

## Marine Safety Plan 2021 – 2024

### 1. Introduction

As required by the Port Marine Safety Code (“PMSC”), PD Teesport Limited (“PDT”) under its capacity as the Statutory Harbour Authority (“SHA”) is required to publish a Marine Safety Plan (“MSP”) every three years. The MSP is to demonstrate the organisation’s commitment to marine safety. The MSP will illustrate how the policies and procedures satisfy the requirements under the PMSC code.

This MSP commits PDT to undertaking the management and regulation of marine operations and in particular, safe navigation, within the scope of its powers and authorities, in a way that safeguards the port infrastructure, users of the port, including members of the public and the marine environment.

PDT recognises that it must treat its duties to ensure the safety of all activities within its jurisdiction and to serve the public interest as primary; that it is accountable for what it does and what it fails to do in this regard. PDT must adopt measures to ensure that, it discharges its responsibilities in accordance with nationally agreed standards and in compliance with the law.

PDT is entrusted with a public duty and statutory power to conserve and facilities the safe use of the river, its environs and the Community. PDT undertakes to conduct its business in a transparent and open manner. To this end, it will report on its performance, both good and bad, against national standards and the standards of operation to which it adheres.

As the SHA for the Port of Tees and Hartlepool, PDT is vested with powers to regulate, maintain and improve the harbour and the navigation of vessels within its jurisdiction. Its powers are predominantly derived under the **Tees and Hartlepoons Port Authority Act 1966**, but it further enjoys various powers under other legislation applicable to all Harbour Authorities. PDT is also the Competent Harbour Authority (“CHA”) for the purposes of pilotage in its area.

### 2. Safety Plan Elements.

PDT are to publish a number of Marine Policies in support of the integrated management system. These are:-

- Policy statement for the safety of navigation
- Policy statement on enforcement
- Health and safety policy statement
- Policy statement on environment

All the marine policies above are to be reviewed every three years.

Operational management standards and processes in support of the integrated management system, concerning marine operations are reviewed at regular intervals, not exceeding two years. This ensures that each management standard is reviewed and, if necessary, revised or updated to ensure the ongoing effectiveness and efficiency of the integrated management system.

Operational management standards and procedure, which are produced by PDT, cover the following:

- **VTs**

Tees VTS provides an effective Vessel Traffic Service ("VTS"), at Information Service ("INS"), Traffic Organisation Service ("TOS") and Navigation Assistance Service ("NAS") level throughout the VTS Area – which is defined in the Ports General Directions on a 24/7 basis.

- **Pilotage**

PDT ensures pilotage service is maintained and pilot exemption assessments are undertaken to secure the safety of navigation in its Jurisdiction. Ongoing professional development of pilots is managed in accordance with International Maritime Organisation ("IMO") Resolution A.960 (Recommendations on Training and Certification and Operational Procedures for Maritime Pilots other than Deep Sea Pilots) and guidance given in the PMSC. As CHA, PDT issue pilotage directions. The directions specify how and which vessels they apply too.

- **Conservancy / Marine services**

PDT has a duty of reasonable care to see that the harbour is in a fit condition for vessels to be able to use safely. PDT will provide port stakeholders with appropriate information about conditions in the Harbour such as depth of water, local notice to mariners and navigation aids. PDT have duties and powers as a local lighthouse authorities and specific powers in relation to wrecks.

PDT has the capability to provide dredging support to maintain channels and berths, ensures performance of local aids to navigation to General Lighthouse Authority and Local Lighthouse Authority Standards. PDT provides hydrographic survey information in accordance with our statutory obligations. PDT provides other Marine Services and guidance as required to ensure the safe navigation, enforcement and good practice to all vessels using the port of Tees and Hartlepool.

PDT will ensure all marine staff are trained and qualified in compliance with applicable legislative requirements , and provide on-going professional development where desirable and necessary.

