its jurisdiction?	Satisfactory – evidence that the harbour limits are subject to a change via a HRO to amend the limits description to the Mean High Water Springs line, or similar boundary, was presented during the audit.		MJS_010	MJS
		Is there a process in place for identifying new or changed legislation and incorporating it into the MSMS?	Satisfactory – LHB is a member of the British Ports Association (BPA) and receives updates on port, harbour and maritime legislative updates. Additionally, the Designated Person quarterly update provides industry updates.		Anecdotal	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
3.15-3.18	Revising Statutory powers	If the Organisation has statutory powers, duties and responsibilities, when was the last time these were revised?	Satisfactory – the last HRO was issued in 2005. An officer working group considered the information from the Fisher Report (restricted distribution) and concluded its activities in 2025. A draft HRO is in preparation to review limits, adjust borrowing levels, and provide General Directions.		MJS_016 MJS_038 MJS_078	MJS

A.4 Duties and Powers

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
4.1-4.2	Duty Of Care	Is the Organisation's Duty of Care for users of the harbour, port or facility stated?	Satisfactory – the AMSMSRD, under the heading 'Conservancy Duty', identifies that: <i>"The Duty Holder is the Langstone Harbour Board, whose members are individually and collectively accountable for compliance with the Port Marine Safety Code (PMSC) and hold a common law duty of care for employees and harbour users."</i>		MJS_001	MJS
4.3-4.5	Assessment of Vessel Traffic Management using Marine Guidance Note (MGN) 401 (MCA, 2022)	Has a Formal Risk Assessment (FRA) been conducted into the requirement for a Vessel Traffic Service (VTS) or the level of Local Port Service (LPS) need to manage vessel traffic in the port, harbour or at the marine facility?	Satisfactory – a 'Navigational Risk Assessment' (updated, June 2025) documents the vessel traffic management requirements. Also, the AMSMSRD, Section 4.6.2 titled 'Traffic Organisation and Management Responsibility' states that: <i>"Traffic management requirements for Langstone Harbour have been assessed in accordance with the provisions of MGN 401 (MCA, 2022), Vessel Traffic Services & Local Port Services, Amendment 2. LHB's risk assessment showed that VTS would be inappropriate and excessive; instead a Local Port Service is provided. Vessels using Langstone Harbour are subject to the reporting requirements of Southampton VTS, which covers the approaches to Langstone Harbour."</i> With respect to vessel traffic management, the following is provided: ▪ Very High Frequency (VHF) Channel 68. ▪ Active harbour patrol, during 01 April to 30 October, typically 08:30 to 18:00 hr (occasionally 22:00 hr on busy periods during the peak of summer). ▪ Slipway management for vessel launching/recovery. ▪ Large vessel harbour patrol escort into/out of the harbour, during the harbour patrol season. ▪ The out of hours contact is the Harbour Master and/or Deputy Harbour Master.		MJS_001 MJS_011 MJS_025	MJS
4.6	Setting Dues	Process for setting dues.	See this audit report, Section 4.42-4.43.		n/a	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
4.7 GtGP 3.8	Marine Licences	Does the Organisation have powers to licence marine works?	Satisfactory – under Article 8 of 'The Langstone HRO 1999 (SI1999/266)', local planning Authorities are required to consult with LHB. The requirement to consult covers an area defined in the 1999 HRO (which extend beyond the SHA) or (under paragraph (u)(i) of article 10 of the Town and Country Planning (GPD) Order 1995) where a development is in, or likely to affect a Site of Special Scientific Interest (SSSI), designated under Section 28 of the Wildlife and Countryside Act 1981. LHB has a duty to respond to these consultation requests. The Authority typically makes 15-20 planning and 1-2 marine licence responses a year.		MJS_001 MJS_033	MJS
		Does the Organisation hold any marine licences or marine licence exemption notifications?	Not applicable – there are no powers for LHB to conduct harbour maintenance dredging under its local acts and orders. Any dredging by third party operators is carried out under Marine Licence issued by the Marine Management Organisation (MMO) to the third-party operator. There is provision for maintenance dredging under powers held by Portsmouth International Port for specific berths in Langstone Harbour. The following marine licences are known to be held by organisations dredging in Langstone Harbour: ▪ Premier Marina for Langstone Marina. ▪ Holcim, for Kendall's Wharf ▪ Tarmac for Bedhampton Wharf.		Anecdotal	MJS
4.8	General Lighthouse Authority (GLA) consent	GLA consent to establish, remove or alter an Aid to Navigation (AtoN)?	See this audit report, Section 10.8.		n/a	MJS
4.9	Open Port Duty	Is the port or harbour subject to Open Port Duty?	Satisfactory – Clause 33 of the Harbours, Docks and Piers Clauses Act 1847 is incorporated into the Pier and Harbour Order (Langstone Harbour) Confirmation Act, 1962. Therefore, LHB has an 'Open Port Duty'.		MJS_001	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
4.10	Harbour Master Appointment	Does the Organisation have powers to appoint a Harbour Master and has this power been exercised?	Satisfactory – a Harbour Master is appointed by LHB. Evidence of Board appointment sighted, the role of the current Harbour Master commenced on the 06 July 2020.		MJS_036	MJS
4.11	Marine Manager or Superintendent	If the Organisation has no statutory powers to appoint a Harbour Master, is there an appointment of a similar role such as Marine Manager or Superintendent?	Not applicable – LHB has powers to appoint a Harbour Master.		n/a	MJS
4.12-4.15	Byelaws	Does the Organisation have powers to make Byelaws and has this power been exercised?	Satisfactory – the Authority has powers to make Byelaws, the current set is available from Langstone Harbour's Website, titled 'Langstone Harbour Board Byelaws, 1994'.		MJS_037 http://www.langstoneharbour.org.uk/boating-byelaws.php	MJS
4.16-4.17	Special Directions	If the Organisation has Statutory Powers to appoint a Harbour Master, are the Harbour Master's powers of direction shown in the MSMS?	Satisfactory – certain sections of The Harbours, Docks & Piers Clauses Act, 1847 were incorporated with the Langstone HRO 1985 (SI1985 No. 1554), including Section 52 concerning Special Directions and Section 53 concerning the issuing of Special Directions.		MJS_001 MJS_038	MJS
4.18	Special Directions Delegation	Have powers of Special Direction been delegated?	Satisfactory – the AMSMSRD, Section 4.12 provides a scheme of delegation, stating: <i>"The power to issue Special Directions is generally to be exercised by the Harbour Master, however this authority is delegated to Deputy and Assistant Harbour Masters in his absence and in an emergency to LHB Patrol staff on the water. The power to issue Directions is also delegated to the Environment Officer for the protection of the environment as well as flora and fauna within the harbour."</i>		MJS_001 MJS_038	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
