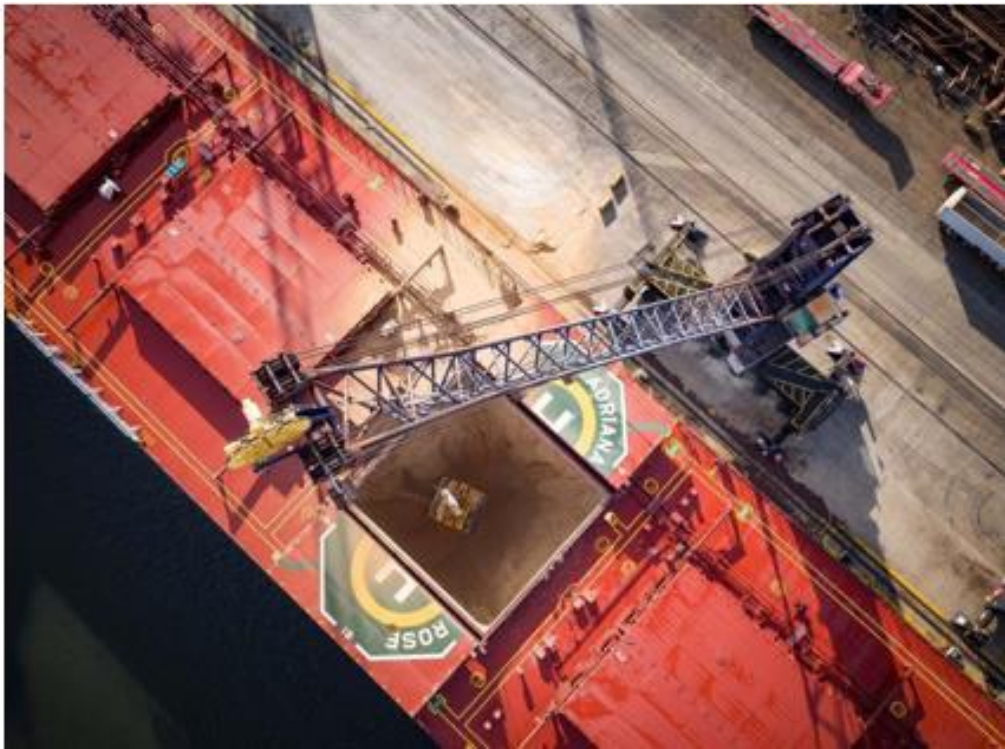




PD TEESPORT LIMITED

PORT MARINE SAFETY CODE
ANNUAL PERFORMANCE REVIEW 2022



Issue: 01
Date: February 2023

1. **INTRODUCTION**

The "Port Marine Safety Code" (the "Code") establishes a national standard for every aspect of port marine safety and aims to enhance safety for those who use or work in ports, their ships, passengers and the environment.

The Code is applicable both to statutory harbour authorities and to other marine facilities which may not have statutory powers and duties. These are collectively referred to throughout the code as 'Organisations' and may include, but are not limited to, the following:

- Competent harbour authorities (authorities with statutory pilotage duties).
- Municipal port or harbour authorities trust port or harbour authorities.
- Private port or harbour authorities.
- Marine berths, terminals or jetties

Where a marine terminal or jetty is situated within the jurisdiction of a Statutory Harbour Authority ("SHA"), it is important for both parties to engage with one another to ascertain the scope and extent of the SHA's Marine Safety Management System ("MSMS") and whether it incorporates any of the terminals or jetty's marine operations. This engagement will help to define whether it is necessary for the terminal or jetty to develop their own MSMS

The Code refers to some of the existing legal duties and powers that affect organisations in relation to marine safety, but it does not in itself create any new legal duties. However, although not mandatory, there are several measures which are key to the successful implementation of the Code. Therefore, in order to comply with the Code, Statutory Harbour Authorities must consider the following:

- Duty Holder
- Designated Person
- Legislation
- Duties and Powers
- Risk Assessment
- Marine Safety Management System
- Review and Audit
- Competence
- Plan
- Aids to Navigation

The Annual Performance Review is prepared following an internal audit, which is carried out every year by the Designated Person

This review provides a statement of performance and a summary of marine activities, which can be used by the Designated Person when presenting to the Duty Holder.

2. **DUTY HOLDER**

As the SHA for the Ports of Tees and Hartlepool, PD Teesport Limited ("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.

