



CATTEWATER
HARBOUR
COMMISSIONERS

PORT MARINE SAFETY CODE

Marine Safety Plan
2019 - 2022

Introduction

As required by the Port Marine Safety Code (PMSC), the Cattewater Harbour Commissioners (CHC) publishes its Marine Safety Plan for the conduct of marine operations in the Port of Plymouth every three years; this plan covers the period January 2019 – January 2022

This Marine Safety Plan commits the Cattewater Harbour Commissioners (CHC) to undertaking the proper management and regulation of marine operations within the scope of its powers and authority, according to the HDPC 1847, associated Harbour Orders and subsequent amendments, and the PMSC. The CHC has the primary responsibility of maintaining safe access to the Port and its facilities, managing and supporting the safety of vessels, the general public and all users of the Cattewater, together with a duty to conserve and improve the harbour and its environment. In managing the safety of navigation and the provision of services, the CHC always has the safety of life and vessels as its highest priority.

1. Navigational Safety Policy

The CHC has a [Navigational Safety Policy](#) in support of the management and regulation of marine operations on the tidal Cattewater and maintenance of the port's Marine Safety Management System (SMS), which has been approved by the CHC Board as Duty Holder under the PMSC.

This Policy was developed in 2019, the next scheduled review is due in Jan 2022.

This Policy can be found in the CHC Marine SMS Manual.

The Navigational Safety Policy covers the following areas:

- Safety Management Systems
- Vessel Traffic Service
- Pilotage
- Hydrography
- Emergency Preparedness and Response
- Enforcement and Prosecution
- Marine Training
- Consultation
- Environment

The CHC also has an Environmental Policy and other non-marine policies such as the Drug and Alcohol, Health and Safety and Enforcement Policies which are applicable to marine staff within the CHC.

What is the Port Marine Safety Code?

The 'Port Marine Safety 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 port marine environment.

It is endorsed by the UK Government, the devolved administrations and representatives from across the maritime sector and, while the Code is not mandatory, these bodies have a strong expectation that all harbour authorities will comply.

It applies to all harbour authorities and other marine facilities, berths and terminals in the UK and is intended to be flexible enough that any size or type of harbour or marine facility will be able to apply its principles in a way that is appropriate and proportionate.

2. Safety Management System

A comprehensive overview of the structure, management and maintenance of the port's Marine SMS and the CHC's compliance with the PMSC in support of this Plan, is contained in the Marine SMS Manual.

External audits of the CHC's compliance with the PMSC are undertaken at least every 3 years, through an annual rolling programme, supplemented by regular internal health checks.

3. Marine Incident Targets for the period of the Plan

The following objectives represent the CHC's commitment to reducing incident numbers, to continuously improve the management of marine safety and toward achieving zero harm.

1. Reduce the number of serious marine incidents by 10% every year, based on the number at the start of the plan.
2. No serious or very serious incidents resulting from errors made by CHC Pilots.
3. Increase the number of near miss reports by 10% year-on-year.
4. Complete incident investigations within the following targets:
 - Minor Incidents, near misses and deficiencies – close within 4 weeks of being reported.
 - Serious / Very Serious Incidents – produce an investigation report within 6 weeks and close within 10 weeks of being reported.
5. Initiate a safety campaign aimed at improving the Port's safety culture, and knowledge of PMSC.

4. Objectives to fulfil the CHC's Navigational Safety Policy for the period of the Plan

	Policy Section	Objectives	2019	2020	2021
1	Safety Management Systems	<ol style="list-style-type: none"> 1. Improve a Port Information Book (Code of Conduct) which acts as a single reference point for CHC Regulations, easily accessed and searched with modern technology in mind. 2. Make improvements to recording changes made to our documentation. 3. Carry out a Red Tape review on our internal processes and documentation. 	Met		
2	Pilotage	Provide a pilotage service of suitably qualified and experienced Pilots that is supported by appropriate recruitment and training, conduct the authorisation of pilotage exemptions as per Annex E of the Marine Safety Management Systems Manual, resulting in no serious incidents caused by errors made by CHC Pilots.	1 x Pilot under training		
3	Vessel Traffic Services	Liaise with the MOD, as the service provider, with a view to ensuring best operational service and practices within the Harbour and its approaches, any feedback to be filtered to coxswains and Pilots.	Met		
4	Hydrography	<ol style="list-style-type: none"> 1. To continue hydrographic surveys that are carried out regularly to ensure the riverbed within port limits is surveyed and charted to modern international standards where reasonably practicable 2. To review the authorities long term survey strategy to ensure it remains relevant and fit for purpose 	Met		
5	Vessel Licensing	To monitor licensing of commercial leisure vessels operating within the Cattewater, in accordance with regulations stipulated by appropriate licensing authorities.	Met		
6	Management of River Activities and Works	<ol style="list-style-type: none"> 1. River events are to avoid river closures and any unnecessary restrictions on commercial and leisure vessel movements. All risks associated with river events are to be at ALARP prior to consent being given for an event to take place by QHM and recorded in the Water Events Diary for the Port. 	Met		
7	Emergency Preparedness and Response	Establish a robust schedule of regular training and exercises for implementing emergency plans and oil spill procedures, to improve our response capability. This will include table top and live exercises afloat to test all aspects of the CHC's operations. Exercises will be carried out with external stakeholders such as the RN, local authorities and the emergency services.	Met		
8	Enforcement and Prosecution	Continue to support efforts to bring into force the same drink-drive and drugs legislation for recreational users as already applied to commercial users under the Railways and Transport Safety Act 2003. To introduce a Byelaw on speeding within the Cattewater.	Byelaw pending		