4.19-4.20	General Directions	If the Organisation has Statutory Powers, are powers of General Directions available and have these been exercised?	Not applicable – LHB does not have powers of General Directions. LHB does have powers under article 10 of the 1985 HRO in relation to the extended exercise of the power in an emergency – during which time the direction can apply to all vessels or classes of vessels. Article 9 of the 1985 HRO also extends the application of Section 52 of the HDPCA 1847 Act to include directions related to prohibiting anchoring or mooring of vessels in any particular part of parts of the harbour (but not as to prohibit the lawful mooring of a vessel at a mooring licensed or provided under article 30 of the 1962 HRO).		n/a	MJS
		When were General Directions last reviewed?	Not applicable – LHB does not have powers of General Directions.		n/a	MJS
4.21-4.22	Harbour Directions	If the Organisation is a Harbour Authority, has it applied for Harbour Directions?	Not applicable – Harbour Directions are not issued at Langstone Harbour. LHB has not applied for these powers.		n/a	MJS
4.23	Dangerous Vessels	If the Organisation is a Harbour Authority, are powers to issue Dangerous Vessels Directions by the Harbour Master included in the MSMS?	Satisfactory – the AMSMSRD, Section 4.8 titled 'Dangerous Goods and Vessels' states that: <i>"4.8 Dangerous Goods and Vessels Under the provisions of the Dangerous Vessels Act 1985 the harbour master may also give directions to prohibit the movement to, from or in the harbour of any vessel considered to pose a grave and imminent danger to the safety of persons or property or any vessel which may by sinking or foundering seriously prejudice the use of the harbour by other vessels. However, such directions may be overridden by the Secretary of States Representative for maritime salvage (SOSREP), who may issue contrary directions to the harbour master in the interests of safety"</i> . Byelaws also provide the powers that 'Vessels are not to be abandoned on the Harbour shore', and 'Vessels must be open to the Harbour Master's inspection and examination'.		MJS_001 MJS_038	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
4.24	Secretary of State's Representative for Maritime Salvage and Intervention (SOSREP)	Is the role of the SOSREP recognised by the Organisation?	Satisfactory – the AMSMSRD, Section 4.8 titled 'Dangerous Good and Vessels' acknowledges the role of the SOSREP.		MJS_001	MJS
4.25	Pilotage Competent Harbour Authority (CHA)	Has an FRA been conducted into the requirement for Pilotage? Is the Organisation a CHA?	Satisfactory – LHB is listed as a Competent Harbour Authority on the DfT's list of authorities. A Formal Risk Assessment (FRA) concluding the need for Pilotage is maintained by LHB, this was last reviewed in January 2020. Observation – the FRA for Pilotage is five years old, whilst there is no stipulated frequency for review, a five-year period is considered normal.	Recommend – a review and refresh of the Pilotage FRA is conducted.	MJS_039	MJS
4.26	Pilotage Directions	If the Organisation is a CHA, have Pilotage Directions been issued?	Satisfactory – pilotage directions are published on the Langstone Harbour's Website, along with fees and regulations.		https://www.langstoneharbour.org.uk/pilotage-direction https://www.langstoneharbour.org.uk/pilotage-regulation	MJS
GtGP 4.5.13	Pilotage Directions	Are pilotage directions available and regularly reviewed?	Satisfactory – the directions were discussed at the Solent Operational Group (SOG) with a draft set of information in preparation (October 2025) titled 'Solent Pilotage and VTS'.		MJS_079 MJS_080	MJS
4.27 GtGP 4.5.19	Authorisation of Pilots	If the Organisation is a CHA, is the process for appointing Pilots detailed in the MSMS?	Satisfactory – the process for appointing pilots is detailed in the 'LHB Pilotage Training Programme'.		MJS_040 MJS_041	MJS
		Are procedures and records available for authorisation of pilots?	Satisfactory – there are three authorised Pilots for the Authority. Pilot authorisations last for two years, last authorisations issued 01 January 2024 and expire on 31 December 2025. Authorisations evidenced.		MJS_069 MJS_070 MJS_071	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
4.28	Pilot Training	If the Organisation is a CHA, does the CHA implement the International Maritime Organisation (IMO) Resolution A960?	Satisfactory – the Harbour Authority has a training plan for progressing both experienced seafarers (Merchant Navy, Royal Navy, etc.) and experienced small-boat candidates through to Pilot status.		MJS_040 MJS_041	MJS
GtGP 4.5.5	Bridge Resource Management (BRM)	Is BRM principles included in pilot training?	Satisfactory – Bridge Resource Management, appropriate to the type of vessels being handled, is reviewed in Pilot training and authorisation.		Anecdotal	MJS
GtGP 4.5.7	Pilot Assessment	Are pilots subject to regular assessment such as peer review assessment?	Satisfactory – Pilots conduct check trips with PEC holders. Observation – recording of check trips with both PECs and Pilots was evidenced via emails.	Recommend – formalising check trip record keeping enabling tracking of pilot trip activity.	Anecdotal Observational	MJS
GtGP 10.16.4	Master/Pilot Exchange (MPX)	Is a MPX process and template available and used?	Satisfactory – LHB uses a specific master/pilot exchange form.		MJS_072	MJS
GtGP 4.5.14	Boarding and Landing	Are there procedures in place for pilot boarding and landing operations?	Satisfactory – LHB Pilot Boarding information is shown on the 'Langstone Harbour Pilotage Regulations' webpage. The boarding point for Langstone Pilots is typically 1.5 miles south of the Langstone Fairway pile marker. Observation – LHB does not have an occupational risk assessment for Pilot embarkation and disembarkation.	Recommend – the creation of an occupational risk assessment for Pilot embarkation and disembarkation.	https://www.langstoneharbour.org.uk/pilotage-regulation	MJS
GtGP 4.5.25	Rostering and Fatigue Management	Are there procedures in place for rostering of Pilots including fatigue management?	Not applicable – acts of Pilotage are not frequent enough to require a Pilot Fatigue Management System.		n/a	MJS
GtGP 4.6.1	Pocket Guide	Is the Pilots' Pocket Guide and Checklist' made available to pilots?	Observation – LHB does not have a copy of the Pilots' Pocket Guide and Checklist'. Auditor's note: this is best practice item and does not constitute a non-compliance with the Code.	Recommend – consider purchasing a copy of the Pilots' Pocket Guide and Checklist'.	n/a	MJS
4.29	Pilot Exemption certificates (PEC)	If the Organisation is a CHA, is there a clear process for the issuing of PECs?	Satisfactory – the process and requirements for gaining a PEC is detailed in the Pilotage Directions, which are published on Langstone Harbour's Website. There are four PEC holders, at the time of audit. The Pilotage Directions require a valid ENG1 or ML5 as a requirement for a PEC.		MJS_057 MJS_058 MJS_059 https://www.langstoneharbour.org.uk/pilotage-regulation	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