The Duty Holder is accountable for compliance with the Code and performance in ensuring safe marine operations.

PDT have implemented Duty Holder fixed terms of reference which the individual Duty Holders sign and accept, which outline their individually and collective accountability with regards to the marine safety.

As part of the role, the Duty Holder should report compliance with the Code to the MCA every 3 years.

The following Statement of Compliance was issued to the MCA on 28th January 2021

"I, Jerry Hopkinson, Chief Operating Officer and Vice Chairman, on behalf of PD Teesport Limited being the Port Marine Safety Code Duty Holder for the Ports of Tees and Hartlepool, having considered all the requirements of the Port Marine Safety Code, including reviewing the risk assessment and safety management system, certify that the Ports of Tees and Hartlepool meet the standards required by the Port Marine Safety Code."

A "Commitment to Compliance" is also published on the PD Ports' website within the Port Marine Safety Code section.

3. **DESIGNATED PERSON**

A Designated Person must be appointed to provide independent assurance about the operation of an organisation's MSMS. The Designated Person must have direct access to the Duty Holder.

Marine and Risk Consultants Limited (Marico Marine) have been appointed to provide independent PMSC Designated Person services to PDT for a period of three years commencing on 1st January 2022. The named Designated Person nominated by Marico Marine is William Heaps. Contact details are available on the PD Ports website. ([Designated-Person.pdf \(pdports.co.uk\)](#))

It was agreed that the provision of DP services should be underpinned by a full "baseline audit" of PMSC compliance, this was undertaken in 2021.

The role of the Designated Person does not absolve the Duty Holder and the Board Members from their role and collective responsibility for compliance with the Code.

The Designated Person takes appropriate measures to determine whether the individual elements of the MSMS meet the specific requirements of the Code. This is partly discharged via the quarterly Port Marine Safety Code Designated Person Committee Meeting, which is chaired by the Designated Person, and by regular site visits

4. **LEGISLATION, DUTIES AND POWERS**

PDT has published a Marine Safety Plan ("MSP") dated January 2021. The 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 and port users, 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 fails to do in this regard. PD Teesport 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 and statutory power to conserve and facilitate the safe use of the port, its environment and the community. PD Teesport 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 standards of operation to which it adheres.

As part of ongoing compliance, the following policy statements are published on the PD Ports' website within the Port Marine Safety Code section. ([Port Marine Safety Code - PD Ports](#))

- Safety of Navigation
- Enforcement
- Health and Safety
- Group Environmental & Energy Policy Statement

The above policy statements are to be reviewed within a 3 year period.

5. **RISK ASSESSMENT**

The 2018 Navigational Risk Assessment ("NRA") was prepared by Marine and Risk Consultants (Marico Marine) for PDT.

The NRA complies with the Code and its associated Guide to Good Practice on Marine Operations and was conducted in accordance with the International Maritime Organisation's Formal Safety Assessment methodology for risk assessment. It comprises of the following four stages;

- Stage 1: Data Gathering and Vessel Traffic Analysis
- Stage 2: Hazard identification
- Stage 3: Risk Assessment
- Stage 4: Risk Controls

One of the aims of the NRA was to enhance safety within the Ports of Tees and Hartlepool by ensuring that all marine navigation hazards are identified, control measures are in place and the risks are at acceptable levels.

The Port's Ranked Risk Register held a total of 146 navigational related hazards in PDT's statutory area and approaches. Those hazards have been grouped into three Risk Registers, with 50 identified hazards in the River Tees, 33 in the Hartlepool area and 63 in the Offshore area. Hazman II (risk assessment software) Risk Registers have been configured for each of these areas to provide a complete and "fit for purpose" baseline risk register of navigational hazards for PDT.

The NRA process is continuous to ensure that new navigational hazards and changes to existing hazards are properly identified and addressed.

Risk Assessments are reviewed on a planned periodic basis, post-incident/accident, post-review of a relevant marine accident, or a health check trend report, as detailed in the Code.

The prescribed periodic review period within Hazman II ranges between 6 months to 2 years depending on hazard ranking.

As a result of observations from both the internal and external PMSC audit, PDT conducted a full NRA review to ensure that the range of NRA assessments, and underlying methodology remains fit for purpose and that the 2018 assessment remained relevant in 2022.

