
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 At the time of writing this report, work on the Council's safety plan (or Safety Management System (SMS) document), which will contribute towards compliance with the PMSC, was nearing completion – although it should be noted that work on appendices for smaller ports will continue after initial publication.
- 1.3 The first round of User Group meetings has taken place with further meetings being arranged to take place before the end of this calendar year.
- 1.4 The new database, using specialist marine software (Marni's), is now fully operational.
- 1.5 It is recommended that Members note this report and, in particular, the planned 'next steps', identified as follows: a) The SMS document will shortly be published on the Council's web site, b) Follow-up User Group meetings will be arranged for the end of this calendar year, c) Meetings to be arranged with users of Dunoon Pier (Waverley Trust and Argyll Ferries) to formalise user agreements.

PORT MARINE SAFETY CODE UPDATE

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 August 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 As reported previously, audits have 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

- Since the last report to the Harbour Board, an audit was carried out at Dunoon, on 20 September 2016.

The actions from all 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.

- 5.2 At the time of writing this report, the Safety Management System (SMS) document was undergoing final checking prior to publication on the Council's web site. The very latest update will be provided to Members at the November Harbour Board meeting.
- 5.3 The first round of 'User Group' meetings has taken place (at Rothesay Harbour, Oban North Pier, Dunoon Pier, Campbeltown Harbour and Carradale Harbour) and the next follow-up meetings will be arranged prior to the end of the calendar year.
- 5.4 A 'Port Emergency Plan' has been produced for Oban North Pier. Similar documents are now being produced for the other remaining main ports using the Oban document as a template.
- 5.5 The database using specialist marine software (MarNIS), which has been installed for use by key marine staff, is now widely in use. Reports, produced by Piers and Harbours staff, are now stored on the new system ensuring consistency in reporting.
- 5.6 The next steps:-
 - Following final checking, the SMS document will be published on the Council's web site. Work on compilation of appendices to the SMS document for main piers and harbours will continue thereafter.
 - Once documentation has been produced for the main piers and harbours, a similar exercise will be carried out for the less strategic ports.
 - Follow-up User Group meetings will be arranged for the end of this calendar year.
 - Meetings to be arranged with users of Dunoon Pier (Waverley Trust and Argyll Ferries) to formalise user agreements.

6.0 CONCLUSION

- 6.1 Work on the compilation of the SMS document is progressing well with the first publication expected within the next few weeks. The next round of User Group meetings to take place before the end of this calendar year. 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 recent audit at Dunoon have been included in the appendix to this report.

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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