4.30	Suspension or revocation of a PEC	If the Organisation is a CHA, does the CHA have formal procedures for suspension or revocation of a PEC?	Satisfactory – the LHB Pilotage Regulations state that: <i>“Any serious incident or marine casualty involving the holder of a Pilotage Exemption Certificate will be investigated by Langstone CHA. The CHA may, in cases involving misconduct or lack of professional expertise on the part of the Certificate holder, suspend or cancel his Pilotage Exemption Certificate.”</i>		https://www.langstoneharbour.org.uk/pilotage-regulation	MJS
GtGP 10.16	Passage Plan	Is there a passage describing how vessels or craft would normally be expected to access the harbour or facility?	Satisfactory – LHB has a port passage plan. Evidence of a passage plan to Kendall's Wharf sighted. The port passage plan process was updated in September 2024 to account for localised tidal conditions and vessel under keel clearance requirement. The port passage plan process is recognised as an area of best practice.		MJS_044 MJS_045 MJS_046 MJS_047 MJS_072	MJS
4.31	Towage Procedures	Have procedures for towage been put in place by the Organisation?	Satisfactory – the AMSMSRD, Section 7.6.2 under the title 'Towage'. This states that: <i>“Only staff who have successfully completed an in-house towage training are permitted to take vessels in tow without supervision”</i> . LHB does carry out towage training with the seasonal crews at the start of each season which is evaluated and signed off by an Assistant Harbour Master prior to authorisation. Observation – the Code, Section 4.31 states that procedures for towage need to be developed, managed and regularly reviewed by organisations, tug operators, pilots and vessel owners, to ensure a safe and efficient service and should include emergency response. Whilst training is provided for seasonal harbour patrol crews, emergency towing response does not feature in procedures.	Recommend – emergency towing response is documented, for example, in patrol guidance notes or the emergency response plan.	MJS_001 MJS_022 MJS_073 Anecdotal	MJS
4.32	Towage Risk Assessment and Consultation	Have towage procedures been risk assessed?	Satisfactory – towage is included in the Patrol Rigid Inflatable Boat (RIB) occupational health and safety risk assessment. Observation – there is no specific risk assessment for towage operations.	Recommend – a specific risk assessment addressing towage operations is created.	MJS_013	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
Cont. 4.32	Cont. Towage Risk Assessment and Consultation	Are suitable towage guidelines in place via consultation with stakeholders?	Satisfactory – LHB sets out towage guidelines for its harbour users, with instructions relating to overall length of tow, Pilotage requirements and towage configuration guidance for those under the compulsory limit for Pilotage.		MJS_073 https://www.langstoneharbour.org.uk/towage	MJS
GtGP 4.6.6	Towage training	Is training between tug crews and pilots supported?	Not applicable – LHB does not have routine towage providers, any non-routine towage requirement for training would be considered during the risk assessment process with the commercial tow master.		n/a	MJS
4.33	Non-Routine Towage	Is non-routine towage subject to a specific risk assessment and approval processes?>	Satisfactory – non-routine towage is addressed in the AMSMSRD, Section 7.6.2. Any non-routine tows must be discussed in advance with the Harbour Master. This is also address in Langstone Harbour's Website.		MJS_001 https://www.langstoneharbour.org.uk/towage	MJS
4.34	Regulation of Tugs and Workboats	Does the Organisation have powers to register, inspect and licence commercially operated craft?	Not applicable – LHB does not have powers to licence tugs.		n/a	MJS
		Does the Organisation run a licensing/registration scheme (i.e., voluntary or compulsory)?	Satisfactory – LHB does not have powers in its Special Act to licence tugs or workboats. The 1962 Act, Clause 30 (4), provides powers for: <i>'The Board may from time-to-time grant licences to any person to place lay down maintain use and have existing and future moorings buoys and like apparatus and conveniences for vessels and houseboats in the harbour'</i> . Every vessel is registered and identified on the Harbour Assist web-based software. LHB owned and operated marine craft are inspected and maintained. Mooring licence terms and conditions evidenced. The vessel <i>'Delilah'</i> is not currently coded, it does however have a 'fit for purpose' certificate issued in July 2024, which remains valid until 08 October 2028 (subject to maintenance). Evidence seen.		MJS_033 MJS_061 MJS_084	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
4.35	Environmental Duty - Section 48A of Harbours Act 1964 - Obligations under Habitats Regulations - Environment Act 2021	Does the Organisation demonstrate that it operates its functions and duties with regards to nature conservation and biodiversity requirements?	Satisfactory – the following is noted in relation to the discharge of Environmental Duty by LHB: - The AMSMSRD, Section 4.4 titled 'Environmental Duty' states: <i>"In addition to the requirements of national Environmental Protection legislation, including the Environmental Protection Act 1990, the Harbour has a general duty to exercise its functions with regard to nature conservation and other environmental considerations (including facilities for visiting archaeological, architectural and historic features - s48A 1964 Act)"</i>. - LHB issues an 'Environmental Protection Policy' (Langstone Harbour Management Plan). A project is underway to replace this with an updated Environment Management Plan, with the aim of issuing the new plan in 2026. - The authority has a full time Environment Officer, responsible for responding to planning application consultation, which is a duty under the 1999 HRO, Section 9. - Planning responses are circulated via the Langstone Harbour Board Planning Sub-Committee. Around 15-20 applications are handled each year, evidence of consultation responses seen. Planning applications are examined for: impact to the ecology of the site, risk to navigation, and effects on integrity and functionality. - The Environment Officer is also engaged in outreach, typically with: - Solent Forum, Three Harbours Partnership, Fisheries organisations - University engagement - Conservation charities - The Royal Society for the Protection of Birds (RSPB) and Bird Aware Solent - Project engagement - Social Media Presence		MJS_016 MJS_032 MJS_085 MJS_086 MJS_087 https://www.havant.gov.uk/community-and-living/visiting-borough/hayling-island-seafront/water-quality/water-quality-advice-0	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
4.37	Emergency Preparedness and Response	Are there clear requirements for declaration of dangerous goods/substances referencing the 'Dangerous Goods in Harbour Area Regulations' (DGHAR)?	Satisfactory – the AMSMSRD, Section 4.8 identifies dangerous goods/substances referencing the 'Dangerous Goods in Harbour Area Regulations' (DGHAR). There are no dangerous goods handled on vessels using Langstone Harbour.		MJS_001	MJS
