

Port Marine Safety
Code

LARNEPORT

A DP WORLD Company

Marine Safety Plan

2026 – 2029

Introduction

Larne Harbour Limited (LHL), as the Statutory Harbour Authority (SHA) for the Port of Larne, has responsibility to ensure a safe environment for the general public and users of the port and other facilities under their jurisdiction at which ships can obtain shelter or ship and unship goods or passengers.

LHL is committed to complying with the Port Marine Safety Code (PMSC) which lays down minimum standards of safety applicable to all harbours and similar establishments.

As part of its compliance with the requirements of the PMSC, the LHL publishes the following **Marine Safety Plan (MSP)** for the conduct of marine operations in the Port for the period 2024-2026.

Marine Policies

LHL has published several Key Marine Policies in support of the management and regulation of marine operations in the statutory harbour area. These strategic policies are referenced within the Port's Marine Safety Management System (MSMS) and are approved by the LHL Board, which is the 'Duty Holder' as defined within the PMSC.

The company's Marine Navigational Safety Policy is a principal component of the port's MSMS. It describes both the safety management arrangements for maritime operations that are the responsibility of the SHA, as well as its commitment to discharge their statutory and general responsibilities for the safety of navigation within the Port.

This MSP has been developed to describe how the SHA intends to fulfil those responsibilities listed in the MSN Policy, as well as identifying the associated Key Performance Objectives.

1. Marine Procedures

The MSMS also refers to or explains in more detail a comprehensive list of operational procedures, processes and manuals that have been developed by and maintained by the Harbour Master to manage marine safety within port limits. These include:

- Traffic management;
- Operational Procedures;
- Pilotage;
- Conservancy;
- Marine Services.

Notwithstanding a requirement to review any components of the MSMS, whether manuals, plans or operational procedures following an incident or accident, an MAIB report, a Code self-compliance statement, a change in procedures or any other amendment, there exists a firm intention to review all components of the MSMS, insofar as reasonably practicable, in 2 year cycles.

2. The Management of Marine Operations

This Marine Safety Plan commits LHL 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.

LHL will undertake its role and responsibilities to ensure that, whenever possible, it provides efficient and effective services and the regulation of marine traffic to facilitate the safe and prompt use of the port and to safely manage all activities in the harbour.

In ensuring the continued provision of services, especially during times of disruption, LHL 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 protection of the environment remains paramount.

LHL has powers to issue General and Special Directions for the purposes of promoting or securing conditions conducive to the ease, convenience or safety of navigation in the port and to regulate and manage marine safety within its port limits.

3. Established Management Activities

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

- Regular meetings and/or communication with 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;
- Regular Marine Stakeholders Safety Meetings 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 internal and external audits and reviews of the MSMS, to assess levels of compliance, highlight areas for improvement, enhance credibility through independent verification, and deliver wider benefits through better planning and budgeting;
- Comprehensive training and development for the marine department's staff; and

- The maintenance and exercising of the Port’s marine emergency response procedures, including oil spill management.

4. Performance Objectives

As a statutory harbour authority, LHL seeks to continuously improve the Duty Holder’s compliance with the requirements of the PMSC, and reduce all foreseeable risks associated with harbour operations to the lowest level practicable (ALARP).

The detailed plans for PMSC compliance are contained within the MSMS.

The MSP Objectives listed in the attached Compliance Matrix hereafter outline the process used to monitor ongoing compliance and prompt continuous improvement towards best practice in marine operations. The improvement plan will be cyclical in nature and follow the sequence below:

