

Introduction

Larne Harbour Limited is the Statutory Harbour Authority for the Port of Larne, SI 221/1998 Larne Harbour Order (Northern Ireland) 1998, and the Competent Harbour Authority for the waters of the Larne, as per SI 3037/2002 The Port of Larne (Pilotage Functions) Order 2002.

As part of its compliance with the requirements of the Port Marine Safety Code (PMSC), the Port of Larne (PoL) publishes the following Marine Safety Plan for marine operations in the Port of Larne for the period 2017 – 2019

A more comprehensive overview (at a strategic level) of the structure, management and maintenance of the port's Navigational Safety Management System (SMS) and the PoL's compliance with the PMSC in support of this Plan, is contained in the navigational SMS Manual.

SMS Marine Policies

The PoL has published several Key Marine Policies in support of the management and regulation of marine operations in Larne Harbour Limited's statutory harbour area, and the maintenance of the port's Navigational SMS. These strategic policies are embedded in the SMS and are approved by the PoL Board, as Duty Holder under the PMSC.

On 1 January 2019 the following persons are entrusted as:

Duty Holders: D. Stretch, R Armson, K Howarth, L. McGolphin

Harbour Master and Designated Person: A. Van Damme

1. Marine Procedures

The SMS Policies are expanded in detail into individual operational procedures, processes and guidance manuals and are developed and maintained by the Harbour Master. These operational procedures cover the following provisions:

- Vessel Traffic Services;
- Pilotage;
- Conservancy;
- Marine Services.

In line with current policy, all the key marine policies within the SMS and operational procedures are reviewed in a 3-year cycles.

2. The Management of Marine Operations

This Marine Safety Plan commits the PoL to undertaking the management and regulation of marine operations, within the scope of its powers and authority, in a way that safeguards the port, users of the port, including members of the public, and the environment.

The PoL will undertake its role and responsibilities to ensure that, whenever possible, it provides efficient and effective services and the regulation of shipping and other vessels in support of all

activities in the harbour; commercial vessel movements and to facilitate the safe and prompt transit of vessels through the port.

In ensuring the continued provision of services, especially during times of disruption, the PoL will always keep the safety of its personnel, harbour users and vessels as a priority. At times this may mean that services and therefore vessel movements or activities are subject to delay. However, the safety of life and of navigation remains a priority for the PoL.

3. Established Management Activities

A number of key functions underpin the operation and maintenance of the port's navigational SMS. In addition to the core services provided by the PoL marine department, the following processes ensure the maintenance of an effective regime and support compliance with the requirements of the PMSC:

- Regular internal navigational team meetings with VTS Marine Officers and Licensed Pilots;
- Dedicated risk assessments of existing marine operations and services - updated 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;
- The investigation of all reported navigational incidents and the maintenance of a comprehensive incident management system;
- The provision of a Navigational Working Group involving, as necessary, relevant practitioners, operators, harbour users and interested parties to, for example, review navigational incidents, undertake ad-hoc risk assessments and to develop or review relevant marine guidance and procedures;
- Regular external audits and reviews of the navigational SMS, its functions and procedures;
- Comprehensive training and development for the marine department's staff; and
- The maintenance and exercising of PoL marine emergency response procedures, including oil spill management.

Legislation:

<http://www.legislation.gov.uk/nisr/1998/221/made/data.xht?view=snippet&wrap=true>

http://www.legislation.gov.uk/uksi/2002/3037/pdfs/uksi_20023037_en.pdf

LARNE PORT MARINE SAFETY MANAGEMENT SYSTEM COMPLIANCE 2017-2019

	Objective	Performance Target	By When	Completion Measures	Status
1	Navigational Incidents and Investigations To determine the cause of the accident or incident with a view to preventing a recurrence.	No major incidents, serious injuries or serious pollution because of a failure of the port's Marine Safety Management System and/or of associated safety service provision.	2017	Port is operated in a safe manner.	
			2018	Port is operated in a safe manner.	
			2019		
		All incidents investigated in accordance with defined procedures and closed out within agreed timeframe	2017	All incidents investigated in a timely manner and closed out, within 6 weeks	
			2018	All incidents investigated in a timely manner and closed out, within 6 weeks	
			2019		
		Incidents progressively reducing in severity and number (a "safety culture" is developed).	2017	Safety culture is developing. Increase in reports	
			2018	Safety culture is developing. Increase in reports	
			2019		
		2	Vessel Traffic Service Operational capability and delivery	Provide an effective Traffic Organisational Service	2017
2018	VTS manual reviewed				
2019					
2017	Seek to ensure that the Larne VTS system operates at 99.9%			LPC manned 24/7. New equipment installed	