		Does the MSMS include the use of powers to prohibit entry of dangerous goods to the harbour area?	Satisfactory – the AMSMSRD, Section 4.8 identifies the DGHAR 2016 regulations, which include the powers of the Harbour Master to prohibit entry of dangerous goods to the harbour area.		MJS_001	MJS
		Does the Organisation have an emergency Plan?	Satisfactory – the last test of the emergency plan was Incident Management Exercise 'Double Trouble', conducted as a joint exercise with Chichester Harbour Conservancy on 26 February 2025. Evidence of the post-exercise report provided.		MJS_067 MJS_068 MJS_082	MJS
		Is the emergency Plan exercised?	Satisfactory – the last test of the emergency plan was Incident Management Exercise 'Double Trouble', conducted as a joint exercise with Chichester Harbour Conservancy on 26 February 2025. Evidence of the post-exercise report provided.		MJS_035 MJS_068	MJS
4.38	Oil Pollution Response	Does the Organisation have a requirement to produce an 'OPRC Plan' under the requirements of the 'Merchant Shipping (Oil Pollution Preparedness Response and Co-operation Convention) Regulations 1998 (OPRC)'.	Satisfactory – the Organisation has a requirement to provide an OPRC Plan.		MJS_081	MJS
		Is there an OPRC Plan in place for the Organisation, approved by the MCA?	Satisfactory – there is an approved Oil Spill Contingency Plan, 'LANGSPILL' published 24 June 2021, which is valid until 29 June 2026.		MJS_081	MJS
		Is the OPRC Plan exercised?	Satisfactory – annual return for 2024 evidenced. The last test of the OPRC plan was Incident Management Exercise 'Double Trouble', conducted as a joint exercise with Chichester Harbour Conservancy on 26 February 2025. Evidence of the post-exercise report provided.		MJS_067 MJS_082	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
4.39	Civil Contingencies Act 2004 Duty	If the Organisation is a Harbour Authority, does the MSMS include reference to its obligations as a Category 2 responder?	Satisfactory – the AMSMSRD, Section 4.10 titled 'Civil Contingency' identifies that: "As a statutory harbour authority LHB is classified as a Category 2 Responder under the Civil Contingencies Act 2004".		MJS_001	MJS
4.40-4.41	Resilience Forums	Does the MSMS include procedures covering regular contact with Category 1 responders via Local Resilience Forum (LRF) or its regional equivalent?	Satisfactory – a copy of LHB's emergency plan is with Resilience Direct Hub for sharing with the local resilience community. The contact list (copy on the office noticeboard) is up to date.		Observational	MJS
4.42	Dues	If the Organisation is a Harbour Authority, does it have a 'list of ship, passenger and goods dues?	Satisfactory – certain sections of The Harbours, Docks & Piers Clauses Act, 1847 were incorporated with the Langstone HRO 1985 (SI1985 No. 1554), including Section 34 concerning the collection of rates and Section 33 Open Port Duty. Charges are identified on the Langstone Harbour's Website. A schedule of charges, for 2025/2026 is published on the Langstone Harbour's Website.		MJS_001 MJS_038 https://www.langstoneharbour.org.uk/leisure-vessel-dues	MJS
4.43	Setting Dues	If the Organisation is a Harbour Authority, how is the level of dues set to provide sufficient resource to discharge marine safety obligations?	Satisfactory – charges and dues are kept under review and approved by the Board each year in December as part of its annual budget setting process.		Anecdotal	MJS
4.44-4.45	CHA Charges	If the Organisation is a CHA, how are 'reasonable charges' set for Pilotage Services?	Satisfactory – charges for Pilotage services, including PEC provision and re-examination are set on the LHB website.		https://www.langstoneharbour.org.uk/tariffs	MJS
4.46	Other Charges and Tariffs	Has the Organisation set charges for services and the use of facilities with the issue of Terms and Conditions?	Satisfactory – services and the use of facilities is included in charges on the LHB website.		https://www.langstoneharbour.org.uk/tariffs	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
GtGP 4.8	Diving Commercial	Is there a process for regulation and management of commercial diving?	Satisfactory – part of the Harbour Patrol function is the management of diving operations. To dive commercially, a permit is required which can be applied for by downloading an application from the Langstone Harbour's Website. The AMSMRD Section 7.6.4 states: <i>'Diving within the harbour may not be undertaken without notifying the Harbour Master. HSE Commercial Diving standards and practices must be complied with.'</i> Permit from 12 September 2024 evidenced.		MJS_001 MJS_049 MJS_060	MJS
GtGP 4.8.2	Diving Recreational	Does the organisation control / regulate recreational diving within its jurisdiction?	Satisfactory – the Langstone Harbour's Website states that: <i>"Diving in Langstone Harbour is strictly controlled and may only take place with the prior permission of the Harbour Master"</i> . Byelaw 61 'Diving Operations from Vessels or Otherwise' applies to the Master of every vessel, irrespective of size, engaged in diving operations. Byelaw 73 requires that: <i>"No person shall bathe, swim, dive or engage in underwater activities except with the permission of the Authority"</i> .		MJS_001 MJS_037 https://www.langstoneharbour.org.uk/swimming-and-diving	MJS
GtGP 4.8.3	Mooring & Berthing	Does the Organisation regulate the provision of mooring and berthing services?	Satisfactory – LHB does not have powers in its Special Act to licence tugs or workboats. The 1962 Act, Clause 30 (4), provides powers for: <i>'The Board may from time-to-time grant licences to any person to place lay down maintain use and have existing and future moorings buoys and like apparatus and conveniences for vessels and houseboats in the harbour'</i> . Every vessel is registered and identified on the Harbour Assist web-based software. LHB owned and operated marine craft are inspected and maintained. Mooring licence terms and conditions evidenced. The vessel <i>'Delilah'</i> is not currently coded, it does however have a 'fit for purpose' certificate issued in July 2024, which remains valid until 08 October 2028 (subject to maintenance). Evidence seen.		MJS_033 MJS_061 MJS_084	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
GtGP 4.9.18	Bunkering	Does the Organisation have processes or procedures in place to control bunkering?	Satisfactory – bunkering locations, procedures and spill response is detailed in the Authority's Oil Pollution Response Plan. LHB has recently invested in a hand pump bowser, to help reduce the risk of accidental fuel spillage when refuelling Authority operated boats.		LHB Oil Spill Response Plan	MJS
GtGP 4.9.18	Controlled Works	Does the Organisation have processes or procedures in place to control works (i.e., hot works)?	Not applicable – LHB has no Hot Works permitting processes, there is no perceived risk from hot works in respect of refuelling points and a need for hot works control.		n/a	MJS

