

MOSTYN DOCKS LIMITED

SAFETY PLAN FOR MARINE OPERATIONS

1.0 Introduction

Mostyn Docks Limited (MDL) is the Statutory Harbour Authority (SHA) for the area immediately adjacent to the Port of Mostyn and the Competent Harbour Authority (CHA) for the waters of the Dee Estuary Pilotage Area.

The Port Marine Safety Code (PMSC), published in March 2000 by Department of Transport and revised in November 2016, has established an agreed national standard for port marine safety and a measure by which harbour authorities can be held accountable for their legal powers and duties to run their harbours in a safe manner.

As part of its compliance with the requirements of the PMSC, MDL is publishing the following Safety Plan for Marine Operations for a period of 3 years (2016-2018).

A more comprehensive overview of the structure, management and maintenance of the Safety Management System (SMS) and MDL's compliance with the PMSC in support of this Plan, is contained in the MDL's SMS Manual.

2.0 Marine Policies and Procedures

MDL will comply with all legal requirements and aims to develop and implement an active safety culture at the heart of its SMS in order to meet the national requirements of the PMSC and to heed the guidance in the "A Guide to Good Practice on Port Marine Operations".

MDL has published the following marine policies, which are approved by the MDL's Duty Holder under PMSC:

- ❖ Safety Policy for Marine Operations, available on the Port of Mostyn website under the "Marine" section / Port Marine Safety Code;
- ❖ Environmental Policy Statement, available on the Port of Mostyn website under "The Environment" section.

All the marine policies will be reviewed every 3 years (next due date 2018).

Drawing on the above policies, the operational procedures, processes and guidance in support of MDL's navigational services and marine operations are developed and maintained on a continuous improvement cycle of safety performance underpinned by a rigorous risk analysis process.

All procedures related to marine operations are contained in the MDL SMS Manual and reviewed on a regular basis.

3.0 The Management of Marine Operations

This Marine Safety Plan commits MDL to undertaking the management and regulation of marine operations within the scope of its powers and authority in a way that safeguards the port, its users, the public and the environment.

MDL is committed to work proactively towards a positive safety culture and to enhance its risk-based Safety Management System on a framework for continuous improvement of safety performance.

MDL will undertake its role and responsibilities to provide efficient services and effective regulation of shipping in support of all activities in the harbour; in particular commercial vessel movements, to facilitate the safe transit of vessels through the port.

In ensuring the continued provision of services, MDL will always keep the safety of its personnel, river/port users and vessels as a paramount priority. At times this may impact on continuity of services and consequently on vessel movements or activities being subjected to delay. However, commercial considerations will be secondary to the safety of navigation.

4.0 Marine Safety Plan Objectives

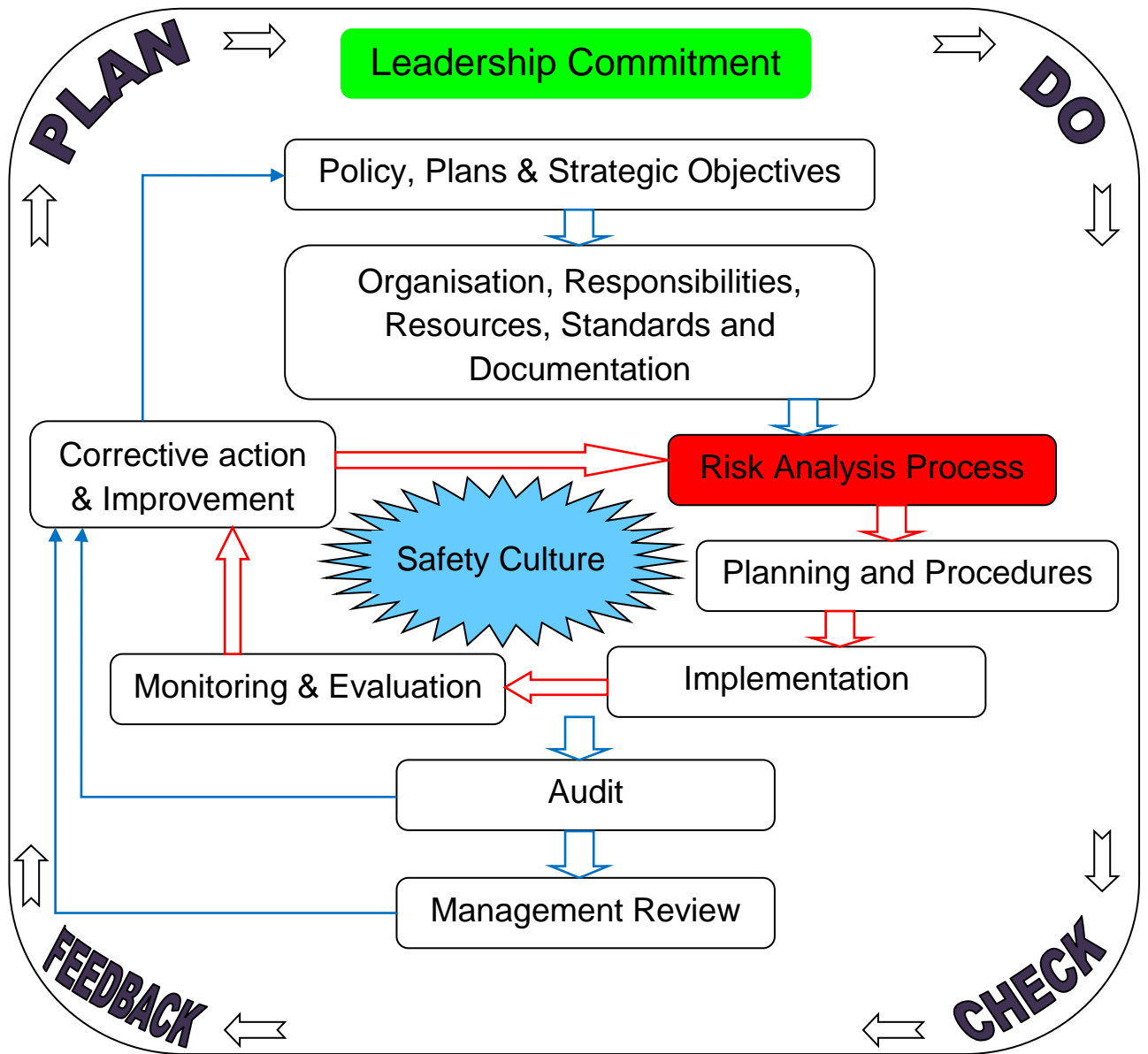
MDL marine safety goals, policies and procedures are sustained by the following specific objectives:

