



D E T R

ENVIRONMENT

TRANSPORT

REGIONS

PORTS DIVISION

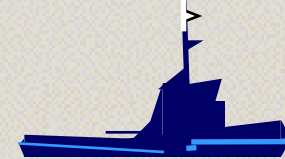


THE PORT MARINE SAFETY CODE

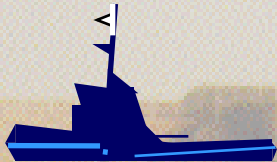
A NEW APPROACH

PRESENTATION

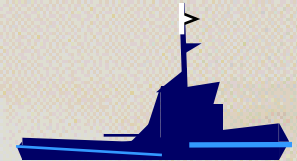
**A new approach to port
marine safety management**



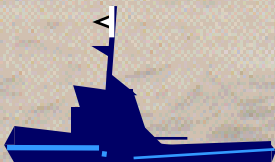
The Port Marine Safety Code



National Occupational Standards



**Good Practice Guide on
Port Marine Operations**



BACKGROUND TO THE NEW APPROACH

↳ Unspoiled coastline a national treasure

↳ 75% of UK estuaries
by area of international
conservation value

↳ Important coastal habitats
often near where ports
have been created

... to penetrate close to
customers and markets



PORTS NEAR IMPORTANT BIRD AREAS

BANGOR	CROUCH	HARWICH INT ^L	MILFORD HVN
BARROW	DOUGLAS	HEYSHAM	MONTROSE
BELFAST	DUNEATH	HULL	MOSTYN DOCK
BIDEFORD	DUNDEE	IMMINGHAM	NEWPORT
BOSTON	EXMOUTH	INVERNESS	PERTH
BRIDGEWATER	FELIXSTOWE	IPSWICH	POOLE
BRIDLINGTON	FLEETWOOD	KIRKCALDY	PT OF LONDON
BRIGHTLINGSEA	FOSDYKE	KINGS LYNN	PORTSMOUTH
BRISTOL	FRASERBOROUGH	LANCASTER	RYE
CARDIFF	GARSTON	LANGSTONE	SHARPNESS
CARRICKFERGUS	GLOUCESTER	LARNE	SHEERNESS
CATTEWATER	GOOLE	LEITH	SILLOTH
CHICHESTER	GRANGEMOUTH	LIVERPOOL	SOUTHAMPTON
CLYDE	G ^T YARMOUTH	LLANELLI	SWANSEA
COLCHESTER	GREENOCK	LYMINGTON	THAMESPORT
COWES	GRIMSBY	LONDONDERRY	YARMOUTH
CROMARTY	HARWICH HAVEN	MEDWAY	

MAIN SOURCE: PORT DEVELOPMENT AND NATURE CONSERVATION (RSPB - 1997)

BACKGROUND TO THE NEW APPROACH

➤ Continuing environmental value shows that nearby port operations need not be incompatible

➤ Harbour authorities have accepted new statutory environmental duties to ensure this

➤ Some take leading roles in management and research



BACKGROUND TO THE NEW APPROACH

✉ But there are clear risks - bigger ships; very large quantities of hazardous cargoes; tight schedules

✉ Marine safety standards generally high in ports - serious accidents infrequent

✉ Public awareness and concern rising



BACKGROUND TO THE NEW APPROACH

ALBATROS
ST MARY'S BAY



ARCO ARUN
PORT OF LONDON

BACKGROUND TO THE NEW APPROACH

R MAIB recommended -

National minimum standards of pilot training and examination in the UK should be prepared

Procedures should be developed and implemented for effective monitoring of harbour authority standards of training and examination of pilots.