A.5 Risk Assessment

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
5.1	Risk Assessment (RAs)	Does the Organisation carry out hazard identification and risk assessment?	Satisfactory – the AMSMSRD, Section 6 states: <i>"LHB has powers, policies, plans and procedures based on a formal assessment of hazards and risks. The marine safety management system is in place to ensure that all risks are controlled – the more severe ones must either be eliminated or kept 'as low as reasonably practicable' (ALARP)".</i>		MJS_001	MJS
5.2	Risk Controls	Has the risk of marine operations been assessed and a means of controlling it deployed?	Satisfactory – the MarNIS Assessments number 17 marine assessments. All assessments were in date at the time of audit. Review dates were staggered throughout the year. Observation – there has not been a Hazard Identification (HAZID) exercise in Langstone Harbour in recent times.	Recommend – a HAZID exercise is considered to review the hazard list and consider if the list is complete and accurate.	MJS_019 MJS_054 MJS_055	MJS
5.3	Tolerability	Does the Organisation set a tolerability threshold?	Satisfactory – the MarNIS Assessments have a risk score outcome (scaled from 0 to 10). Any items at 6.0 and above is significant risk and considered not to be tolerable. The highest risk is 'NS0017, mooring failure on a recreational craft on a floating mooring'.		MJS_019	MJS
5.4-5.6	RA Framework and As Low As Reasonably Practicable (ALARP)	Does the Organisation provide a framework for delivering RAs which includes criteria (i.e., life, environment, port, damage)?	Satisfactory – the MarNIS marine risk management software uses four criteria for evaluating marine risk assessment outcomes against. Measured in both 'most likely' and 'worst credible' scenarios.		MJS_019	MJS
		Does the Organisation use the ALARP principle?	Satisfactory – the AMSMSRD, Section 6 describes the assessment methodology, which includes ALARP principles.		MJS_001	MJS
5.7	RA Competency	How does the Organisation ensure those undertaking RA are competent?	Satisfactory – the Harbour Master has completed the UKHMA Certificate of Competence course, which covers risk management.		MJS_020	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
5.8-5.9	Formal Safety Assessment (FSA)	Has the Organisation included options in its procedures to use a cost/benefit approach?	Satisfactory – the AMSMSRD, Section 6.2.5, Step 6, identifies the application of risk controls. The control measures used to reduce, or control identified risks are a direct part of the risk assessment. The AMSMSRD, Section 6.2.5, states: <i>“Those risks that are not ALARP (as low as reasonably practicable) are clearly identified, and controls implemented to reduce the risks to a level acceptable in the ports industry”.</i> Observation – the principles of a cost/benefit approach are described, but do not elaborate on the outcome for a control that may be cost-prohibitive.	Recommend – reviewing the AMSMSRD, Section 6.2.5, Step 6 and including an approach to evaluating a costly control.	MJS_001	MJS
GtGP 5.6	Occupational H&S Risk Assessments	Does the Organisation have in place Occupational risk assessments for task-based activities?	Satisfactory – in the Organisation has 22 occupational health and safety risk assessments in place, evidenced during audit. Risk assessment RA19 evidenced.		MJS_013 MJS_042	MJS
5.10	RA Sharing	Does the Organisation share its risk assessments with other operators in the area? (i.e., Terminals and other Marine Facilities).	Satisfactory – in the Organisation marine risk assessments (MarNIS) are shared with the Advisory Committee.		MJS_021	MJS
5.11	RA Review	Does the MSMS state the review frequency for RAs?	Satisfactory – in the AMSMSRD, Section 6.3 states that: <i>“The harbour has now adopted the MarNIS toolkit for the management of marine risk assessments, incident reporting and management of controls. MarNIS Risk Assessments are reviewed every 3 years (for low level risk scores) and every 18 months (for medium risk scores).”</i>		MJS_001	MJS
5.12	RA Stakeholders	Does the Organisation include user groups in RA review?	Satisfactory – risk assessments are discussed at the Langstone Harbour Advisory Committee meetings during 2024 with comments invited from members.		MJS_021	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
5.13	Dynamic Risk Assessment (DRA)	Does the Organisation provide a form of DRA complementary to its FRA processes?	Satisfactory – in the AMSMSRD, Section 6.1 title 'Dynamic Risk Assessment' states: <i>"The risks inherent in many marine operations may change rapidly and therefore require continual assessment. In addition to the Board's recorded risk assessments, dynamic risk assessment will be applied to any activity or emergency involving changing or unpredictable risks"</i> .		MJS_001	MJS

