

## **Safety Plan for Marine Operations**

### **1. Introduction**

The Port Marine Safety Code (PMSC) has established an agreed national standard for port marine safety and a measure by which harbour authorities can be held accountable for the legal powers and duties that they have to run their harbours safely. The Code is supported by a Guide to Good Practice on Port Marine Operations, and the Good Governance Guidance for Ports which are kept under continuous review.

The Statutory Harbour Authority for Langstone Harbour is the Langstone Harbour Board (LHB), which includes representatives from Havant Borough Council, Portsmouth City Council, Hampshire County Council and the statutory Advisory Committee. The terms of reference of the Langstone Harbour Board are to administer Langstone Harbour in accordance with the Pier and Harbour Order (Langstone Harbour) Confirmation Act, 1962 (as amended) and the principles of governance promoted through published governance guidance. LHB will meet or exceed the standards required by the Port Marine Safety Code and safety law.

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. Additionally, the 1964 Harbours Act empowers the Board to fix rates at the level required to meet its statutory obligations.

Langstone Harbour Board is the Competent Harbour Authority (CHA) under the Pilotage Act, 1987 for Langstone Harbour and its approaches. Its jurisdiction as CHA extends into the Eastern Solent.

As part of its compliance with the requirements of the PMSC, LHB is publishing the following 'Safety Plan for Marine Operations' for a period of three years, covering 2022 to 2025. This Marine Safety Plan is one component of a comprehensive (strategic level) Marine Safety Management System (MSMS) and serves to support the continuing improvement of marine safety performance. 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.

### **2. Marine Policies and Procedures (Navigation Safety Policy, Legislation & Regulation)**

The obligations and statutory duties which are placed on the Harbour by, among other enactments, the Pier and Harbour (Langstone Harbour) Confirmation Act 1962 (as amended) and the Pilotage Act 1987 are discharged through the Policies, Plans, voluntary Codes of Conduct and internal Procedures supporting the LHB Marine Safety Management System (MSMS). LHB will comply with the requirements of the PMSC and encourage a culture of engagement and improvement in order to maintain the standards published in "A Guide to Good Practice in Marine Operations".

LHB maintains Policies relating to:

- management of navigation;
- pilotage;
- conservancy;
- the environment;

- enforcement and prosecution;
- training;
- marine services (as required).

Codes of Conduct and management Policies for harbour users are in place to advise on:

- recreational user safety;
- waterski safety;
- LHB compound use;
- seal watching;
- wildlife watching;
- PWC use;
- Events planning.

A number of guides are also published to educate and encourage safe practice on the water:

- Playsafe! – Small Craft
- Playsafe! – Kayaks and Canoes
- Playsafe! – Keeping a Boat in the Harbour
- Playsafe! – Waterskiing in the Harbour

LHB staff Standard Operating Procedures (SOPs) are also in place and are consistent with the Board's legal obligations, and with the control measures used to reduce the risk inherent in harbour activities to 'as low as reasonably practicable'.

### **3. The Management of Marine Operations**

This safety plan commits LHB to managing and regulating marine operations within its jurisdiction in accordance with its powers in order to safeguard the harbour and its users and to protect the natural environment of the harbour.

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. Competing priorities will be subject to risk assessment. Resources will be made available to regulate and control recreational activities in the harbour.

All users are encouraged to report accidents and near-misses; LHB will maintain records of all such incidents of which it is aware and will adhere to its mandatory reporting obligations.

A comprehensive overview of LHB's structure, management, and documentation is maintained in the MSMS which supports the delivery of this Plan. External audits of the MSMS are undertaken on an annual basis, in the form of an inspection carried out by the Ports Designated Person and period Port Health checks carried out by the MCA.

LHB is committed to ensuring a positive safety culture and to enhancing its risk-based MSMS. All locations consistently and proactively review their risk assessments for all identified marine hazards and when required, identify control measures to mitigate those risks to an acceptable level of ALARP (As Low as Reasonably Practicable).