The 2022 NRA review consisted of 8 stages;

- Stage 1: Review the 2018 NRA and Subsequent Audits
- Stage 2: Kick Off Meeting and Port Update
- Stage 3: Port Stakeholder Meeting; Reviewing Changes since 2018
- Stage 4: Port Incident Review
- Stage 5: NRA Structure Review
- Stage 6: Complete Hazman II Register Review
- Stage 7: Hazman II Area Recalibration
- Stage 8: Conclusions and Recommendations

At the 2022 NRA review the following actions were taken:

- Every one of the 146 Hazards were reviewed and updated by the audit team.
- The risk area for the ' River Tees' and for 'Hartlepool were amalgamated into one.
- The frequency definitions used by Hazman II were aligned with those used by the PD Ports Corporate Risk Register.
- 'All Vessels' was introduced as a Hazman II category allowing the grouping of suitable common risks together.
- Fishing vessels were scored in the Hartlepool and River Tees Area.
- Individual vessel risks were appropriate were amalgamated into an 'All Vessel' assessment for each category, simplifying the register.
- 'Fire and Explosion' was introduced as an ' All Vessel' risk for both geographical areas.

As a result, the number of geographical areas in the live register was reduced from 3 to 2 and the number of risks was reduced from 146 to 86 overall; 39 in the offshore register and 47 in the Tees and Hartlepool register.

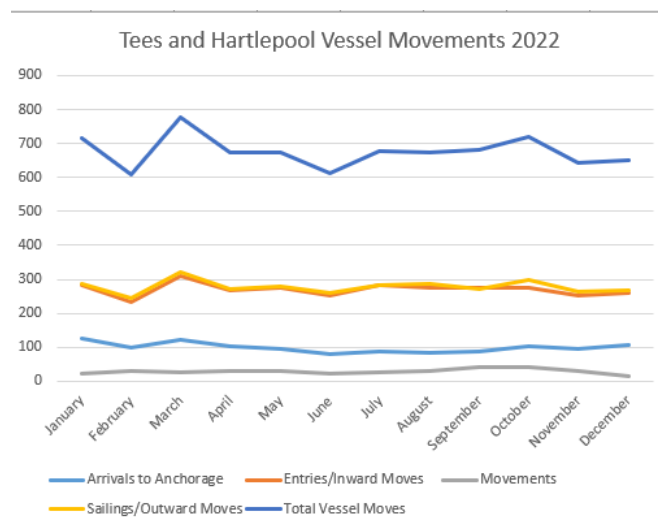
Details of the Risk Review Log/Amendments are recorded within the Hazman II software for auditing purposes.

6. MARINE MANAGEMENT SYSTEM

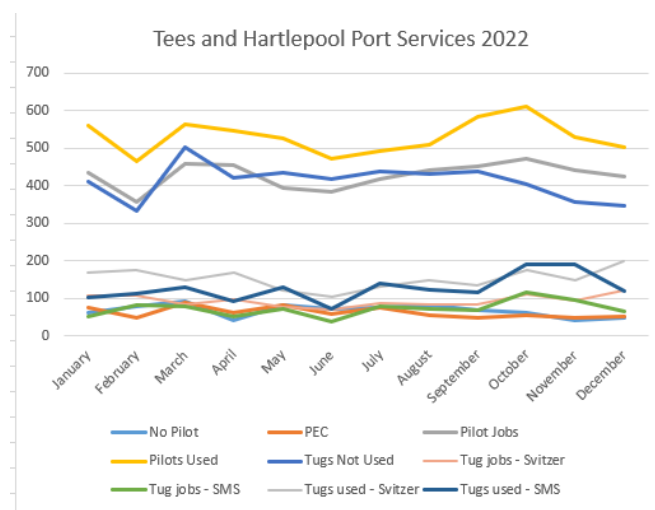
6.1 Vessel Activity

During 2022 there were a total of 8113 vessel moves within the Ports of Tees and Hartlepool, details of which are shown below:

Vessel Movements	2022												2022 Total
	January	February	March	April	May	June	July	August	September	October	November	December	
Arrivals to Anchorage	125	99	120	101	95	78	87	82	89	102	96	108	1182
Entries/Inward Moves	282	234	310	269	274	253	283	275	276	277	254	261	3248
Movements	23	31	26	31	28	23	26	30	43	42	29	14	346
Sailings/Outward Moves	285	245	322	273	278	260	283	286	272	300	265	268	3337
Total Vessel Moves	715	609	778	674	675	614	679	673	680	721	644	651	8113