A.6 Marine Safety Management System

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
6.1	MSMS Introduction	Does the organisation have a MSMS?	Satisfactory – the Langstone Harbour Board (LHB) 'Annual Marine Safety Management System Review Document' (AMSMSRD) Issue 19, version 2.5, dated December 2024. Separately, a signposting document titled 'Langstone Harbour Safety Management System', issue 22, dated October 2025 has been created which hyperlinks documentation with topic areas including Policy, Codes, (etc). A set of Standard Operating Procedures are also in operation, with the latest version dated November 2022.		MJS_001 MJS_002 MJS_003	MJS
6.2	MSMS Policy	Are policies in place approved by the Duty Holder?	Satisfactory – the following policies are in place and approved by the Duty Holder on 13 June 2025: ▪ Navigational Safety Policy ▪ Pilotage Policy ▪ Enforcement and Prosecution Policy ▪ Training Policy ▪ Conservancy Policy		MJS_004 MJS_005 MJS_006 MJS_008 MJS_012 https://www.langstoneharbour.org.uk/marine-policies	MJS
6.3	MSMS Demonstrating Best Practice	Can the Organisation demonstrate review of: ▪ MAIB reports & Digests ▪ Sector/industry alerts ▪ MCA Health Checks	Satisfactory – MAIB digests and relevant reports are shared with harbour staff during briefings and through email circulation. The MCA's Health-Check finding report is brought to the attention of the Duty Holder by email distribution, evidence seen.		MJS_065	MJS
6.4-6.5	MSMS Operational Procedures	Does the MSMS include standard operating procedures (SOPs) or similar?	Satisfactory – a set of Standard Operating Procedures are in operation, with the latest version dated November 2022.		MJS_003	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
6.6	MSMS Implementation	Does the MSMS: ▪ Confirm roles and responsibilities?	Satisfactory – the AMSMSRD, in the Section 9.2 title 'Staff Roles' list the roles of: ▪ Harbour Master/Manager ▪ Deputy Harbour Master ▪ Assistant Harbour Master (Moorings) ▪ Assistant Harbour Master (Patrol) ▪ Office Manager ▪ Finance Officer ▪ Administration Assistant ▪ Environment Officer ▪ Seasonal Patrol Officer(s)		MJS_001	MJS
		Does the MSMS: ▪ Outline procedures for marine safety?	See this audit report, Section 6.4-6.5 for SOPs.		n/a	MJS
		Does the MSMS: ▪ Measure performance against targets (the organisation must have a database or system to record incidents, including near misses)?	See this audit report, Section 7.4-7.6 for KPIs and Section 6.19-6.20 for incident reporting.		n/a	MJS
		Does the MSMS: ▪ Detail how adjoining/interfacing Organisations are interacted with (i.e., a bridging document)?	Satisfactory – LHB has established the following bridging documents: ▪ Solent Pilotage Directions Guide ▪ Marina (draft at time of audit) Observation – LHB should consider establishing further bridging documents with Holcim as the operator of Kendall's Wharf, the King's Harbour Master, as the adjoining SHA, and Chichester Harbour Conservancy as the other adjoining SHA.	Recommend – LHB put in place bridging documents (or similar arrangements) with both adjoining SHAs and the operator of Kendall's Wharf.	MJS_080 MJS_088	MJS
		Does the MSMS: ▪ Reference relevant emergency response plans?	See this audit report, Section 4.37.		n/a	MJS
		Does the MSMS: ▪ Include a provision for internal audits?	See this audit report, Section 7.1- 7.3.		n/a	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
6.7	MSMS Statement	Is a statement about the standard of the Organisation's performance against its MSMS included in the Annual Report?	Satisfactory – the annual report stated that: <i>"The PMSC audit reported 9 Observations relating to improvement opportunities for management consideration. This marks the fewest ever observations LHB has been required to address. The audit also identified 87 items as Satisfactory, as well as 5 areas of Best Practice, including LHB's internal staff training matrix and the Enforcement and Prosecution Policy".</i>		MJS_024 MJS_026	MJS
6.8	MSMS Accountability	Does the MSMS assign responsibility for Conservancy Duties?	Satisfactory – the AMSMSRD, Section 9.3 identified 'training'. Section 9.2 assigns responsibility for marine safety to named officers of the Authority.		MJS_001	MJS
6.9	MSMS Accountability CEO	Does the MSMS define CEO accountability and responsibilities?	Satisfactory – the AMSMSRD, in Section 9.2 'Staff Roles and Section 9.2.1 'Harbour Master/Manager' states that: <i>"The Harbour Manager also acts as the Chief Executive Officer for the harbour"</i> . Also, the Board's Standing Orders, Section 22.4 refers to the appointment of a proper officer. Langstone Harbour Board 'Strategic Aims and Objectives', referencing the business plan of 2017, sets the strategic vision of the Authority.		MJS_001 MJS_050 MJS_076	MJS
6.10-6.11	MSMS Accountability Harbour Master	Does the MSMS define Harbour Master responsibilities?	Satisfactory – the AMSMSRD, in the Section 9.2.1 title 'Harbour Master/Manager' and Section 9.2.2 titled 'Deputy Harbour Master' identifies the responsibilities of both roles.		MJS_001	MJS
6.12	MSMS Accountability Officers	Does the MSMS define the appointment of Officers and their delegated powers, duties and responsibilities?	Satisfactory – the AMSMSRD, in the Section 9.2 title 'Staff Roles' list the roles of: ▪ Harbour Master/Manager ▪ Deputy Harbour Master ▪ Assistant Harbour Master (Moorings) ▪ Assistant Harbour Master (Patrol) ▪ Office Manager ▪ Finance Officer ▪ Administration Assistant ▪ Environment Officer ▪ Seasonal Patrol Officer(s)		MJS_001	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
6.13	Reporting to the Duty Holder	Does an officer with delegated responsibilities for safety attend Duty Holder meetings?	Satisfactory – the Manager / Harbour Master attends Board Meetings. Representatives of the Advisory Committee also attend LHB meetings. Board pack for 19 September 2025 evidenced.		MJS_015 MJS_021	MJS
6.14-6.15	Stakeholder Engagement & Consultation	Does the Organisation hold regular stakeholder engagement (i.e., forums).	Satisfactory – the principal process for consultation with harbour users is the Harbour Advisory Committee. This Committee is required by the Authority's local legislation. Minutes from 11 September 2025 evidenced. Officers of the Authority also attends the following groups and meetings to represent LHB: ▪ Portsmouth Water Safety Forum ▪ Solent Operational Group (SOG) The following are attended on request: ▪ Portsmouth & Langstone Sailing Association (PLSA) including Locks Sailing Club, Tudor Sailing Club, Langstone Harbour Sailing Club and the Eastney Cruising Association. ▪ Friends of Langstone Harbour, Langstone and District Wildfowlers and Conservation Association, Hayling Health Society. ▪ Langstone Harbour Fishermen's Association, Marine Aggregates, The Hayling Ferry. ▪ Solent Protection Society, Hampshire Wildlife Trust, Royal Society for the Protection of Birds, English Heritage, Natural England.		MJS_001 MJS_052 https://www.langstoneharbour.org.uk/harbour-advisory-committee	MJS
6.16	Stakeholder Engagement & Consultation	Are other marine facilities situated within the Organisations jurisdiction (if an SHA)?	Satisfactory – there are a number of marine facilities listed in the AMSMSRD and classed as Tier 2 (large) or Tier 3 (small). In total, there are three Tier 2 and 11 Tier 3 Organisations with identifiable operations.		Draft AMSMSRD Section 2.8 'Other marine facilities'	MJS
		Does the Organisation engage with marine facilities to understand their MSMS?	Satisfactory – LHB engages with the larger marine facility operators to understand their MSMS and Risk Assessment, including Holcim, Premier Marina and KHM.		Anecdotal	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
6.17	Stakeholder Engagement & Consultation	Does the Organisation declare compliance on behalf of another Organisation?	Satisfactory – this topic has been raised informally with marina management and commercial wharf operators through discussion and email exchange, evidence of email seen. British Ports Association 'Introduction to the PMSC' online course details are passed on by LHB to relevant marine facility operators.		MJS_051	MJS
6.18	Stakeholder Engagement & Consultation	If the Organisation is not an SHA and located outside of another SHA, has a risk-based decision process been using to decide if additional powers are required?	Satisfactory – engagement is principally through the Harbour Advisory Committee, via these meeting LHB has engaged with smaller marine operators and produced a 'proportional compliance' guidance note. This has also been circulated more widely in the ports industry.		MJS_014 MJS_018	MJS
6.19-6.20	Incident reporting	Does the MSMS address incident reporting (i.e., SOPs, reporting guidance)?	Satisfactory – the AMSMSRD, Section 7.4 titled 'Incident Reporting and Investigation' details that: ' <i>Investigations of marine incidents have two essential purposes ...</i> ', the MSMS details the requirement of the Harbour Authority to investigate to prevent a recurrence or to determine if an offence has been committed. Incident records are held in MarNIS and presented in the Annual Report. In the last 12 months (at the time of audit) there were 81 recorded incidents. There are no recently issued Harbour Authority incident investigation reports. The target for close out of minor incidents in the Marine Safety Plan is one-week, and one-month for serious incidents.		MJS_001 MJS_028 MJS_056	MJS
6.21-6.22	Incident Investigation	Does the MSMS define incident investigation procedures (i.e., to determine safety recommendations or for prosecution)?	Satisfactory – the AMSMSRD, Section 7.4 titled 'Incident Reporting and Investigation'. Evidence of an incident investigation concerning capsized kayakers sighted during the audit.		MJS_001 MJS_057	MJS
GtGP 6.9.10	Incident Investigation Sharing	Are lessons from investigations published and shared within the organisation with a view to preventing a recurrence?	Satisfactory – the outcome of the investigation into the capsized kayakers was shared with the relevant organisations involved.		MJS_057	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
6.23	Statutory Incident Reporting	Are procedures in place to for statutory reporting?	Satisfactory – the AMSMSRD, Section 7.4.3 titled 'Marine Accident Reporting and Investigation' referencing MGN 564 and the 'Merchant Shipping (Accident Reporting and Investigation) Regulations 2012'. The investigation into the capsized kayakers impeding navigation was provided to the MAIB.		MJS_001 MJS_057	MJS
		When was the last MAIB report?	Satisfactory – the Report on the investigation into unberthing incident involving Motor Vessel (MV) <i>Al Avocet</i> and Kayakers resulting in public safety near-miss, and damage to quayside and vessel at Kendall's Wharf Langstone Harbour 10 May 2025.		MJS_057	MJS
6.24	Enforcement Resources	Are adequate resources available for the effective enforcement of policy and procedure?	See this audit report, Section 1.4.		n/a	MJS
6.25	Enforcement Policy	Is there clear policy on enforcement and prosecution?	Satisfactory – LHB publish an 'Enforcement and Prosecution Policy'. This identifies that The Langstone Harbour Byelaws were made in 1994 and that contravention of Harbour Byelaws may result in prosecution through the Magistrates' Court. The policy was approved by the Board on 13 June 2025. During 2025, the Authority issued six written warnings, conducted three interviews under caution and had one successful decision in court (from a 2023 offence). The Enforcement and prosecution policy, along with the active management of harbour users is an example of best practice.		MJS_006 MJS_025	MJS