BACKGROUND TO THE NEW APPROACH PILOTAGE REVIEW

to review the way statutory pilotage functions are discharged by harbour authorities with particular reference to recommendations made in the MAIB report on the *SEA EMPRESS*, and make recommendations on a response to that report and generally

BACKGROUND TO THE NEW APPROACH

D E T R
ENVIRONMENT
TRANSPORT
REGIONS

Re
Pilot
Port Marine Safety Code

WORK STARTED JULY 1997

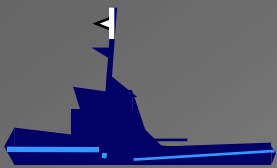
PUBLISHED JULY 1998

WORK STARTED SEPTEMBER 1998

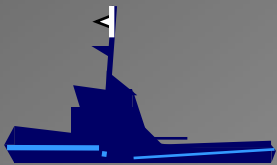
PUBLISHED 13 MARCH 2000

1998 REPORT

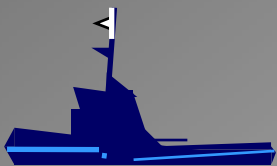
KEY THEMES:



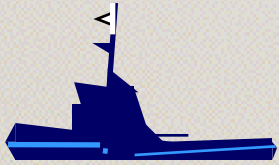
Harbour authorities must be accountable



Port marine services should be more integrated



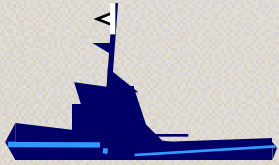
Marine safety must be managed systematically



ACCOUNTABILITY

Why are harbour authorities accountable?

- R They serve a public interest**
- R Public has right to use and navigate in harbour authority waters**
- R A harbour authority's function is to facilitate safe exercise of these rights**
- R The harbour authority has a duty of reasonable care.**



ACCOUNTABILITY

- ✍ Harbour authorities be publicly accountable for port safety functions
- ✍ ... but retain operational responsibility
- ✍ No Ports Inspectorate is planned
- ✍ Auditing will be principally by means of each harbour authority's safety management system.



INTEGRATION

Port marine safety is a team matter



harbour master

port control



ship bridge
teams



pilots

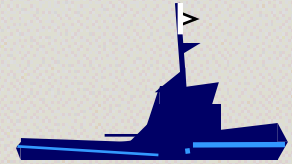
tug crews




Each is responsible for their own
safety and avoiding risk to others

... but more than this is needed

SAFETY SYSTEMS



Why do they help?

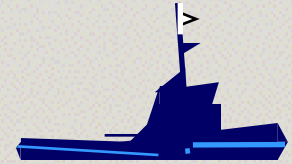
 Needs and risks are best identified by wide consultation

... and managed systematically

 Published policies and procedures win support for standards adopted

 Periodic reports demonstrate achievement.

SAFETY SYSTEMS



How does an authority manage?

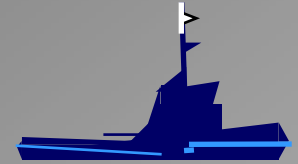
- Setting appropriate policies**
- Setting appropriate dues and charges**
- Putting the policies into practice**
- Measuring & reviewing performance**
- Periodic auditing of the entire system**

**THESE WORK AS A CONTINUOUS
CYCLE OVER TIME**



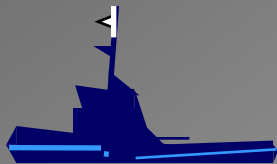
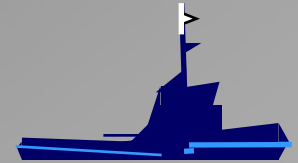
THE ACID TESTS

Does a duty holder manage overall safety of port marine operations



Is the duty holder required to be open and accountable

Do service providers' and users' terms protect the duty holder



Are providers subject to an agreed standard endorsed by the port state

The duty holder need not provide all the port marine safety services



PORT MARINE SAFETY CODE



- A new approach developed jointly
- Aim to improve safety and measure achievement
- Good safety record and professionalism recognised
- Risks best managed systematically

PORT MARINE SAFETY CODE



**covers all port marine
safety functions of
harbour authorities**

***including - conservancy,
co-ordination of harbour
uses (port control, VTS,
etc), pilotage, towage,
counter-pollution***

PORT MARINE SAFETY CODE



Port Marine Safety Code

**To cover all port marine
safety functions**

A national standard

Guide to good practice

**Framework for local
plans**

Basis for reserve power

PORT MARINE SAFETY CODE



No new legislation

**Relies on existing local
duties and powers**

**DETR has taken no power to
approve plans**

**Accountability based on
public interest.**

PORT MARINE SAFETY CODE



- ...each harbour authority should be ready to publish implementation statement
- BY 31 December 2001**
- ? Is the safety management system operating
 - ? Are auditing arrangements in place
 - ? How much has it cost.