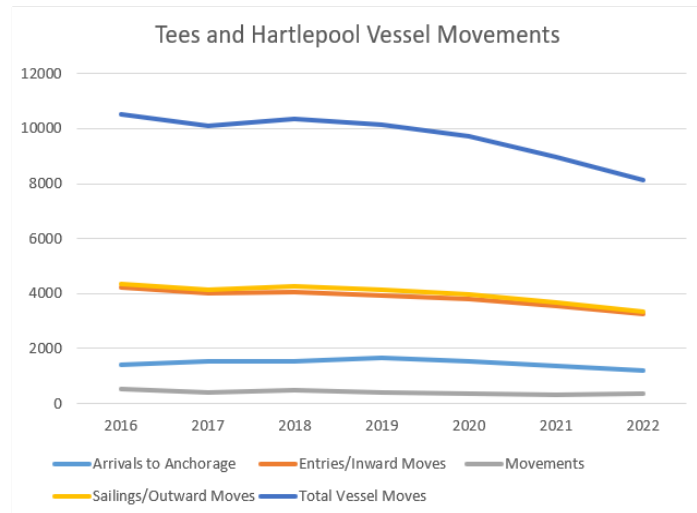


Port Services	2022												2022 Total
	January	February	March	April	May	June	July	August	September	October	November	December	
No Pilot	63	78	92	42	83	72	77	82	68	62	41	47	807
PEC	74	47	89	63	81	58	75	55	48	54	48	52	744
Pilot Jobs	434	356	459	456	393	386	418	442	451	472	441	424	5132
Pilots Used	560	466	563	548	528	474	493	509	584	611	531	504	6371
Tugs Not Used	413	334	502	420	434	417	438	433	438	405	356	347	4937
Tug jobs - Svitzer	108	109	83	97	78	70	87	85	83	111	93	121	1125
Tug jobs - SMS	51	81	80	53	72	39	78	71	69	115	97	64	870
Tugs used - Svitzer	168	175	148	170	120	104	133	150	135	176	150	201	1830
Tugs used - SMS	104	114	129	91	129	71	141	124	117	192	190	121	1523

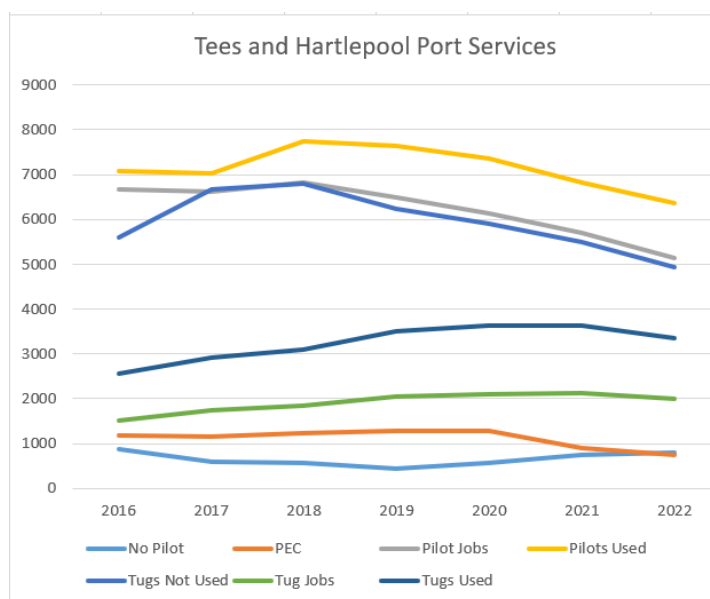


Comparison of the 2022 performance versus the previous years

Vessel Movements	2016	2017	2018	2019	2020	2021	2022
Arrivals to Anchorage	1431	1524	1528	1642	1546	1384	1182
Entries/Inward Moves	4242	3993	4070	3945	3817	3565	3248
Movements	511	415	490	401	374	306	346
Sailings/Outward Moves	4352	4160	4248	4142	3991	3697	3337
Total Vessel Moves	10536	10092	10336	10130	9728	8952	8113



Port Services	2016	2017	2018	2019	2020	2021	2022
No Pilot	870	603	562	431	558	760	807
PEC	1172	1166	1242	1295	1281	907	744
Pilot Jobs	6664	6628	6818	6501	6132	5695	5132
Pilots Used	7080	7041	7749	7636	7349	6835	6371
Tugs Not Used	5598	6666	6796	6236	5908	5503	4937
Tug Jobs	1526	1732	1839	2053	2093	2134	1995
Tugs Used	2558	2928	3108	3500	3635	3637	3353



6.2 Incident Reports

The duties of an SHA include an obligation to conserve and facilitate the safe use of the harbour and a duty of care against loss caused by the SHA's negligence. Such losses may be caused by accidents within an SHA's area of jurisdiction.

