

CAIRNRYAN PORT	MARINE SAFETY MANAGEMENT SYSTEM	Issue 4
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Appendix 1

Marine Safety Plan 2019 – 2022

Introduction

As part of its compliance with the requirements of the Port Marine Safety Code (PMSC), the Port of Cairnryan (POCL) publishes the following Marine Safety Plan for marine operations in the Port of Cairnryan for the period 2019 – 2022.

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 POCL's compliance with the PMSC in support of this Plan, is contained in the navigational SMS Manual.

SMS Marine policies

The POCL has published a number of Key Marine Policies in support of the management and regulation of marine operations in Cairnryan 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 POCL Board, as Duty Holder under the PMSC.

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 Policies, all the key marine Policies within the SMS and operational procedures are reviewed in three-year cycles.

2. The Management of Marine Operations

This Marine Safety Plan commits the POCL 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 POCL 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; in particular 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 POCL 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 POCL.

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 POCL 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 LPS Marine Officers;
- 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 POCL marine emergency response procedures, including oil spill management.

Appendix 2: 5. Ongoing management targets for the period of the Plan 2019-2022

Service Provision	Activity Target	Service Provision	Activity Target
<p>1 Navigational Incidents and Investigations</p> <p>To determine the cause of the accident or incident with a view to preventing a recurrence.</p>	<p>No major incidents, serious injuries or serious Pollution as a result of a failure of the port's navigational Safety Management System and/or of associated POCL safety service provision.</p> <p>All incidents investigated in accordance with defined procedures and closed out within agreed timeframe.</p> <p>Incidents progressively reducing in severity and number (a "safety culture" is developed).</p>	<p>4 Conservancy</p> <p>POCL has a duty to conserve the harbour so that it is fit for use as a port.</p>	<p><i>Hydrographic surveys:</i> 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.</p> <p><i>Wreck & Obstruction Investigation</i> - Investigate all reported wreck and obstruction on immediate mobilisation. Issue navigation warnings arrange marking and removal at earliest opportunity, time dependent on severity / risk to navigation.</p> <p><i>Navigational Lights</i> – 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.</p> <p><i>Warnings</i> – 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.</p>
<p>2 Local Port Service</p> <p>Operational capability and delivery</p>	<p>Provide an effective Local Port Service (LPS) throughout the port; and control navigation within the Cairnryan Harbour SHA to ensure its safety and integrity.</p> <p>Seek to ensure that the POCL LPS system operates at 99.9% availability through a procurement and installation and maintenance strategy for LPS equipment, which will add to the reliability of individual elements of the LPS system.</p> <p>LPS Operators recruited and trained to industry standards.</p> <p>Zero incidents and decreasing/ negligible near misses and dangerous occurrences.</p>	<p>5 Marine Services</p> <p>POCL to ensure that workboats used in the harbour are 'fit for purpose'</p>	<p><i>Towage Services</i> - develop in consultation with tug operators, tug inspection and audit procedures including certification of personnel. Undertake the licensing inspections on schedule, without delays or without unnecessary disruption to commercial operations.</p>

3 Pilotage

There is currently no pilotage for the Port of Cairnryan. There is the provision of a berthing master, if required.

Ensure a berthing master is available when required. Ferry masters' performance monitored.

Mooring gangs to meet industry's competence standards

Mooring Gangs - Full compliance with best industry standards and POCL Policies and procedures. No vessel delays awaiting mooring gangs.

Service Provision

Activity Target

Service Provision

Activity Target

6 Liaison and consultation with Harbour Users

Appropriate and open consultation undertaken with all Harbour Users.

Support for, approval and facilitation of local recreational events.

Meetings arranged with other users of Loch Ryan. Attendance of the annual Loch Ryan Safety Navigation forum

Associated risks to be at ALARP prior to approval.

8 Audit and Review

A systematic audit and review to be carried out to ensure that the SMS is being operated effectively.

An internal audit to be carried out annually and a statement about the performance standard of POCL to be included in the Annual Report.

An external audit to take place every 3 years.

Progressive reduction in non-compliance and non-conformities.

SMS to reflect lessons learnt from other ports and incorporate the recommendations and conclusions of any port related MAIB investigation as appropriate.

7 Contingency and Emergency Planning

To identify foreseeable emergencies by systematic review and analysis. To establish procedures to deal with the co-ordination, command and control of major incidents and emergencies in the port.

Desk top and real time exercises carried out to schedule.

Consensus of acceptable procedures/ performance/ standards at debrief meeting.