A.7 Review and Audit

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
7.1- 7.3	Review and Audit	Does the Organisation have a regular and systematic process for review and audit?	Satisfactory – annual external audit of the MSMS is carried out by the Designated Person. The MCA carried out a Health-Check at the request of the DfT in July 2022.		MJS_001 MJS_051	MJS
		Does the Duty Holder and the Designated Person have clearly defined roles in the review and audit process?	Satisfactory – the AMSMSRD, Section 2.2, identifies the Designated Person's role in auditing. The AMSMSRD, Section 2.1.1 defines the Duty Holder's role.		MJS_001	MJS
7.4-7.6	MSMS review	Does the MSMS incorporate a regular and systematic review of its performance?	Satisfactory – the AMSMSRD, Section 8 details how LHB conducts auditing of its procedures, including the KPIs gathered for Board reporting. Annual Designated Person auditing is evidenced by yearly audit reports. Observation – it is noted that the AMSMSRD, Section 8.1.2 KPI measure for Conservancy (section 10 of the Code) identifies Aids to Navigation. The Marine Safety Plan identifies section 10 as Conservancy and sets KPIs.	Recommend – the KPI measures in the AMSMSRD, Section 8.1.2, should be compared with those identified in the LHB's Marine Safety Plan.	MJS_001 MJS_089	MJS
		Is the performance of the MSMS assessed against internal Key Performance Indicators (KPI)?	Satisfactory – the Harbour Master provides a set of KPIs to the Board Meeting, summarised into 10 key areas for compliance (these match the areas from the PMSC). This is considered to be an area of best practice.		MJS_015	MJS
		Does the Designated Person (DP) present findings from audits to the Duty Holder?	See this audit report, Section 2.2.		n/a	MJS
7.7-7.8	Cyclic review	Is there a cyclic (plan/do/check/act) process?	Satisfactory – an annualised plan/do/check/act process is in place.		MJS_001	MJS

A.8 Competence

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
8.1-8.2	Competence (Trained, Qualified, Experienced)	Are National Occupational Standards (NOS) used in recruiting and training?	Satisfactory – NOS are used for the Harbour Master and Deputy Harbour Master roles, plus the roles for the three Pilots. Other staff follow local standards laid down by the Harbour Authority for patrol staff. Office based staff follow the training matrix (as relevant to their role).		MJS_008 MJS_020 MJS_023 MJS_035	MJS
		Is there a methodology for assessing personnel against the set standards?	Satisfactory – each staff member completes induction on appointment. Role related training is tracked via completion of logbooks for Patrol Officers.		MJS_090 MJS_052 MJS_053	MJS
		Are existing staff reviewed to ensure they meet the standards set?	Satisfactory – staff competency sign offs are made by the Deputy Harbour Master, or one of the Assistant Harbour Masters.		MJS_052 MJS_053	MJS
GtGP 8.10		Is a Marine Training Matrix available that describes all of the organisation's marine personnel and what their training, experience and qualification requirements are (including any refresher training)?	Satisfactory – each staff member has a training file held on the LHB network with certification matching the required items in the training matrix. The training matrix allows cross referencing with date completed, expiry date and links to documentation. The training matrix and qualifications record is considered to be an example of best practice due to its layout, style and delivery .		MJS_023	MJS
8.3	Assessing competence	How does the Organisation assess the fitness and competence of persons it has appointed?	Satisfactory – a training matrix has been compiled for marine operational staff. This includes all essential (E) and desirable (D) qualification and competencies.		MJS_023	MJS
8.4	Policy	Is there a policy on revalidation or maintenance of qualifications in place?	Satisfactory – LHB issues a 'Training Policy', signed by the Board on 13 June 2025. The policy states that the Board is committed to national standards of competency for marine personnel.		MJS_008	MJS
		How is Continuing Professional Development (CPD) achieved?	Satisfactory – staff appraisals are carried out using a line management structure. Annual appraisals are carried out and recorded.		Anecdotal	MJS

A.9 Plan

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
9.1-9.2	Publication of a Marine Safety Plan (MSP)	Has the Organisation published a MSP?	Satisfactory – the Board publishes a 'Marine Safety Plan', which was approved by the Board on 13 June 2025.		MJS_028	MJS
		Does the MSP commit the Organisation to regulating marine operations?	Satisfactory – the MSP states that: <i>"This Marine Safety Plan commits LHB to undertaking the proper management and regulation of marine operations within the scope of its powers and authority, and in line with its stated marine policies"</i> .		MJS_028	MJS
		Does the MSP commit to regulate vessels and include near miss reporting?	Satisfactory – the MSP has a standing objective to 'Safety - MAIB Reportable Incidents: make all reports to the MAIB within 24 hr, with investigation followed up'. This includes '24 hr initial report, investigation sent at incident close'.		MJS_028	MJS
		Does the MSP explain how commercial pressures will be managed without undermining the safe provision of services?	Satisfactory – the MSP states that: <i>"LHB aims to undertake its statutory role and provide its services in an efficient, effective and objective manner. The safe movement of commercial vessels in the harbour will be facilitated and regulated through the provision of a comprehensive pilotage service."</i>		MJS_028	MJS
9.4-9.5	MSP Review	Is the MSP reviewed and is this review published?	Satisfactory – the Board publishes a 'Marine Safety Plan' available from the LHB website.		https://www.langstoneharbour.org.uk/marine-policies	MJS
		Is the output of auditing and monitoring included in the MSP review?	Satisfactory – the MSP has a standing objective under the title Designated Person for the 'Marine SMS to be subject to annual external audit'.		MJS_028	MJS
9.6-9.7	MSP Timing	Is the MSP in date and within its three-year period?	Satisfactory – the Board publishes their 'Marine Safety Plan', which was approved on 13 June 2025 and within its three-year period.		MJS_028	MJS
		Has the Organisation responded to the Code Compliance Self-Certification exercise?	See this audit report, Section 1.9-1.11.		n/a	MJS

