

PORT MARINE SAFETY CODE

MARINE SAFETY PLAN 2015 - 2017

Introduction

As required at article 3.20 of the Port Marine Safety Code (PMSC), the Port of London Authority (PLA) publishes its Marine Safety Plan for the conduct of marine operations in the Port of London every three years; this plan covers the period 2015 – 2017.

A more comprehensive overview of the structure, management and maintenance of the port's Marine Safety Management System (SMS) and the PLA's compliance with the PMSC in support of this Plan, is contained in the Marine SMS Manual. (See the Port of London Authority website at: www.pla.co.uk.)

Powers, policies, plans, regulations and procedures should be based upon formal risk assessment in order that risks are either eliminated or controlled and kept 'as low as reasonably practical' (ALARP).

1. Marine Policies

The PLA has published several marine policies in support of the management and regulation of marine operations on the tidal Thames, and maintenance of the port's Marine SMS. Two higher level navigational policies are sent out for public consultation before being approved by the PLA Board as Duty Holder under the PMSC:

Policy for Managing the Safety of Navigation
Enforcement and Prosecution Policy

Departmental Operational Policy Statements are approved by the Navigational Management Team and cover the following services:

Vessel Traffic Services;
Pilotage;
Hydrographic Services;
Marine Training; and
Consultation.

All are included in the PLA's SMS Manual. Policies for Managing the Safety of Navigation and Enforcement and Prosecution policies are also published separately on the website.

All marine policies and Departmental Operational Policy Statements were reviewed in Dec 2014; in line with current policy the next scheduled review is due after 3 years in 2017.

2. Marine Procedures

Regulations, Operational procedures, processes and guidance governing the provision of the PLA's navigational services and marine operations are developed and maintained by the relevant departments; drawing on the navigational policies as required. All are reviewed regularly by the respective management teams.

3. The Management of Marine Operations

This Marine Safety Plan commits the PLA to undertaking the proper management and regulation of marine operations within the scope of its powers and authority, in a way that

manages the safety of navigation within the port, including protecting the environment, so that the port and its users are all safeguarded.

The PLA will undertake its role and responsibilities in order to enable all vessels, commercial or recreational, large or small to navigate safely on the tidal River Thames and its estuary.

In managing the safety of navigation and the provision of services, the PLA always has the safety of life and vessels as its highest priority. At times this may require that services and vessel movements or activities are subject necessarily to delay or other inconvenience.

4. Established Management Activities

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

- Monthly Navigational Management Team meetings to oversee, manage and review the safety of navigation, reporting upwards as required;
- Specific risk assessments of new and existing marine operations, infrastructure projects, events (sporting and cultural) and services as required;
- The provision of Navigational Risk Assessment Working Groups involving, as necessary, relevant practitioners, operators, River users and interested parties to, for example, review navigational incidents, undertake ad-hoc risk assessments and to develop or review relevant guidance and procedures;
- 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 to ascertain cause and reduce the likelihood of recurrence and the maintenance of a comprehensive incident management system;
- Regular, wide-ranging liaison with River users, practitioners and other interested parties through formal and informal public consultations, River User Consultative Forums, specialist users groups, ad-hoc review groups and public meetings;
- An effective Pilotage Navigational Risk Advisory Group comprising senior marine managers and sea and river pilots, including representation from Peel Ports – Medway;
- External audits of the Marine SMS, its functions and procedures every 3 years;
- Recruitment of competent and qualified people to manage the safety of navigation, thereafter to maintain comprehensive training and professional development programmes for marine staff; and
- The maintenance and exercising of PLA marine emergency plans and procedures, including oil spill management and business continuity plans.

5. Ongoing Management Targets for the period of the Plan

The following objectives are set for the period ending 31 December 2017.

Standing Objectives

	<u>Service Provision / Activity</u>	<u>Objectives</u>
1.	Navigational Incidents	1. Reduce all serious and very serious navigational incident rates by at least 10% year-on-year 2. No serious incidents, major injuries or Tier 2 level pollution as a result of a failure of the port's Marine Safety Management System and/or of associated PLA safety service provision.
2.	Vessel Traffic Services – Operational capability and delivery	1. Provide an effective Vessel Traffic Service (VTS) in accordance with IMO, IALA and UK National standards to manage the safety and efficiency of navigation throughout the London VTS area; and control navigation in the Thames Barrier Control Zone to ensure the safety and integrity of the Thames Flood Defence Barrier. 2. Ensure that the PLA VTS infrastructure operates at 99.9% availability through an effective maintenance, procurement and installation strategy, which will add to the reliability and resilience of the individual components of the VTS system.
3.	Provide a pilotage service of well-trained, suitably qualified and authorised pilots, including the authorisation of pilotage exemptions to similar standards.	No serious or very serious incidents resulting from errors made by authorised PLA Pilots.
4.	Conservancy and Hydrographic Survey	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. Specifically: <u>Navigation Safety Surveys</u> – Significant data to be promulgated within 24 hours; and Surveys to be completed within 3 days (or 5% of survey cycle period) of target. <u>Conservancy Surveys</u> – No surveys to be outstanding (significantly overdue) beyond 10% of the period beyond the due date.

