

Port Marine Safety Annual Performance Report 2017



The Port of Tyne is a principal northern gateway and key player in the North East region; a dynamic trading hub with five business areas; conventional and bulk cargoes, logistics, car terminals, cruise and ferries and estates.

It is a deep river port with round-the-clock access based in Tyne Dock South Shields, with an International Passenger Terminal based in North Shields. Operating a rail terminal linking directly to the UK's high speed east coast main line, the Port's location also offers easy access to the UK national motorway network.

The Port of Tyne has statutory responsibility for navigation on the river with jurisdiction from the tidal stone near Wylam stretching 17 miles downriver and 1 mile past the piers. Within Port limits shipping movements are controlled 24 hours a day by Tyne Vessel Traffic Services (Call sign Tyne VTS) at North Shields.

The Port is accessible at all states of the tide and there are no length or beam restrictions for vessels in the entrance to the Port. Channel depth of 10.0m below Chart Datum is maintained in the lower reaches of the Port.

The Port of Tyne supports river use for recreational activity; however it must be remembered that the River Tyne is a busy commercial waterway. It is important that those using the river for leisure clearly understand the constraints under which large commercial vessels operate. Conversely, it is equally important that those in working vessels have consideration for the sport and leisure user. The Port of Tyne is committed to informing and educating both sectors in the pursuit of a safe navigational environment.

HARBOUR MASTER'S STATEMENT

Port of Tyne is committed to informing and educating everyone who uses the River Tyne for work and pleasure to ensure, as is reasonably practicable, the safety of navigation for the river users and the protection of the environment for all.

Embracing the Port Marine Safety Code is one part of the Port of Tyne's mission to create a vibrant and sustainable Port of Tyne, contributing to the growth of the economy and to hand on the Port in a better condition to future generations.

Safety is of paramount importance and in managing marine operations Port of Tyne will always put the safety of life and vessels first. We will maintain effective processes and procedures for safe and efficient operations within our jurisdiction, maintaining and, where appropriate, exceeding our compliance obligations, seeking best practise and looking for continuous improvements in our operations.

Protection of the marine environment remains one of our key priorities and reporting on this is included on safety reports. We will make positive environmental choices where we can, having due regard to commercial and competitive sustainability, and have set ourselves ambitious goals for 2018 and beyond with the aim of minimising our environmental impact.

In addition to commercial and leisure / boating and fishing industry activity, the River Tyne is also enjoyed by a great number of people from the shore, such as walkers and anglers. Whilst the PMSC does not directly deal with them, their safety and enjoyment of the River Tyne is recognised as being important.

In 2017 we have reported a significant increase in safety reporting, with a ratio of Near Misses (hazards) to actual incidents of 93%. This demonstrates that we are improving in our ability to identify hazards and respond to them before they cause harm or damage.

Steven Clapperton
Harbour Master
Director of Health and Safety, Environment and Marine

PORT MARINE SAFETY CODE

The Port Marine Safety Code (PMSC) was introduced in 2000, and updated in 2008, 2012 and again in December 2016, with the supporting document “ PMSC Guide to Good Practice” updated in July 2013 and again in 2017. It has been developed with help from a wide range of interested parties in the ports and shipping industries.

This Code establishes the principle of a national standard for every aspect of port marine safety and aims to enhance safety for those who use or work in ports, their ships, passengers and the environment. It applies the well-established principles of risk assessment and safety management to port marine operations. It provides a measure by which harbour authorities can be accountable for the legal powers and duties which they have to run their harbours safely and help to discharge their obligations effectively.

Every harbour authority is accountable for managing the marine operations within its port safely and efficiently. The aim of the Port Marine Safety Code is that all ports in the United Kingdom should, within their jurisdiction, apply nationally agreed standards for the safety of marine operations.

This aim should be achieved through the implementation of a safety management system based on a formal risk assessment. The purpose of this assessment is to ensure that all risks within the marine operation are identified and reduced to a level that is tolerable and as low as reasonably practicable.

ROLES AND RESPONSIBILITIES

The Board of the Port of Tyne Authority is collectively known as the ‘Duty Holder’ and as defined in the Port Marine Safety Code, are directly accountable for the safety of marine operations within the Statutory Harbour Limits of the Port and the Compulsory Pilotage District.

The Board of the Port of Tyne is dedicated to the continued development of a modern and highly efficient port facility that seeks to provide value to all of its stakeholders. In fulfilling this aim the Board is committed to the maintenance of the appropriate levels of safety and environmental protection in all areas of its operation.

POLICIES AND PROCEDURES

It is the belief of the Board that this commitment to marine safety is best achieved through the implementation of the Marine Risk Assessment and the development of the Port of Tyne Safety Management System for marine operations.

On this basis the Port of Tyne Port Marine Safety Code Policy has been published. Copies of this Policy are available on request.

The Port of Tyne Marine Safety Management System has been formulated in such a way as to embrace all of the concepts and standards of both the Port Marine Safety Code and the Guide to Good Practice. It is to be used solely for the safe management of marine operations as described in the Port Marine Safety Code. The system is based upon a formal risk assessment which ensures that all risks are either eliminated, or reduced to as low as reasonably practicable (ALARP).

The Marine Safety Management System and risk assessments are reviewed regularly and following any change to operations or as part of any incident investigations.

OBJECTIVES

The Board of the Port of Tyne is committed to:

- The continued development of a culture of safety within all spheres of operation of the Port of Tyne.
- The provision of adequate resources to enable the effective operation of the Safety Management System policies and procedures.
- The provision of adequate resources to allow the Marine Services department to manage commercial pressures and to carry out their duties effectively and safely.
- The provision of high quality training programmes.
- The promotion of safety as one of the important responsibilities of all employees.

