

Subject	Designated Person (PMSC) Briefing
Issued to	Argyll and Bute Council
Reporting period	From: March 2021 to August 2021
ABPmer project	4952/01
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DP Period Activity

- 04 March 2021: Designated Person presentation to the Board.
- 14 May 2021: Duty Holder half-day training run via MS Teams.

Meetings, audit notes and events

- 17 March 2021: Designated Person attendance at Argyll and Bute Council Harbour Masters' Meeting.

Planned Activities 2021

The following DP activities are planned:

- September 2021 Assurance Audits:
 - Helensburgh and Kilcreggan Pier visit.
 - Dunoon Pier Port Marine Safety Code assurance audit.
- Attendance at the September Argyll and Bute Council Harbour Masters' Meeting.

Other items of note

During the reporting period several items of news have been identified to draw to the attention of the Duty Holders, namely:

- The MCA has published the '[Port Marine Safety Code - Health Check Trends 2019/2020 report](#)'. During the two-year period, the MCA completed 16 Port regulatory 'health checks'. The report also included an annex from the UK Harbour Masters' Association Designated Person working group. Good practice notes included:
 - Well-structured and developed induction processes were seen for new entrants alongside a training matrix.
 - Wide ranging consultation processes within Harbour Authority areas were noted.
 - Use of a range of communications methods including hard copy, digital and social media platforms were seen. These include notifications of change of events, early warning of bad weather and enhanced safety routines.

A number of trends were summarised for industry consideration, including:

- A clear need for Duty Holders and (to a lesser degree) Designated Persons to attend training on their role. Increased operational visits and regular briefings would be beneficial for Duty Holder awareness.

- Appointees to the role of Duty Holder and Designated Person should ideally have a maritime background.
 - Suitably qualified and trained deputies should be considered to cover roles or absence of post holders.
 - Regular reviews of the Marine Safety Management System (MSMS) should be carried out to remove redundant documentation.
 - At large ports and port groups, a programme of internal audits would be beneficial.
 - A review of the relevance of training to reflect current regulations should be considered.
 - Appropriate resources should be allocated to conservancy (a duty of all Harbour Authorities).
- The International Council on Clean Transportation ([ICCT, 2021](#)) has published a report on the discharge from scrubbers which is accompanied by an interactive map. The report identifies that about 80% of scrubber discharges occur within 200 nautical miles of the coast. The North Sea, Irish Sea and English Channel were identified as hotspots for scrubber discharge. The report comments that container ships, bulk carriers and oil tankers together account for three-quarters of scrubber installations by number of ships and are responsible for about 70% of scrubber discharges worldwide. The ICCT found that 15% of scrubber discharges are from cruise ships, even though they represent only 4% of the scrubber-equipped fleet which consist of 4,300 vessels in 2020. There is industry concern regarding the report's modelling methodology. At this time, it is advised that the report is viewed, but information should not be quoted until the outcomes have been further validated.
 - The Confidential Hazardous Incident Reporting Programme ([CHIRP, 2021](#)) has released its annual digest of reports and insight articles. A number of the incidents within the report are of interest to Harbour Authorities' risk review panels, with particular reference to the following areas:
 - COVID-19 management;
 - PPE;
 - Harbour towage;
 - Wake and anchored vessels;
 - Tugs, fishing and recreation issues; and
 - Pilot boarding and Pilotage.
 - The British Ports Association (BPA) Circular Number 324 (BPA, 2021a) has notified ports that the Port Marine Safety Code compliance exercise has been extended by six months with a new deadline of 24 September 2021. This extension has resulted from an underwhelming response to the compliance exercise that closed on the 31 March 2021. The extension is to give those ports and marine facilities which have yet to send a response the opportunity to do so. Those previously submitting a response are advised to seek confirmation from the MCA that it has been received.
 - The MAIB has published its annual report summarising the last year's activities (MAIB, 2021). The [MAIB Annual Report 2020](#) summarises statistical information and safety recommendations from incident investigations. The MAIB raised 1,217 reports of marine accident and incidents and commenced 19 investigations, 10 of which were started due to a loss of life. The statistics also showed a notable increase in recreational incidents between June to October, in comparison to the last five years averaged data.
 - The British Ports Association (BPA) Circular Number 382 (BPA, 2021b) distributed a UK Ports Map that they have made in conjunction with the UK Harbour Masters' Association.