- MDL will keep under review its powers and duties in order to ensure it can best regulate and conserve safe navigation within its area of jurisdiction (as SHA and CHA);
- MDL safety management system will be maintained on the basis of a comprehensive risk analysis process and a framework for continuous improvement of safety performance;
- Dedicated risk assessments of new and existing marine operations and services, 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 level (ALARP);
- All aids to navigation will be maintained to meet the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) standards and reported quarterly to the General Lighthouse Authority through the Port Aids to Navigation Availability Reporting (PANAR) system.
- MDL shall continue to liaise with, and seek the input from all stakeholders with the mutual aim of providing and maintaining marine safety at the Port of Mostyn and its approaches;
- Annual audits by the Designated Person (DP) and annual reviews by the Harbour Master (HM) of the SMS, its functions and procedures will be maintained;
- MDL will action or implement in a timely manner any deficiencies or safety enhancements identified through the audit process;
- The monitoring, inspection and review requirements documented in the MDL Safety Management System, will be implemented as appropriate by the Harbour Master;
- Comprehensive training and continuous professional development for marine department personnel will be maintained (for those with responsibilities for the safe navigation in particular);
- The maintenance and exercising of the MDL marine emergency plans and procedures, including Oil spill contingency and business continuity plans;
- MDL will formally review its plans, policies and publish a Safety Plan for Marine Operations and a regular assessment showing the performance against the plan at intervals not exceeding 3 years.

5.0 Management Targets for the Safety Plan for Marine Operations

No	Service Provision / Activity Target	Target
1	Navigational Incidents	No major incidents, serious injuries or serious pollution as a result of a failure of the MDL's Safety Management System and/or of associated MDL's safety service provision. The average number of incidents of the plan's period (2016-2018) to be less than the average number of incidents over the previous 3 years (2013-2015).
2	Conservancy and Hydrographic Surveys	<ul style="list-style-type: none"> • Aids to Navigation Meet the PANAR targets of Trinity House (GLA). • Hydrographic Surveys Ensure that the Port and approaches have an adequate plan of hydrographic surveys and that these are undertaken in line with the agreed schedule and that the results are published within the target timescales. <ul style="list-style-type: none"> ▪ Navigation Safety Surveys Meet the targets of annual Hydrographic Surveys Plan. ▪ Conservancy Surveys Meet the targets of annual Hydrographic Surveys Plan.
3	Pilotage service and the authorisation of Pilotage Exemption Certificate (PEC)	No major incident due to pilot/PEC holder error.
4	Training of marine personnel	Continuous professional development. Ensure sufficient training period for the new personnel before being assigned to a job.
5	Liaison and consultation with port stakeholders	Ensure good communication on marine safety matters for new and existing activities on a regular basis.
6	Audit of SMS	Ensure that the audit is carried out on annual basis by the Designated Person and any deficiencies are corrected in timely manner.
7	Management Review	Ensure that the review is carried out on annual basis by the Harbour Master and corrective actions/improvements implemented in timely manner.

6.0 MDL SMS Framework for Continuous Improvement of Safety Performance



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