

PORT MARINE SAFETY CODE

MARINE SAFETY PLAN 2021 - 2024



Foyle Port

Port Road, Lisahally

Londonderry; BT47 6FL

Scope of the Port Marine Safety Plan

As required by the Port Marine Safety Code (PMSC) Foyle Port will publish a Marine Safety Plan (MSP) every three years. The plan details how Foyle Port will conduct marine operations within the limits of their jurisdiction. It is the Policy of the LPHC as invested in them by the various Parliamentary Acts, to manage the navigable channel of Lough Foyle and the River Foyle as depicted by the port limits for their use on a safe, fair, reasonable, and commercial basis.

Foyle Port will undertake its role and responsibilities to ensure that, whenever possible, it provides efficient and effective services for the regulation of both commercial and leisure vessel movements in the Harbour, to ensure the safe and prompt transit of all such vessels through the Port.

This (MSP) covers marine activities within the confines of the Harbour limits over the period 01 Jan 2021 to 01 Jan 2024. All marine operations are managed by the Harbour Master and commits Foyle Port to undertake the management and regulation of marine operations (safe navigation) within the scope of its powers in a way that safeguards the port infrastructure, users of the port and the marine environment.

Marine Policies

Foyle Port has published a number of policies, plans and statements in support of the Port Marine safety Plan. These include, but are not limited to:

- PMSC statement of compliance
- Navigational safety and environmental protection policy
- Marine Safety Policy
- Integrated management system policy
- Enforcement policy

A more comprehensive overview of the structure, management, and maintenance of the port's Marine Safety Management (MSM) and compliance with the PMSC are available in hard copy, upon request. In line with current policy, all the marine policies are reviewed annually.

Safety Plan Elements

Local Ports Service (LPS)

Foyle Port provide a 24-hour, 7 day Vessel a week LPS. Harbour Radio personnel do not carry out the functions of a Vessel Traffic System (VTS) operator. The system is a recording system, which can be utilised in the event of an incident or for the purpose of an investigation. Foyle Port has also established a functional Automatic Identification System (AIS) which is operated in accordance with internationally agreed guidelines

Pilotage

Under the provisions of the Pilotage Act 1987 Foyle Port is empowered to be a Competent Harbour Authority CHA for the provision of pilotage services. This requires the Port to "keep under consideration" what pilotage services need to be provided to secure the safe navigation of ships in their Harbour and its approaches. All marine Pilots are qualified in compliance with applicable legislative requirements and undertake continuous professional development (CPD).

Conservancy

Foyle Port ensures its approaches and Harbour have an adequate depth for safe navigation of Port users, through a schedule of dredging which is determined by hydrographic surveys, that are undertaken in line with a defined schedule.

Hydrography

The Harbour authority will use all appropriate means to find, mark and monitor the best navigable channel or channels in the Harbour. The authority will promulgate, as appropriate, relevant hydrographic information associated with its Ports and Harbours, including information relating to navigational hazards. All hydrographic surveys are carried out in line with the IHO Standards for Hydrographic survey and relevant code of practice.

Towage

Foyle Port provides towage services through its tugs, which are operated in line with the towage guideline and regulations. All marine staff are qualified in compliance with applicable legislative requirements and undertake continuous professional development (CPD).

Monitoring and Review

The Port Marine Safety Code states that the Safety Management System (SMS) should include a means of active self-monitoring to ensure that the system is functioning and meeting the organisations goals and objectives.

These records may include the following:

- Accident, incidents and near misses
- Grounding
- Aids to navigation
- Collisions
- Failed Moorings
- Pollution Incidents
- Towage incidents

The PMSC is audited by the Designated Person on an annual basis and three yearly by an external consultant. A formal audit report detailing performance is prepared and presented to the duty holder/board of commissioners. Special audits may also be commissioned by the Harbour Master should there be a significant change in operational procedures, or major accident or incident.

Foyle Port shall ensure effective processes and procedures are in place to maintain the Safety Management System. Foyle Port management team shall undertake a number of activities to ensure that continual compliance with the PMSC including regulatory & statutory obligations are met and all risks are assessed as ALARP.

Performance Objectives

Objective	Action	Measurement
Ensure the safety management system and associated procedures are reviewed on an annual basis.	Ensure policies and marine safety plans are published on the website. Carry out an annual review and record amendments Internal audit and review carried out by the Designated Person. Present audit report to the duty holders/board of commissioners.	Three yearly external review completed Oct 2021
Review hazards and risk assessments on an annual basis	Risk assessments are reviewed on an annual basis and or after an accident, incident and or near miss to reduce the likelihood	Annual review and audit Internal & external review
Investigate all accident and incidents and complete reporting system to MCA and MAIB	Carry out a full investigation and completed MAIB reports within the allocated time frame. Record and report finding to the duty holders/board of commissioners. Accidents and incidents are monitored through KPI performance indicators. All incidents are records through the Port Management Information System (PIMS).	100% of accident and near misses recorded through PIMS
Ensure all staff have relevant training and qualifications.	For continual development marine personnel are required to maintain relevant STCW certification. Attend necessary training courses, seminars to maintain continual professional development.	100% training and refresher training completed.
Pilotage	Undertake additional simulator training for Class1-2 vessels and night-time operations. Ongoing risk assessments for class 2 vessel for night-time berthing. New AIS MOB-1 beacons fitted to the Pilot jackets	Complete
Ensure aids to navigation defects are logged on the Asset Management System and reported on the Commissioner of Irish lights	Defects are reported through and logged by Harbour radio and recorded on the Asset Management System (AMS) Aids to navigation performance monitored and reported through KPI performance indicators.	Cat-2 – 99% Cat-3 – 97%
Maintain Conservancy and Hydrographic surveying	Ensure regular hydrographic surveys are carried out in line with the survey planner detailed within the PMSC. Develop dredge plans to ensure the reported depths within the navigation channel are maintained. Regular plough dredging of the berth pockets to maintain required depths.	Surveys plan completed. Information shared with UKHO
Purchase a multi beam hydrographic survey equipment	The new will equipment will provide full coverage of the navigation channel and anchorage area. The reporting/publications will be more comprehensive. Additional staff trained on the use and operation of the survey equipment.	Complete
Navigation inspection	An annual Aids to Navigation (ATON) inspection has been introduced. The inspection will help develop improved maintenance procedures and downtime.	Defect reporting system. Aton's compliant
A new Automatic Identification System (AIS) is being installed.	This is a more modern and reliable system. The system will incorporate a maintenance service plan	Ongoing
New proposed Port Management Information System (PMIS)	The new system will be integrated with AIS and improve efficiency. The system has been fully implemented.	100% of all ship movements recorded.
Weather station upgrade	Two new weather stations have been proposed for Magilligan and Lisahally. The information will assist with Pilotage regarding wind factors.	Ongoing