		<p>Surveys to be published within 8 weeks of the survey target date.</p> <p><u>Wreck & Obstruction Investigation</u> - Investigate all reported wrecks and obstructions on immediate mobilisation. Issue navigation warnings, arrange marking and removal at earliest opportunity, time dependant on severity / risk to navigation.</p>
5.	Licensing of commercial Inland Waterways vessels	Undertake licensing inspections on schedule, without delays or without unnecessary disruption to commercial operations.
6.	Support for, approval and facilitation of River events	River Events should avoid river closures, unnecessary restrictions on vessel movements and disruption to commercial services and leisure activities. All risks to the safety of navigation are to be at ALARP prior to consent being given for an event to take place.
7.	Liaison and consultation with River Users	Routine meetings every 6 months in each District. Appropriate and open consultation undertaken with River Users and interested parties regarding proposed amendments to PLA Byelaws, Directions, Codes of Practice and high level marine policies.

Temporary Objectives

	<u>Service Provision / Activity</u>	<u>Objective</u>
1.	Thames Tideway Tunnel (TTT)	Over the life of the TTT project to maintain an enhanced regime that ensures that marine activities supporting the construction of the TTT are managed effectively in order to maintain the safety of navigation and to enable existing activities to continue with minimum disruption, keeping all navigational risks at ALARP and without increasing incident rates.
2.	Infrastructure Projects such as Crossrail, Garden Bridge, Northern Line Extension and Battersea Power Station	Before the planning and risk assessment stages begin, ensure that marine activities and operations supporting infrastructure projects are managed effectively in order to maintain the safety of navigation and to enable existing activities to continue with minimum disruption, while keeping risks at ALARP and without increasing incident

		rates.
3.	Enable the Mayor's River Action Plan which aims to double passenger numbers to 12 million by 2020	Support the Mayor's River Action Plan by continuing effective management of navigational safety as passenger and freight traffic increases without any increasing incident rates.
4.	Riverside Berths	Reduce the rate of serious and very serious incidents at riverside berths by 20% by the end of 2015 and 10% thereafter.
5.	Institute a formal and uniform incident investigation procedure.	<ol style="list-style-type: none"> 1. Following the overhaul of the risk assessment process during 2013-14 it is now necessary to institute a more formal method of incident investigation, common across the PLA that establishes the root and contributory causes. 2. Complete the final incident report within 6 weeks of the incident occurring. 3. Take action on any ensuing recommendations as soon as possible
6.	Continue to seek improvements in the safety standards (Operation, construction and passenger s) of Class V passenger vessels, including improved working practices, professionalism and an endemic, industry-wide safety culture.	Achieve a year-on year reduction of 10% in all incident categories for class V passenger vessels.
7.	Continue efforts to bring into force the same drink-drive and drugs legislation for recreational users as applies already to commercial users under the Railways and Transport Safety Act 2003.	<p>Owing to the general lack of purpose within the past and present Governments to bring about this change, the PLA will wage its own campaign:</p> <ul style="list-style-type: none"> • Seek to influence opinion through routine liaison with existing organisations such as for example DfT, MCA, UKHMA. • Work with Metropolitan, Kent and Essex Police Forces to try to establish protocols to that will lead to effective enforcement of Byelaws. • Examine whether the existing Byelaw on Alcohol should be revised or extended to include drugs; 1st draft to be ready by Sep 2015 • Develop internal PLA guidance by Mar 2015 • Develop an effective means of addressing the problem of drug use by vessel masters and crews – 1st draft of way ahead to be ready by Dec 2015. • Encourage commercial operators to introduce compulsory random drug testing to their operations.

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| 8. In conjunction with Peel Ports Group Ltd, establish the Thames/Medway Port Recovery Group. NB <i>this follows direction from the Oliver Letwin work to improve national resilience, particularly against East Coast tidal surges</i> | Prepare the Thames/Medway Ports Recovery Plan; the first draft to be ready by Mar 2016, with a view to the final plan being in force by end 2016. |
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ANNEX – Strategic Navigational Policies:

- A. Managing the Safety of Navigation
- B. Enforcement & Prosecution