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		availability through a procurement and installation and maintenance strategy for VTS equipment, which will add to the reliability of individual elements of the VTS system.	2018	LPC manned 24/7	
			2019		
		VTS Operators recruited and trained to industry standards	2017	All VTS operators have V103-1	
			2018	All VTS operators attended refresher course	
			2019		
3 Pilotage	Provision of a Pilotage service including the authorisation of Pilotage Exemptions	No major incident resulting from pilot or PEC holder error.	2017	No major incidents	
			2018	No major incidents	
			2019		
		Authorised Pilots and PEC Holders to be trained as per the pilotage manual and best industry practice	2017	All PEC holders and pilots met standards	
			2018	All PEC holders and pilots met standards	
			2019		
4 Conservancy	Larne Port has a duty to conserve the harbour so that it is fit for use as a port	Hydrographic surveys: Ensure that the Port and approaches have an adequate schedule of hydrographic surveys and that these are undertaken in line with the defined schedule and that the results are published within the target timescales.	2017	3 Surveys carried out + 15 days of plough dredging	
			2018	3 Surveys carried out + 21 days of plough dredging	
			2019		
		Wreck & Obstruction Investigation - Investigate all reported wreck and obstruction on immediate mobilisation.	2017	No wrecks or obstructions	
			2018	No wrecks or obstructions	
			2019		

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		Issue navigation warnings arrange marking and removal at earliest opportunity, time dependent on severity / risk to navigation.			
		Navigational Lights – In conjunction with Commissioners of Irish Lights to provide and maintain adequate navigational aids consistent with port user requirements to facilitate safe navigation within the port and its approaches.	2017	All lights met their 3 year availability	
	2018		All lights met their 3 year availability		
	2019				
		Warnings – To promulgate warnings to port users of changes to navigational aids, depths or other dangers to navigation within 24hrs of learning of the malfunction or danger.	2017	LNtM distributed in timely fashion	
	2018		LNtM distributed in timely fashion		
	2019				
5	Marine Services Towage, Mooring and Work/pilot boat services	Ensure operators are compliant with National and local legislation and guidance for equipment and personnel	2017	Service providers monitored and audited	
			2018	Service providers monitored and audited	
			2019		
		Fully compliant with industry best practice and Larne harbour policies and procedures.	2017	Service providers monitored and audited. One Incident regarding moorings	
			2018	Service providers monitored and audited. One Incident regarding moorings	
			2019		
6	Liaison and consultation with harbour users	Meeting with harbour users every 6 months. Discussing all waterborne activities and .	2017	Only 1 meeting held, due to retiming of meetings to be at the start and middle of the year.	
			2018	2 meeting held. Stakeholder engagement regarding navigation lights	

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		promoting safety and understanding	2019		
7	Contingency and Emergency planning	Review of emergency plans	2017	All emergency plans in date	
			2018	Emergency plans reviewed	
			2019		
		Undertake table top and real time exercises	2017	All exercises done	
			2018	All exercises done	
			2019		
8	Audit and Review A systematic audit and review to be carried out to ensure that the SMS is being operated effectively.	Internal review carried annually	2017	Internal review done	
			2018	Internal review done	
			2019		
		3 Yearly review in place	2017	Next external 2019	
			2018	Next external 2019	
			2019		
		MSMS reflects changes and keeps track of best industry practice and changes in legislation	2017	Manuals updated as required to follow new PSMC and GTGP 2017	
			2018	Manuals reviewed as per schedule	
			2019		