PORT MARINE SAFETY CODE

The UK's Port Marine Safety Code shows perfectly well that safe marine operations is a rational common denominator for any shape or size of port enterprise.

It is a common sense approach in which the Department takes account of best practice from around the industry, producing a document that sets reasonable standard.

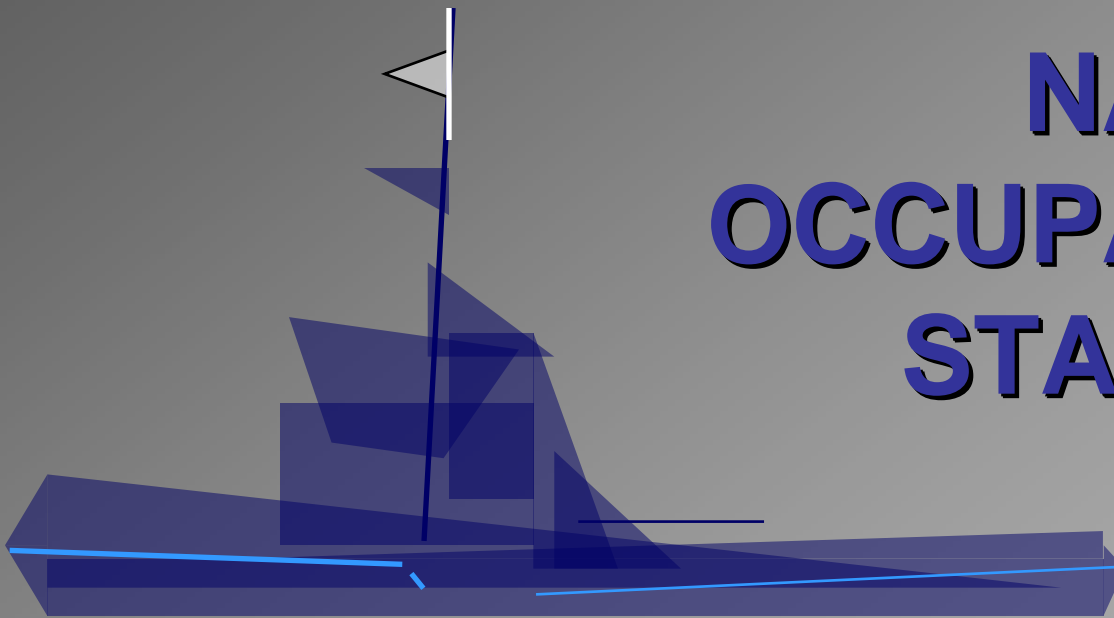
Lloyd's List
16 March 2000



PORT MARINE SAFETY CODE

NATIONAL OCCUPATIONAL STANDARDS

GOOD PRACTICE GUIDE



NATIONAL OCCUPATIONAL STANDARDS

- ✍ discharge MAIB recommendations
- ✍ implement IMO's STCW 485(XII)
- ✍ recognise port professional skills
- ✍ underpin safety management systems
- ✍ link to national qualification framework
- ✍ support maritime career training initiatives.

NATIONAL OCCUPATIONAL STANDARDS

A joint commitment -



The Department








The ports' NTO

All sides of the industry


NATIONAL OCCUPATIONAL STANDARDS

 Standards already developed
with BPIT and MNTB -

-  Stevedoring
-  Marine Operations
-  Passenger Operations
-  Supervisors
-  Tug crew



NATIONAL OCCUPATIONAL STANDARDS

 Standards under
development -

 Marine Pilots

 Others planned -

 Harbour Masters

 Port Control
(incl VTS)

 Pilotage Exemption

COMPETENCE STANDARDS

TIMETABLE

Marine Pilots

accreditation May 2000

Harbour Masters

begun March 2000

Port Control

pending

PEC guidelines

completion by June 2000



A large cargo ship is shown sailing on the ocean. The ship is dark grey with an orange superstructure. The name 'NEW ZEALAND LIGHT' is visible on the side of the hull. The ship is moving from left to right, leaving a white wake behind it. The sky is a pale blue.

