

PORT MARINE SAFETY CODE UPDATE

1.0 EXECUTIVE SUMMARY

- 1.1 As the Harbour Board was previously advised, Argyll & Bute Council appointed Marico Marine to provide an independent Designated Person (DP) service, as described in the Port Marine Safety Code (PMSC). The DP has highlighted a need to undertake a number of specified works that have been identified through recent audits. The status of actions arising from the recent audits is provided in the appendix to this report – changes since the last report are highlighted in 'bold' type.
- 1.2 Members are asked to note that the PMSC applies to all harbour authorities in the UK that have statutory powers and duties. The PMSC represents good practice, as recognised by a wide range of industry stakeholders. In order to comply with the Code, harbour authorities must publish a comprehensive safety plan, along with a regular assessment, showing the authority's performance against the plan.
- 1.3 Work on the Council's safety plan (or Safety Management System (SMS) document), which will ensure full compliance with the PMSC, is continuing.
- 1.3 User Group meetings have now taken place at the main ports of Oban, Campbeltown, Dunoon and Rothesay. A User Group meeting has also taken place at Carradale Harbour.
- 1.4 The new database, using specialist marine software (Marni's), is now fully operational and marine-related information is being transferred into the database.
- 1.5 It is recommended that Members note this report and, in particular, the planned 'next steps', identified as follows: a) Following the first few User Group meetings, follow-up meetings will be arranged and further meetings at lesser ports will also be arranged as appropriate; b) Work on compilation of appendices to the SMS document for main piers and harbours will continue; c) Once documentation has been produced for the main piers and harbours, a similar exercise will be carried out for the less strategic ports.

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2.0 INTRODUCTION

- 2.1 This report provides a further update on ongoing initiatives to ensure compliance with the Port Marine Safety Code; it follows on from last report presented to the Harbour Board in April of this year.
- 2.2 It was explained in previous reports that the Council has appointed 'Marico Marine' to provide an independent "Designated Person" (DP) service, as described in the Port Marine Safety Code (PMSC), on a three year contract which expires in December 2017.

3.0 RECOMMENDATIONS

- 3.1 That Members note this report and, in particular, the planned 'next steps' identified in section 5.6 of this report.

4.0 BACKGROUND

- 4.1 As a 'Statutory Harbour Authorities' (SHA), the Council has specific obligations set out in national legislation (notably the Harbours Act 1964). All SHAs are subject to the Port Marine Safety Code (PMSC). The Code is not statutory, but it has relevance and moral force that means it is obligatory.
- 4.2 In order to comply with the Code, the Council must develop and operate an effective marine 'Safety Management System' (SMS). Each harbour authority must appoint a DP to provide independent assurance directly to the "Duty Holder" that the marine Safety Management System (SMS) is working effectively. Their main responsibility is to determine, through assessment and audit, the effectiveness of the Marine SMS in overall compliance with the Code.

5.0 DETAIL

- 5.1 Audits have now been carried out by the Council's DP at the following locations:-
- Rothesay – Audited in January 2015
 - Oban – Audited in April 2015
 - Oban Times Slip, Port Beag Slip, Crinan Ferry Slips and Crinan Harbour Quay – Audited in April 2015
 - Campbeltown harbour – Audited in January 2016

The findings and actions arising from these audits are attached to the appendix to this report, along with their current status - changes since the last report have been highlighted in bold type. The next audit, at Dunoon Pier, is programmed for August of this year.

- 5.2 As mentioned in previous reports, Navigational Risk Assessments (NRAs) have been completed for the following locations:- Craignure, Oban North Pier, Dunoon, Port Askaig, Campbeltown and Rothesay and work is progressing on the draft Safety Management System (SMS) document. At the current rate of progress, it is expected that the SMS document will be either complete, or very nearly complete, by the time of reporting at the November Harbour Board meeting.
- 5.3 Since the last time of reporting, 'User Group' meetings have now taken place at the following locations to allow interaction between key stakeholders:-
- Rothesay Harbour
 - Oban North Pier
 - Dunoon Pier
 - Campbeltown Harbour
 - Carradale Harbour
- 5.4 A 'Port Emergency Plan' has been produced for Oban North Pier. Similar documents will be produced for the other remaining main ports using the Oban document as a template.
- 5.5 A database using specialist marine software (MarNIS) has been installed for use by key marine staff. All NRA's have been moved onto the MarNIS database. Monthly reports, produced by Piers and Harbours staff, are now stored on the new system ensuring consistency in reporting. Further training of port staff was provided in April of this year.
- 5.6 The next steps:-
- Following the first few User Group meetings, follow-up meetings will be arranged and further meetings at lesser ports will also be arranged as appropriate.
 - Work on compilation of appendices to the SMS document for main piers and harbours continues.
 - Once documentation has been produced for the main piers and harbours, a similar exercise will be carried out for the less strategic ports.

6.0 CONCLUSION

- 6.1 Work on the compilation of the SMS document continues. A number of user Group meetings have now taken place. Actions to address issues raised by the DP in previous audits are either complete or ongoing – as identified in the attached schedule to this report. Actions from the forthcoming audit at Dunoon will be added to future update reports.

7.0 IMPLICATIONS

7.1 Policy	None directly arising from this report
7.2 Financial	The appointment of Fisher Associates and ABPmer was met through operational budgets.
7.3 Legal	Any failure to implement the PMSC may have legal consequences in the event that there should be a marine incident.
7.4 HR	None
7.5 Equalities	None
7.6 Risk	The Council is undertaking to carry out actions to minimise risk to Council as a result of the operation of our Ports and Harbours
7.7 Customer Services	Having a completed Port Marine Safety Code in place will assist port customers with the use of our Ports and Harbours and Council staff with their safe operation.

APPENDICES – Port Marine Safety Code – Actions Update

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