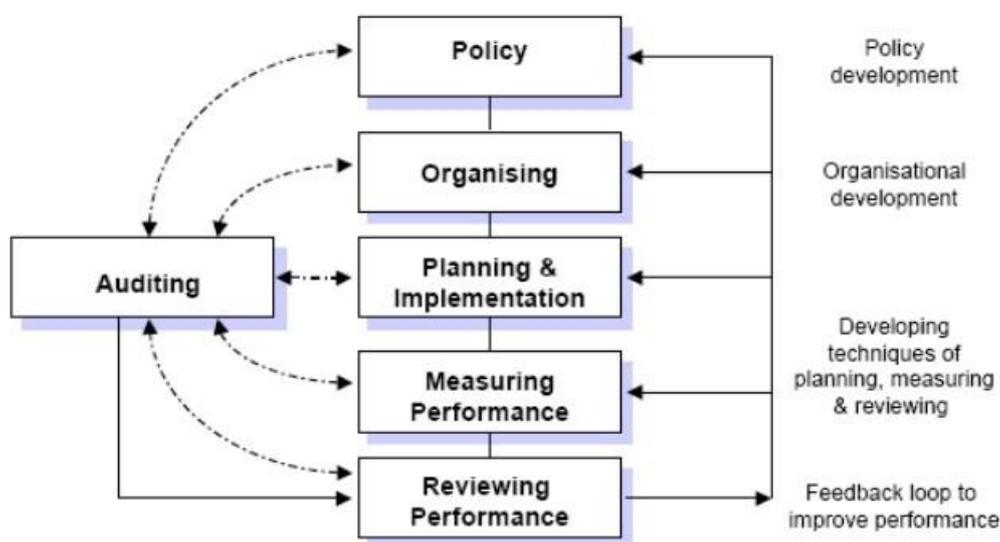


Figure 1 Overview of Safety Management System

MARINE SAFETY PLAN - COMPLIANCE MATRIX				PORT :	LARNE	2025-2028	Unmet, Partially Met or Achieved			
PMSC Provision or Activity	Marine Navigational Safety Policy objective	PMSC GtGP Chapter	MSP Objective	How measured?	2025	2026	2027	2028		
1	Duty Holder	1	Formally identify and designate the Duty holder, whose members are individually and collectively accountable for compliance with the PMSC to ensure safe marine operations within the port's limits	Duty Holders to have received training on their role and responsibility under the Code in the last three years	100% of Duty Holders trained					
			Duty Holders to have undertaken an operational tour of the Harbour in the last three years	100% of Duty Holders to have undertaken tour						
			As duty holder is defined as a harbour board, appoint & maintain a member to the board who has relevant maritime experience	Appoint/Maintained						
2	Designated Person	2	Appoint a 'Designated Person' with direct access to the duty holder to provide independent assurance about the operation of the marine safety management system	Appoint and maintain a Designated Person to provide independent assurance directly to the 'duty holder' that the safety management system is working effectively	Appoint/Maintained					
			Report by the Designated Person to the Duty Holder for every Board Meeting, but at least once per year	Annual						
			HM to provide a monthly report, including updates on PMSC issues, for review by DP and Duty Holder	Monthly Reports						
3	Legislation	3	Review legal duties and powers at least once every three years	Review every 3 yrs						
4	Duties and Powers	4	To issue, maintain, review and enforce General Directions to conserve and promote the safe use of the port	Internal or external audit						
			To take such action that is necessary or desirable for the maintenance, operation, improvement or conservancy of the harbour / facility	Internal or external audit						
5	Risk Assessment	5	To ensure that the Port's Risk Assessment system is kept up to date, with all Risks and Controls reviewed within the prescribed review periods	100% in date						
			To undertake a review of the Port's Navigational Risk Assessment at least every 5 years or if there is a material change of operational risk at the Port	Review every 5 yrs						
6	Marine Safety Management System	6	To annually review at least 50% of the key elements eg. manuals & policies that constitute the port's MSMS, such that all elements are reviewed every 2yrs	Internal audit						
			Ensure the Port's Marine Safety Management System is audited, internally and externally, in accordance with the PMSC, audit reports being promptly shared with the Duty Holder	Internal or external audit						
7	Review and Audit	7	To complete an internal audit and produce a subsequent report for the Duty Holder annually	Internal audit						
			To organise an external audit, with a subsequent report for the Duty Holder every 3 years	External audit						
8	Competence	8	Ensure that all staff, with marine safety responsibilities are trained to undertake their duties and appropriately certified	100% of mandatory training completed (see training matrix)						
9	Plan	9	Publish a safety plan showing how the standards in the PMSC will be met and a report assessing their performance against that plan at least every 3 years	Publish a 3-yearly Marine Safety Plan (this plan) and make it available publicly on web-site and to Duty Holder	Publish and in-date		N/A			
			Publish an annual assessment of the port's performance against the current plan	Publish annual assessment						