A.10 Conservancy Duty

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
10.1	Conservancy Introduction	Is there a 'good repair and fit for purpose' statement?	Satisfactory – the AMSMSRD, Section 4,2 states that: <i>"A common law duty to conserve the harbour so that it is reasonably fit for use as a port, and a duty of reasonable care to see that the harbour is in a fit condition for a vessel to utilise it safely (this includes surveying navigable channels, placing navigation marks and keeping proper hydrographic and hydrological records)"</i> .		MJS_001	MJS
10.2	Harbour Authority Conservancy Duty	Is there Harbour Authority recognition of the 'duty to conserve' and/or 'reasonable care' statement?	Satisfactory – the Conservancy Policy states that: <i>"Langstone Harbour Board (LHB) recognises its duty to conserve the harbour so that it is fit for use as a port, a duty of reasonable care to see that the harbour is in a fit condition for a vessel to use it, and a duty to protect, conserve and restore the environment."</i>		MJS_012	MJS
		Is survey conducted to International Hydrographic Organisation (IHO) standards?	Satisfactory – the Conservancy Policy states that: <i>"LHB complies with the Harbour Master's Guide to Hydrographic and Maritime Information Exchange (UKHO, 2025)."</i>		MJS_012	MJS
		Is there a survey programme?	Satisfactory – a full harbour survey was carried out during 2019. <i>Ad hoc</i> surveys are carried out in response to concerns over bank shifts or siltation. The last surveys were on 01 September 2023 in the main fairway and harbour entrance on the 07 February 2024.		MJS_027 MJS_030 MJS_031 MJS_066	MJS
		Is there a risk-based approach for survey and placing navigation aids?	Satisfactory – the navigation channels are monitored by echo sounder, visually at low water, and surveyed as required. Other surveys, such as mooring areas or wreck investigation take place as required. The Conservancy Policy lays out the expected survey frequency.		MJS_012	MJS
		Are hydrographic records kept?	Satisfactory – surveys are available from the Harbour's website. Survey records are maintained in LHB file systems.		https://www.langstoneharbour.org.uk/surveys	MJS
10.3, 10.5	Warnings and publication	Is survey information published and warning issued?	Satisfactory – Harbour stakeholders can access bathymetric charts from Langstone's Harbour Website.		https://www.langstoneharbour.org.uk/surveys	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
10.4	UKHO Update	Is the United Kingdom Hydrographic Office (UKHO) updated with new survey information?	Satisfactory – the UK Hydrographic Office (UKHO) receives all hydrographic information and Local Notices to Mariners produced by the Harbour. Bathymetry is passed to the UKHO on completion of surveys. Admiralty Chart of Langstone Harbour is kept up to date, Admiralty Chart 3418.		MJS_012 Admiralty Chart Number 3418	MJS
10.6	Aids to Navigation (AtoN).	Is the Organisation an LLA or within an LLA jurisdiction?	Satisfactory – the Organisation is an LLA.		MJS_033	MJS
GtGP 10.15	Aids to Navigation (AtoN).	Are there procedures in place to support the maintenance and provision of aids to navigation?	Satisfactory – AtoN maintenance is carried out inhouse, unless the failure requires full replacement, which case specialist support may be required.		Anecdotal	MJS
10.7	AtoN Inspection	Is the Organisation inspected by the GLA?	Satisfactory – local Aids to Navigation (AtoN) under the management of LHB in its role as LLA were inspected on 30 June 2025 by Trinity House.		MJS_062	MJS
10.8	AtoN Consent	Has the Organisation applied to the relevant GLA for consent to establish, remove or alter an AtoN?	Satisfactory – LHB has requested that the discontinuation of AtoN along the Bedhampton Channel. Detailed evidence supporting this application was shown with the supporting user consultation and risk assessment discussed.		MJS_063	MJS
10.9	AtoN Returns	Does the Organisation make returns to the GLA?	Satisfactory – regular returns and correspondence with the GLA were noted during audit, the three-yearly AtoN availability statistics were sampled. These identify that: ▪ Cat 2: target availability is set at 99.0% - LHB achieved 98.25% availability. ▪ Cat 3: target availability is set at 97.0% - LHB achieved 99.70%. Category 3 AtoN at LHB therefore meets and exceeds the minimum 'The International Organization for Marine Aids to Navigation' (IALA) availability targets. Category 2 AtoN at LHB falls short by 0.75% on the target availability. However, Trinity House concluded in their inspection report that: <i>"everything was found in good order and there were no matters arising which require further comment"</i>.		MJS_062	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
10.10-10.12	Wrecks and Abandoned Vessels Policy	Does the Organisation have a policy or process for wreck removal?	Satisfactory – the Conservancy Policy addresses Wrecks and Abandoned vessels. During 2022 to 2025 staff at Langstone Harbour have dealt with <i>circa</i> 120 abandoned boats and wrecks at Eastney Peninsular. This has been undertaken jointly with Portsmouth City Council. Abandoned vessel management and wreck disposal is an area of best practice.		MJS_001 MJS_012 MJS_074 https://www.bbc.com/news/articles/cg7dx5k77nko	MJS
10.13	Dangerous Vessels Directions	Are powers from the Dangerous Vessels Act 1985 recognised?	See this audit report, Section 4.21.		n/a	MJS
10.14-10.15	Wrecks and Abandoned Vessels Additional Powers	Are there any discretionary powers granted to the Organisation, in addition to those available through national legislation?	Satisfactory – the AMSMSRD, Section 4.3 titled 'Wrecks and Abandoned Vessels' states: " <i>The Board has powers under s.252, Merchant Shipping Act 1995 (as amended); s56, Harbours, Docks & Piers Clauses Act 1847; s32, Pier and Harbour Order (Langstone Harbour) Confirmation Act 1962 and local harbour byelaws to remove and, if necessary, destroy abandoned vessels</i> ".		MJS_074	MJS
10.16	SOSREP	Is the role of the SOSREP recognised by the Organisation?	See this audit report, Section 4.22.		n/a	MJS
10.17	Legal advice	Does the Organisation have access to marine legal representation?	See this audit report, Section 3.2.		n/a	MJS
GtGP 10.19	Event Planning	Is there a process in place for event planning?	Satisfactory – scheduled events are notified to the LHB in advance (for example, club sailing calendars). Both Havant Council and Portsmouth City Council have event planning processes that would apply.		https://www.portsmouth.gov.uk/services/leisure/planning-an-event	MJS
GtGP 10.23	Moorings	Does the Organisation licence, manage or support the provision of moorings?	Satisfactory – vessels at marine facilities in Langstone Harbour self-moor, with the exception of Holcim who provide their own staff as line handlers. LHB staff (for example, Pilots) have observed mooring operations at Kendall's Wharf, which is a privately owned and operated facility.		Anecdotal	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
GtGP 10.27	Subsea obstructions	Does the Organisation have any subsea pipelines or cables within its jurisdiction, if so, are these recognised in the MSMS with controls to minimise damage identified?	Satisfactory – the harbour has Telecom Wires spanning 'The Run' and electric wires at Langstone Village crossing to Hayling Island. The emergency plan, Section 3.4 'Regulation of Shipping' states that LHB has powers under article 10 of the 1985 HRO in relation to the extended powers in an emergency – during which time the direction can apply to all vessels or classes of vessels (this is in line with the reasoning given in the case above in any event). Article 9 of the 1985 HRO also extends the application of Section 52 of the HDPCA 1847 Act to include directions related to prohibiting anchoring or mooring of vessels in any particular part of parts of the harbour (but not as to prohibit the lawful mooring of a vessel at a mooring licensed or provided under article 30 of the 1962 HRO). Observation – the emergency plan does not specifically mention the telecom or electrical wires in the harbour.	Recommend – whilst the emergency plan does provide relevant controls that can be used in an emergency, it would be useful to explicitly mention the processes that would be applied in the event of an incident with the cross-harbour cabling.	MJS_068	MJS

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