The PMSC relies upon the principle that duties and powers in relation to marine operations in ports should be discharged in accordance with a MSMS. That system should be informed by and based upon a formal risk assessment. The aim is to establish a system covering all marine operations in ports, which ensures that risks are both tolerable and as low as reasonably practicable.

It is recognised, however, that no matter how informed the risk assessment process and how effective the MSMS regime is, accidents and incidents do occur. The MSMS does address the potential for incidents to occur and provides instructions and guidance on any investigations.

An incident within the Ports of Tees and Hartlepool is categorised using the Trigger Table shown below:

		CONSEQUENCES					
		1	2	3	4	5	6
SEVERITY		Damage to Port infrastructure	Injury to Person or Persons	Damage to the Environment – Release of Hazardous Substance to Water Column or Air	Disruption to Business Continuity	Accident to Ship (PMSC) One or more of the IMO categories which will result in the following	Effect of Negative Publicity on the Company
0	Potential for Incident	Threat of damage.	Threat of injury.	Threat of damage to the environment.	Threat of disruption to the port or vessels.	Threat of damage to vessel or marine structure.	No publicity.
1	Insignificant Incident	Cosmetic damage.	Person receives First Aid.	Small area of sheen <10msq. Small gas release. No clean up required. No action by workforce.	Incident closes port for up to 1 hour. Vessel(s) delayed for a period of up to 6 hrs.	Cosmetic damage. Vessel drags anchor but is under control. Vessel sustains major system failure (engines, etc).	Incident results in small item on 'Local News'.
2	Minor Incident	Loss of timbers from fendering. Bent ladders. Coping stones cracked.	Person visits doctor for treatment (not in ambulance).	Area of metallic appearance <50msq. Pollution team called out - no action. Terminal workforce in containment area onsite.	Incident closes port for up to 3 hours. Vessel(s) delayed for a period up to 18 hrs.	Bent rails. Vessel anchors against advice. Denting to hull.	Regional news with press statement required.
3	Moderate Incident	Bollards <u>broken</u> , berth used with care. Tow lines part. Significant damage to fendering system/ berth.	Fracture of fingers or toes. Immersion in water. Person taken to A&E but not kept in or injury other than major which results in 3 consecutive days' incapacity.	Discontinuous true colour >50msq. Pollution team called out; up to 1 day clean up. Terminal workforce in containment area offsite.	Incident closes port for up to 6 hours. Vessel(s) delayed for a period up to 36 hrs.	Vessel in collision, <u>grounding</u> or floods. Actual damage to hull, cargo gear or accommodation. Vessel fails to respond to instruction to weigh anchor. Mooring lines part.	National news. Journalists attend. Interviews required.
4	Serious Incident	Fender system compromised, requires repair before use. Pipeline damage.	Major injury (MAIB); limb fracture; loss of limb; loss of sight; penetrating eye injury; 24 hrs hospitalisation. Person suffers hypothermia.	Serious pollution (IMO). Pollution team called out, up to 3 <u>days</u> clean up. Local evacuation.	Incident closes port for up to 24 hrs.	Structural damage rendering the ship unseaworthy (IMO). Breakdown necessitating towage. Vessel drags over pipeline. Master/Pilot/Seaman under the influence. Master takes the Con from Pilot	National and International journalists attend. Media management required. A <u>24 hr</u> response may be needed.
5	Very serious Incident	Berth closed for rebuild. Pipeline breach.	Loss of life (IMO).	Severe pollution (IMO). Pollution team called out. Up to 7 <u>days</u> clean up. Large scale evacuation.	Incident closes port for more than 24 hrs.	Total loss of vessel (IMO).	World agencies require 24 hr information for prolonged period.