- The Marine Accident Investigation Branch (MAIB) has release an interim report on its investigation into the collision between the high-speed passenger craft *Seadogz* and a navigation buoy within Southampton Water on 22 August 2020 which resulted in one fatality (MAIB, 2021a). The MAIB has also release a YouTube video which describes the incident in more detail. The interim report recommends that all sports boats and passenger carrying charter boats review their risk assessments and systems of work for compliance with the safe working practices contained in the 'passenger safety on small commercial high-speed craft and experience rides voluntary code of practice'. Port and harbour authorities should consider the activity of any vessels operated commercially within their harbour, especially those engaged in high-speed experience rides.
- The MAIB has released an interim report on an investigation into an accident that resulted in a crush injury during a crew transfer operation between the workboat *Beinn Na Caillich* and a feed barge on the west coast of Scotland (MAIB, 2021b). The accident occurred in Loch Alsh at Ardintoul Fish Farm; the farm's assistant manager stepped from the deck of a workboat onto a feed barge ladder whilst the workboat was still moving. The two vessels came together whilst the assistant manager was on the ladder, resulting in a crush injury. The investigation concluded that the conduct of the boat transfer had not been properly planned, briefed, nor were there adequately supervised or controls. The MAIB has recommended that the owners apply the standards set out in the Workboat Code (Edition 2) to its existing fleet of workboats and specifically, to fully implement a safety management system across its fleet, as well as ensuring that it has appropriate marine expertise to oversee its operations.

References

British Ports Association (BPA), 2021a. BPA Circular 324- PMSC Compliance Exercise: EXTENDED, June 2021

British Ports Association (BPA), 2021b. BPA Circular 382: July 2021.

Confidential Hazardous Incident Reporting Programme (CHIRP), (2021). CHIRP Annual Digest 2020, April 2020, Annual Digests | (chirpmaritime.org). <https://www.chirpmaritime.org/digest/>

International Council on Clean Transportation (ICCT, 2021), Global scrubber wash water discharges under IMO's 2020 fuel sulphur limit. April 2021, International Council on Clean Transportation (theicct.org) <https://theicct.org/publications/global-scrubber-discharges-Apr2021>

Marine Accident Investigation Branch (MAIB), 2021. MAIB Annual Report 2020 <https://www.gov.uk/government/publications/maib-annual-report-2020>

Maritime and Coastguard Agency (MCA), 2021. Port Marine Safety Code - Health Check Trends 2019/20. <https://www.gov.uk/government/publications/port-marine-safety-code-health-check-trends-201920>

Marine Accident Investigation Branch (MAIB), 2021a. 'Interim Report on the investigation of the collision between the high-speed passenger craft *Seadogz* and a navigation buoy resulting in one fatality in Southampton Water on 22 August 2020'. May 2021 <https://www.gov.uk/government/news/seadogz-interim-report-published>

Marine Accident Investigation Branch (MAIB), 2021b. 'Crush incident during transfer from workboat *Beinn Na Caillich* to a feed barge with loss of one life'. MAIB Report 06/2021. 26 May 2021. https://www.gov.uk/maib-reports/crush-incident-during-transfer-from-workboat-beinn-na-caillich-to-a-feed-barge-with-loss-of-1-life?utm_medium=email&utm_campaign=govuk-notifications&utm_source=705e6b22-5dfb-463b-a0e9-a20e1e2dfc27&utm_content=daily