10	Aids to Navigation	10.6	As the Local Lighthouse Authority to provide and maintain adequate navigational aids consistent with port user requirements to facilitate safe navigation within the port and in it's approaches	Cat 1 > 99.8% Cat 2 > 99.0% Cat 3 > 97%						
11		10.6	Raise, remove, destroy and mark any sunken vessel or other obstructions that are, or may become a danger to safe navigation within port limits	Audit reports, NtM's and remedial actions						
12	Traffic Management	4.5	Monitor and manage vessel traffic within port limits through the provision of a system which has been determined by formal risk assessment, that may include a VTS or LPS	Provide and maintain at least an LPS service on a consistent basis (>95%), operated by qualified operators	>95% of time					
13			Promulgate navigational, tidal and other relevant information as appropriate to port users	Promulgate weather, tidal and traffic information to all commercial vessels 24/7 and to all recreational & fishing vessels insofar as practicable.	>95% of time					
15	Hydrography	10.2	Conduct and make available Hydrographic Surveys, conducted to International Hydrographic Office standards to ensure safe navigation within port limits and share the soundings with the UKHO.	To undertake at least 1 hydrographic surveys of the Port per annum, sharing results promptly with UKHO and marine users (ferries and pilots etc.)	Port surveys - 2pa					
				To consistently provide accurate tidal information to marine users digitally or by other promulgation	Data promulgation > 95% of time					
16	Dredging	10.2	Undertake maintenance dredging as appropriate	To arrange and undertake maintenance dredging as necessary, to maintain adequate water depths in the Port for marine users	Survey & Dredge Reports					
17	Consultation	4.37	Consult with port users and other relevant stakeholders in respect of navigational safety issues and proposed changes to navigational arrangements	Attendance of Loch Ryan SHA Committee, Loch Ryan Marine Safety Forum and Loch Ryan Ferry Navigation Committee meetings	Meeting minutes					
				To regularly meet with Masters of ferries that use the port to discuss navigational safety and related matters	Weekly meetings					
18	Emergency Preparedness	4.37	Prepare, plan and exercise for emergencies, developing and maintaining appropriate plans, that ensure effective management and co-ordination in respect of the SHA's response to emergency incidents, including oil spills, within its area of jurisdiction	To publish and annually review Marine Emergency Plan	Internal or external audit					
				To ensure that an approved OPRC Plan is maintained in accordance with MCA Guidance	Internal or external audit					
				To exercise Port's emergency plans	Internal or external audit					
19	Marine Services	4.34	Ensure that providers of marine services and any vessels they utilise within the Port are compliant with national and local legislation, as well as industry good practice	To audit mooring practices and ensure compliance with industry good practice (SIP 005)	Mooring audit records and training records					
20	Accident Reporting and Investigation	4.19	Robustly, rigorously and promptly investigate all marine accidents or incidents, reporting as required and taking any appropriate remedial action(s).	To ensure that all marine accidents or incidents are robustly and rigorously investigated by a competent and independent person, in a timely manner	Incident reports					
				To advise the MAIB of any marine accidents, in accordance with MGN564, and/or police if appropriate, publishing findings if beneficial to do so	Incident reports. 100% of notifiable reports					
				In the aftermath of any incident, accident or near miss, to review any/all relevant risk assessments and to take all necessary and appropriate steps to prevent reoccurrence within agreed timeframe.	Audit of Hazman RA system					