2022 Incident Statistics with comparison for the last five years, based on the above Trigger Table are shown below:

Severity					
	2018	2019	2020	2021	2022
1	27	17	20	27	16
2	10	10	7	11	5
3	6	8	4	5	8
4	-	3	1	-	1
5	-	2	2	1	1

The above statistics include all incidents reported to PDT in its capacity as SHA, including those not related to safety of navigation. All incidents are reviewed in accordance with the Safety Management System. None of the above reported incidents resulted from or resulted in a non-compliance of the PMSC

7. **AUDIT AND REVIEW**

7.1 During the period 1 January 2022 to 31 December 2022, the following Audits/Reviews have been conducted:

	Date	Status
Byelaw Review	September 2020	Progressing. Expected completion 2023
Policy Statement Group Environment & Energy	February 2022	Complete
Publish Annual Port Marine Safety Code Performance Review	February 2022	Complete
PMSC Internal Audit	February 2022	Complete
DP Briefing to Duty Holder	April 2022	Complete
PMSC External Audit	June 2022	Complete
VTS Manual Review	June 2022	Complete
HSE Explosive License Review	June 2022	Complete
Accredited Spill Response Organisation	July 2022	Complete
Marine Emergency Plan Annual Review	July 2022	Complete
NAABSA Berth Documentation Review	July 2022	Complete
River Tees Port Passage Plan Review	September 2022	Complete
Trinity House Inspection	November 2022	Complete
NRA 5 Year Review	November 2022	Complete
Internal Environmental and Energy Compliance Evaluation	November 2022	Complete.
MSMS Manual Annual Review	December 2022	Complete
Management Standards Review	Ongoing	Ongoing
Navigation Risk Assessment Hazard Reviews	Ongoing	Ongoing

7.2 Port Marine Safety Code - External Audit

In July 2022 PDT appointed ABPmer to undertake an external audit covering all aspects of compliance with the Code and the accompanying Guide to Good Practice on Port Marine Operations. The audit seeks to establish if the Harbour Authority is compliant with the requirements of the Code through evidence sampling and onsite observations. The scope of the audit includes a review of the Harbour Authority's performance against the standard laid out within the latest edition of the Code. Any aspects that do not comply with, or fully address, the requirements of the Code will be identified, and recommendations for improvement will be made.

The audit was commissioned to provide re-assurance to the Harbour Master, Designated Person and Duty Holder that the Port remains compliant with all aspects of the Code.

The Audit report uses the following outcome;

- **Non-Compliance:** a non-compliance with the requirements of the code which are a breach of legal obligations or may comprise marine safety; environmental safety or present a significant reputational risk.
- **Observations;** refers to an improvement opportunity such as an update to information, procedural change, or a non-conformity with local operating instructions. Whilst observations are defined as improvement opportunities addressing them may improve the overall system standard.
- **Satisfactory;** a system component that meets or exceeds the requirements of the code.

Conclusion

Notwithstanding the Recommendations and observations identified, the Port of Tees and Hartlepool was found to be compliant with the requirements of the Code in all areas reviewed.

91 Satisfactory elements were identified, 7 of with were highlighted as areas of best practice.

39 observations relating to improvement opportunities were identified.

No Non-Conformities were identified.

Observations Identified	Status		
	Complete	Progressing	Pending
39	30	0	9

Notwithstanding the Recommendations and Improvement Opportunities identified, the Port of Tees and Hartlepool was found to be compliant with the requirements of the Code in all areas reviewed.

7.3 **Accredited Spill Response Organisation**

PDT has been re-accredited as a Spill Response Operator to carry out spill response for the following categories designated under the MCA UK National Standard for Marine Oil Spill Response organisation:

- Sheltered/Enclosed Waters
- Coastal and Large Estuary
- Shoreline Clean-up
- Marine Spills

The Accreditation is valid until 14th July 2025.

7.4 **Trinity House – Inspection/Audit**

Empowered by the Merchant Shipping Act 1995, Trinity House has a statutory duty as the General Lighthouse Authority (GLA) for England, Wales, the Channel Islands and Gibraltar.

The General Lighthouse Authorities are responsible for the superintendence and management of all lighthouses, buoys or beacons within their respective areas. They have a duty to inspect all lighthouses, buoys, beacons and other navigational aids belonging to, or under the management of, a local lighthouse authority. (PMSC 4.1 & Section 195 MSA 1995).