Communication, consultation and feedback is a fundamental requirement in ensuring the safety and navigational requirements are understood and are continually reviewed. The following are undertaken to ensure the maintenance of an effective Safety Management System ("SMS") in support of compliance with the requirements of the PMSC:-

- Daily communications between the Duty Assistant Harbour Master ("AHM") , and Port Services (Pilots, Foyboatmen, Towage Operator, Agents and Berth Operators ) in relation to the safe and efficient regulation of vessel movements within the port of Tees and Hartlepool and its approaches;
- Review of appropriate risk assessments of all marine operations within the port jurisdiction.
- The proactive and reactive review of identified hazards to navigation and the associated risk control measures that mitigate those risks to an acceptable (As Low Reasonably Practicable) level;
- Port Liaison Committee meeting;
- Conservancy Liaison meeting;
- PMSC Designated Persons Committee;

- Marine Services Safety Forum;
- North East Ports Group;
- The investigation of all reported marine incidents;
- Regular internal and external audits and reviews of the SMS, its functions and procedures: and
- The maintenance and exercising of PDT's Emergency Plans and procedures, including oil spill management.
- Appropriate Port Stakeholder engagement to ensure transparency and awareness of all aspects of the SHA responsibilities with regards marine safety.



### 3. Ongoing Management Targets for the period of the MSP

The following are the objectives for the next review period, progress on these and previous objections are reported annually.

#### Standing objectives

	Service Provision/Activity Target	Target
1	Navigational and Marine Incidents	<ul style="list-style-type: none"><li>• No major incidents, serious injuries or serious pollution as a result of a failure of the Port SMS.</li><li>• Thorough reporting, investigation and analysis of Navigational and Marine Incidents and Occurrences.</li><li>• Ensure all risk assessments are appropriate and updated as required to prevent any major navigation or pollution incident.</li></ul>
2	Vessel Traffic Service	<ul style="list-style-type: none"><li>• Maintain an effective VTS in accordance with UK, National, IALA and IMO Standards.</li><li>• Ensure infrastructure is properly maintained and tested to ensure continued operation.</li></ul>
3	Provision of a Pilotage Service including the authorisation of Pilotage Exemptions	<ul style="list-style-type: none"><li>• No major incidents resulting from Pilotage or Pilotage Exemption errors</li><li>• Ensure an appropriate pilotage service is available continuously.</li></ul>
4	Conservancy and Hydrographic Service	<ul style="list-style-type: none"><li>• Ensure hydrographic data is maintained at an appropriate interval as defined by the Harbour Master.</li><li>• Ensure the survey is promulgated to stakeholders as deemed necessary.</li><li>• Through appropriate reporting, maintenance and response ensure Local Aids to Navigation availability meets Trinity House targets.</li></ul>
5	Policy, plans and procedures	<ul style="list-style-type: none"><li>• Ensure all port policy, plans and procedures and review, updated and published as required.</li></ul>
6	Liaison and consultation with Port Stakeholders	<ul style="list-style-type: none"><li>• Ensure through regular routine meeting/forums as described above, that appropriate and open consultation with port stakeholders is maintained regarding proposed amendments to Port Byelaws, General directions and operational management standards.</li></ul>

## Period Targets 2021-2024

	Service Provision/Activity Target	Target
1	Port Marine Safety Code External and internal Audit	Ensure all outstanding recommendations and improvement opportunities from such PMSC audits are formally addressed and closed.
2	HSE Explosive licence	Licence variation to be submitted for approval to the HSE due to recently added Port infrastructure.
3	Port Community System	Phased development of a Port Community System, in consultation with Port Stakeholders, to improve engagement, communication and efficiency of associated port operations.
4	The Tees and Hartlepool Byelaws	Complete the review of the Tees and Hartlepool Byelaws
5	Port Marine Emergency Access / Ingress	Confirm the requirement for alternative Port Marine Emergency Access measures in consultation with Port Stakeholders
6	TEES VTS Replacement Programme	Deliver programme in accordance with associated project plan. To ensure TEES VTS maintains an efficiency and effective service level.
7	Pilotage Directions	Complete a review of the current parameters and criteria of the current Pilotage Directions.
9	Harbour Office and VTS Staff Training – continual professional development	Enhance CPD to include personal insights and profile training.

Signed



**Duty Holder, Port of Tees and Hartlepool**

Date *3<sup>rd</sup> February, 2021.*

Signed



**Designated Person, Port of Tees and Hartlepool**

Date *3/2/2021*

Signed

*P. D. Bradus*

**Harbour Master, Port of Tees and Hartlepool**

Date *9/2/2021*