MEASUREMENT

The Safety Management System is audited annually by an external auditor and the findings are reported to the Duty Holder by the Designated Person.

PRINCIPAL PROCESSES AND ACTIVITIES

- **Tyne VTS.** Traffic on the River Tyne is monitored 24 hours a day from the VTS Centre at North Shields. Marine Services staff with the delegated power of the Harbour Master provide navigational information and, where appropriate, direct the movement of vessels.
- **Authorisation of Pilots and PEC holders.** As a competent harbour authority (CHA) under the Pilotage Act (1987) the port provides a pilotage service. Management of this service is the responsibility of the Harbour Master.
- **Hydrographic service.** Conservation of the Hydrographic regime of the port is achieved through a programme of surveying and dredging.
- **Formulation and Implementation of Emergency Plans.** A Port Emergency Plan has been formulated after consultation with all stakeholders and following a process of risk assessment.
- **Incident Investigation.** Every incident relating to marine operations is the subject of a formal investigation process carried out by Marine Services department. The aim of this process is to identify primary, underlying and roots causes and to prevent any potential recurrence.
- **Operation of Craft.** The primary roles of the Port's craft are the boarding and landing of pilots, maintaining harbour patrols, conducting hydrographic surveys, plough dredging and river clean-up operations.
- **Enforcement of the Authority's Byelaws.** The Marine Services department is responsible for monitoring river users' compliance with the byelaws, and taking enforcement action where appropriate.
- **Issuing Navigational Notices.** The Marine department is responsible for the timely promulgation of navigation information to all river users.
- **Management of Ship Security.** The Harbour Master is responsible for the provision and management of security required by the ISPS code.
- **River Works Licensing.** The Port is responsible for licensing all river works, and structures, on the riverbed or adjoining the river. Applications are reviewed to ensure they do not adversely affect the river regime or safety of navigation.

- **Small Boat Registration Scheme.** It is a requirement of the byelaws that all small vessels are registered with the port. The Marine Services department carries out the maintenance of this scheme.

REPORTING OF MARINE SAFETY INFORMATION

The following statistics are intended to indicate Port of Tyne performance against its objectives and Port Marine Safety Code.

MARINE STATISTICS

There was a significant increase in Marine Incident reporting in 2017 compared to 2016, with Near Miss (Hazard) reporting remaining high at 93% of all reports.

This is the positive result of an increased focus on hazard awareness and incident reporting in 2017 with the aim of identifying hazards and reducing incidents.

The total number of vessel movements, overall Gross Tonnage and Pilotage acts remained broadly similar to 2016.

Vessel Statistics

Vessels	2016	2017	Change
Movements Total	2796	2675	(-) 4%
Port of Tyne	2303	2175	(-) 5%
3 rd Party	493	500	1%
GRT Arrivals Total (excluding dredgers) ('000)	27,803	27,439	(-) 1%
Port of Tyne GRT Arrivals ('000)	26,414	26,251	(-) 0.5%
3 rd Party GRT Arrivals ('000)	1,389	1,188	(-) 14%
Pilotage Acts ('000)	1600	1618	1%

Incident Statistics

Incidents – By consequence	2016	2017	Change
Injuries – Port of Tyne	2	3	50%
Injuries – 3 rd Party	7	3	(-) 57%
Damage	7	4	(-) 43%
Environmental	4	11	175%
Near Miss	106	275	159%
Total	126	296	135%
Near Miss Ratio	86%	93%	7%

Breakdown of Incidents

Incidents – By Cause	2016	2017
Procedure not followed:		
Port of Tyne	2	7
3 rd Party	24	61
Environmental conditions	11	6
Equipment failure	25	52
To be determined	1	1
Human error	63	169
Total	126	296

Of the recorded incidents, 118 were potential regulatory breaches.

Injuries – Port of Tyne	2016	2017
Reportable Injuries	1	0
Minor Injuries	1	3
Total	2	3

Regulatory Breaches	2016	2017
Bylaws	41	67
Merchant Shipping Legislation	10	49
Shore / Health and Safety Legislations	3	1
Collision Regulations	0	1
General Directions	0	0
Total	54	118

MARINE SAFETY OBJECTIVES 2017

The 4 objectives listed below were all met in 2017

Objective	Measure
Maintain OHSAS 18001 accreditation for department and maintain International Standards for Pilotage Operations (ISPO) accreditation.	External audit.
Maintain Marine Services Safety Management System and compliance with Port Marine Safety Code and associated legislation.	System externally audited bi-annually.
Develop lessons learned process for formal review of industry incidents.	3 rd Party Incident reviews to be conducted annually and actions identified to be tracked to closure.
Develop standards of Vessel Traffic Service (VTS) and pilotage through adoption of new technology, collaboration and ensure ability to respond to changing business priorities.	Staff Performance Development Review (PDR's) and Annual Appraisals. Implementation of VTS and Pilotage CPD. Evaluation of relevant technology.

MARINE SAFETY OBJECTIVES for 2018

Objective	Measure
Maintain OHSAS 18001 accreditation for and maintain International Standards for Pilotage Operations (ISPO) accreditation.	External audit.
Maintain Marine Services Safety Management System and compliance with Port Marine Safety Code and associated legislation.	<p>Port Marine Safety Code Statement of Compliance issued by the Port of Tyne Duty Holder.</p> <p>System externally audited bi-annually.</p>
Review Navigational Risk Assessment, including Stakeholder input.	2018 Navigation Risk Assessment published.
Develop standards of Vessel Traffic Service (VTS) and pilotage through adoption of new technology, collaboration and ensure ability to respond to changing business priorities.	<p>Staff Performance Development Review (PDR's) and Annual Appraisals.</p> <p>Further development of VTS and Pilotage staff Continued Professional Development system.</p> <p>Implement the use of Portable Pilot Units.</p>