Conclusion

Audit Report Comments (Dated 27/09/2021)

All was found to be in good order at the time of the audit. The authority was very well prepared for the audit and as well as providing all the required evidence had anticipated several additional areas for audit for which evidence was available. The policy, management, and maintenance of AtoN combined with record keeping and correspondence with Trinity House was demonstrated of being of the highest order through the evidence provided.

Availability for IALA category 1 AtoN was recorded at 99.86% against a target of 99.8%

Availability for IALA category 2 AtoN was recorded at 99% against a target of 99%

Availability for IALA category 3 AtoN was recorded at 99.63% against a target of 97%

Inspection

The local aids to navigation under the management of PDT at Tees Bay and River Tees were inspected on 15/11/2021 by an Officer of Trinity House and found to be in good and efficient order. One defect was identified with has seen been rectified.

7.5 Port Marine Safety Code - Internal Audit

2020 internal audit outcome:

Non- conformities Identified	Status		
	Complete	Progressing	Pending
0	-	-	-
Observations and Improvement Opportunities Identified	Status		
	Complete	Progressing	Pending
10	10	-	-

2021 internal audit outcome:

Baseline audit of PMSC compliance carried out by Marico Marine between 25th and 27th January 2022 on commencement of providing DP services to PDT.

PDT procedures and documentation were found to be good order. The majority of the available time during the audit was devoted to reviewing procedures in close to real time

As a result of this introductory visit and audit, no non-conformities with the PMSC or related legislation were identified.

Non- conformities Identified	Status		
	Complete	Progressing	Pending
0	-	-	-
Recommendation Identified	Status		
	Complete	Progressing	Pending
2	2	-	-

2022 internal audit outcome:

As agreed before the commencement of the audit, it was not the intention to review all aspects of PMSC compliance at Tees and Hartlepool.

Rather, it was intended to verify that:

1. Previous recommendations were appropriate and had been formally integrated into the MSMS; and
2. That the comprehensive procedures which audits had confirmed are in place are both known to and understood by relevant operatives, and that they can be shown to be followed during daily marine operations.

Following this visit the Designated Person is confident that both of the above objectives were met, firstly through the detailed review of the audit tracker, and secondly through the operational visits to VTS, and especially to witness vessel mooring operations in real time.

From the documentary evidence reviewed, the witnessing of procedures being undertaken in real time, and the ongoing monitoring of reports and attendance at meetings, it is the assessment of the Designated Person (Auditor) that PD Ports Tees and Hartlepool remains compliant with the requirements of the UK Port Marine Safety Code.

Non- conformities Identified
0
Recommendation Identified
0

7.6 **Management Standards**

In accordance with PDT MSMS, all Standards must be reviewed at regular intervals, but not exceeding two years.

2022 Review performance:

Number of Management Standards	Number of management standards reviewed within a 2 Year Period	Number of management standard exceeding the 2 Year Review Period
113	113	0

8. **COMPETENCE**

PDT assess the fitness and competence of all persons appointed to those positions responsible for safe navigation.

PDT must ensure their staff meet the nationally agreed standards of competence or, alternatively, be able to show that their local competency standards are fully equivalent.

Achieving marine port safety is a team operation and people in these roles must be competent and adequately trained.

9. **MARINE SAFETY PLAN ("MSP")**

PDT publishes a Marine Safety Plan, as required by the Code.

The MSP and policy statements have been reviewed and accepted for the current time period of 2021-2024, which sets out ongoing standard and period performance targets.

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 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.
- Dedicated risk assessments of new and existing marine operations and services as required.
- 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 as Reasonably Practicable) level.
- Port Liaison Committee Meeting.
- Conservancy Liaison Meeting.
- PMSC Designated Person Committee Meeting.
- Marine Services/Safety Forum.
- North East Ports' Marine Group.
- The investigation of all reported marine incidents.
- Regular internal and external audits and reviews of the SMS, its functions and procedures.
- The maintenance and exercising of PDT's Emergency Plans and procedures, including oil spill management.