#### **4. Plan Period**

This plan covers the period 17 June 2022 to June 2025.

#### **5. Management Objectives for the Safety Plan for Marine Operations**

LHB has split its objectives into two sets, the first addresses 'Standing Objectives' the second set addresses 'Period Objectives'.

## 6. Marine Safety Plan Objectives

The following objectives contribute to the effectiveness of LHB's Marine SMS and support compliance with the requirements of the PMSC.

Number	Provision/Activity	Objective	Measure
1	Duty Holder	Provision of appropriate training for Board members and marine personnel	100% of Duty Holders trained
		Duty Holders to have undertaken an operational tour of a Council Port or Harbour in the last three years	100% of Duty Holders undertaken an awareness tour
2	Designated Person	Appointment of an independent Designated Person	Contract
		Marine SMS to be subject to annual external audit	Annual
3	Legislation	Statutory powers to be periodically reviewed to ensure full compliance with PMSC	Three years
4	Powers and Duties	MAIB Reportable Incidents: make all reports to the MAIB within 24 hrs, with investigation followed up.	24 hrs initial report, investigation sent at incident close
		Hydrographic Survey plan set out in a Conservancy Policy	Policy in-date, review every three years
		Pilotage	Policy in-date, Directions appropriate, review every three years
5	Risk Assessment	The risk inherent in all marine activities to be reduced to 'as low as reasonably practicable' by a process of risk assessment	100% in-date
		Incident reports and associated risk assessments to be analysed to assist in the identification of appropriate control measures	Close out Incidents on according to nature and severity of Incident.  1 week for Minor Incidents  1 month for more serious Incidents which may involve other Parties
6	MSMS	The Harbour Manager to undertake a formal review of all marine policies on a three-yearly basis for Board approval	Three years

		Stakeholders to be kept informed using annual Services Guide, leaflets, Local Notices to Mariners and LHB website	Published and in-date
7	Audit - Assurance	Review SMS on an annual basis with DP. Complete external compliance exercise to MCA to the three-yearly schedule	Annual
8	Competence	Comprehensive operating procedures to be provided for the guidance of all personnel engaged in marine activities	Published and in-date
		Ensure staff with marine safety responsibilities are trained to undertake their duties	100% of mandatory training completed
9	Plan	LHB emergency plans and procedures to be maintained and exercised where appropriate	Published and in-date
		Publish a three yearly 'Marine Safety Plan' (this plan) and an assessment of the organisation's performance against the last period plan	Published and in-date
10	Aids to Navigation	Aids to navigation to be maintained and non-conformities recorded to enable the General Lighthouse Authority to determine availability statistics for navigation assets in the harbour	Cat 1 = 99.9% Cat 2 = 99.0% Cat 3 = 97.0%

The following specific period objectives have also been identified following PMSC compliance audit by our DP.

Number	Provision/Activity	Objective	Measure
1	Legislation	To promote a Harbour Revision Order	By period end
2	Powers and Duties	Pilotage - HM to qualify as a Pilot	ASAP
3	Risk Assessment	HSE Risk assessments to be put in place for shoreside and marine ops	By next audit
4	Competence	Training - Review training needs for all staff associated with Marine Operations to ensure staff with marine safety responsibilities are trained to undertake their duties, identify mandatory training	Create a Training Matrix by next audit
		Ensure staff with marine safety responsibilities are trained to undertake their duties	100% of mandatory training completed
5	Plan	Emergency plan - LHB emergency plans dated 2011.	By next audit

		Publish a three yearly 'Marine Safety Plan' (this plan) and an assessment of the organisation's performance against the last period plan	By next audit
6	Aids to Navigation	Aids to navigation to be maintained and non-conformities recorded to enable the General Lighthouse Authority to determine availability statistics for navigation assets in the harbour	Cat 1 = 99.9% Cat 2 = 99.0% Cat 3 = 97.0%

## 7. Performance

LHB will report annually on the results of the MSMS audit and its performance against this plan for Safe Marine Operations.