**PORT MARINE
SAFETY CODE**

**COMPETENCE
STANDARDS**

**GOOD
PRACTICE
GUIDE**

GOOD PRACTICE GUIDE

must -

- ☞ complement the Code
- ☞ help port professionals discharge their authority's duties
- ☞ be relevant to all ports
- ☞ spread existing good practice
- ☞ keep up to date.

GOOD PRACTICE GUIDE

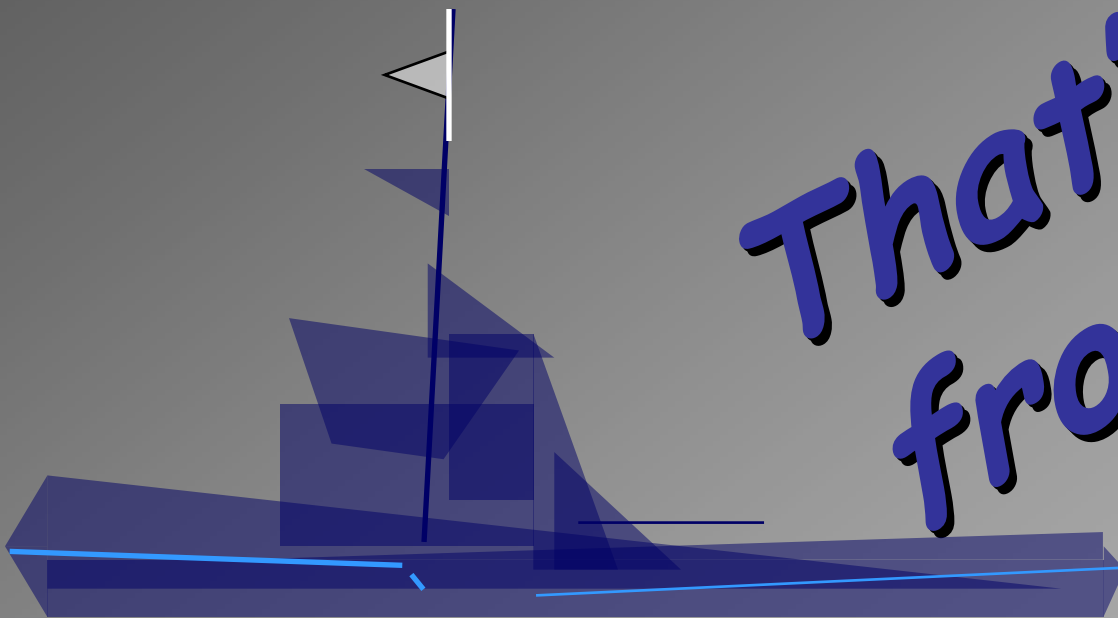
- R Good practice depends upon local conditions
- R Big and small ports work differently ... and need different sorts of advice
- R The Government is not the expert
- R All have something to contribute.

GOOD PRACTICE GUIDE

TIMETABLE

-  **Draft structure and content
- available now**
-  **First draft - available late May**
-  **Final version - target to complete
by Easter 2001**

That's all
from me!



*Please keep in touch
through our website-*

✉ Port Marine Safety
Code :

<http://www.shipping.detr.gov.uk/>

✉ Monthly bulletins:
<http://www.shipping.detr.gov.uk/pilotage/bulletins/index.htm>



*... and on occupational
standards for port
marine personnel -*

Through Bob Jones,
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British Ports
Industry Training -
Website - www.bpit.co.uk





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Publications Sales Centre

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Port Marine Safety Code





**ANY
QUESTIONS?**