Standing Objectives

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

Period Targets: 2021 – 2024

	Service Provision/Activity Target	Target	Status
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.	Complete – pre-2022 External Audit
2	HSE Explosive license	License variation to be submitted for approval to the HSE due to recently added Port infrastructure.	Completed 2022
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.	Project Complete
4	The Tees and Hartlepool Byelaws	Complete the review of the Tees and Hartlepool Byelaws.	In Progress – Expected 2023
5	Port Marine Emergency Access / Ingress	Confirm the requirement for alternative Port Marine Emergency Access measures in consultation with Port Stakeholders.	In Progress – Expected 2022
6	TEES VTS Replacement Programme	Deliver programme in accordance with associated project plan. To ensure TEES VTS maintains an efficiency and effective service level.	1 st Phase Complete 2022 2 nd Phase Due for delivery Feb 2023 3 rd Phase 2023/2024
7	Pilotage Directions	Complete a review of the current parameters and criteria of the current Pilotage Directions.	Complete 2021
8	Harbour Office and VTS Staff Training – Continual Professional Development	Enhance CPD to include personal insights and profile training.	Complete 2021

9. AIDS TO NAVIGATION

PDT acts as the Local Lighthouse Authority and has the power to carry out and maintain the marking or lighting of any part of the harbour within the Authority's area.

All aids to navigation maintained must comply with the "International Association of Lighthouse Authorities Guidelines and Recommendations".

As noted in section 7.4, the local aids to navigation under the management of PDT were inspected on 15/11/2020 by an Officer of Trinity House and found to be in good and efficient order.

In 2022 the availability of the Local aids to Navigation were as follows:

IALA Category	No Of Aids	Total Hours	No Of Failures	OOS Hours	MTTR	MTBF	Availability	Target Availability
P1916 : Tees Bay and River Tees								
1	5	43,680	2	193.11	96:35	21743:25	99.56 %	99.80 %
2	1	8,736	0	0:00	0:00	0:00	100.00 %	99.00 %
3	194	1,662,576	19	4529:20	238:23	87265:37	99.73 %	97.00 %
Not Specified	0	0	0	0:00	0:00	0:00	0.00 %	0.00 %
Total	200							
P1917 : Tees and Middlesbrough								
1	0	0	0	0:00	0:00	0:00	0.00 %	99.80 %
2	1	8,736	0	0:00	0:00	0:00	100.00 %	99.00 %
3	77	665,328	6	673:49	112:18	110775:42	99.90 %	97.00 %
Not Specified	0	0	0	0:00	0:00	0:00	0.00 %	0.00 %
Total	78							
Overall Report Total								
IALA Category	No Of Aids	Total Hours	No Of Failures	OOS Hours	MTTR	MTBF	Availability	Target Availability
1	5	43,680	2	193.11	96:35	21743:25	99.56 %	99.80 %
2	2	17,472	0	0:00	0:00	0:00	100.00 %	99.00 %
3	271	2,327,904	25	5203:09	208:08	92908:02	99.78 %	97.00 %
Not Specified	0	0	0	0:00	0:00	0:00	0.00 %	0.00 %
Total	278							

Three-year availability of Local aids to Navigation were as follows:

IALA Category	No Of Aids	Total Hours	No Of Failures	OOS Hours	MTTR	MTBF	Availability	Target Availability
P1916 : Tees Bay and River Tees								
1	5	131,400	2	193.11	96:35	65603:25	99.85 %	99.80 %
2	1	26,280	0	0:00	0:00	0:00	100.00 %	99.00 %
3	194	4,978,392	86	13353:10	155:16	57733:01	99.74 %	97.00 %
Not Specified	0	0	0	0:00	0:00	0:00	0.00 %	0.00 %
Total	200							
P1917 : Tees and Middlesbrough								
1	0	0	0	0:00	0:00	0:00	0.00 %	99.80 %
2	1	26,280	0	0:00	0:00	0:00	100.00 %	99.00 %
3	77	1,998,672	30	7041:31	234:43	66387:41	99.65 %	97.00 %
Not Specified	0	0	0	0:00	0:00	0:00	0.00 %	0.00 %
Total	78							
Overall Report Total								
IALA Category	No Of Aids	Total Hours	No Of Failures	OOS Hours	MTTR	MTBF	Availability	Target Availability
1	5	131,400	2	193.11	96:35	65603:25	99.85 %	99.80 %
2	2	52,560	0	0:00	0:00	0:00	100.00 %	99.00 %
3	271	6,977,064	116	20394:40	175:49	59971:17	99.71 %	97.00 %
Not Specified	0	0	0	0:00	0:00	0:00	0.00 %	0.00 %
Total	278							