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**REPORT TO: ECONOMIC GROWTH, HOUSING AND ENVIRONMENTAL SUSTAINABILITY COMMITTEE ON 8 JUNE 2021**

**SUBJECT: MARINE SAFETY PERFORMANCE REVIEW Q4 2020/21 UPDATE**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)**

**1. REASON FOR REPORT**

1.1 To inform the Committee with regard to matters of Marine Safety and compliance with the Port Marine Safety Code (PMSC) for the fourth quarter of 2020/21.

1.2 This report is submitted to the Economic Growth, Housing and Environmental Sustainability Committee following a decision of Moray Council on 17 June 2020 to agree a simplified committee structure as a result of the COVID-19 pandemic. In the case of this committee the combining of the delegated responsibilities of Economic Development and Infrastructure, Community Services (Housing and Property) and Finance (budget, capital and revenue monitoring) (para 9 of the minute refers).

**2. RECOMMENDATION**

2.1 **Committee is asked to consider the contents of this report as the Duty Holder on matters of marine safety.**

**3. BACKGROUND**

3.1 A report was submitted to the meeting of the Economic Development and Infrastructure Services Committee on the 20 March 2018, with the subject Port Marine Safety Code (PMSC).

3.2 Paragraph 6 of the minute of that meeting instructs officers to report quarterly to this Committee, as the Duty Holder, on matters of marine safety.

**4. COMMITMENT TO THE PMSC**

4.1 Moray Council, in its capacity as a Statutory Harbour Authority, is committed to undertaking and regulating marine operations to safeguard all its harbour areas, the users, the public and the environment.

- 4.2 The aim of the harbour team is to manage operations safely, efficiently, sustainably and as a benefit to all of the users and wider communities.
- 4.3 The team are committed to:
- a) full compliance with all legal requirements in harbour operations while seeking to meet the changing needs of all harbour users
  - b) improving safety in all processes. Competent skilled personnel backed by an active safety culture are key to a positive safety record.
  - c) undertaking hazard identification and risk assessments when required and implementing improvement measures where necessary.
- 4.4 The team expect that all harbour users recognise the effect that they can have on the harbours operation and reputation and must work to our standards as a minimum. A Permit to Work system is in place to maintain control over hazardous work. The team will ensure that any management systems of contractors or others fully support the same commitment to health, safety and environmental performance.

## **5. VESSEL MOVEMENTS**

- 5.1 In the fourth quarter of 2020/21 there were 16 cargo movements (arrival and departure) at Buckie. This included 9 acts of pilotage, 6 in and 3 out, with 5 of the operations being during the hours of darkness.
- 5.2 There were 5 exports, 2 of Malting Barley, 2 of Stones and 1 of Offshore Equipment through the quarter.
- 5.3 Vessels continue to arrive at Buckie for maintenance work at Macduff Shipyards.
- 5.4 During quarter four all cargo vessels have continued to complete a Medical Health Declaration which includes details of the recent movements and port visits, as well as any medical issues on board. All the completed Declarations are stored in SharePoint.
- 5.5 The Declaration also informs decisions relating to pilotage, such that no pilot would board any vessel where the risks to health are considered unacceptable. Appropriate physical distancing has been achieved on the bridges of all the vessels concerned and routine pilotage service continues to be maintained.
- 5.6 All commercial vehicle drivers attending Pier 1 for cargo operations continue to complete a self-declaration form to confirm that they do not have COVID-19 symptoms or have been in contact with anyone exhibiting symptoms.

## **6. CONSERVANCY**

- 6.1 The dredging operations commenced on 6 January 2021 and there were a few digs in Buckie before the vessel moved on to Burghead. Dredging continued in Burghead until 1 February apart from during bad weather when the crew undertook maintenance and a crew break.

- 6.2 Bad weather continued in February. The crew undertook maintenance work in Buckie Harbour before moving on to Findochty to assist the contractor to remove anchors and chains following the removal of the old pontoons from the harbour. Dredging commenced in Findochty and continued until there was a swell and it was not safe to do so. However while it was unsafe in Findochty the vessel was able to carry out dredging operations in Portknockie for a couple of days.
- 6.3 Unfortunately while in Portknockie a hydraulic oil leak was detected on the bucket ram of the excavator and the crew had to be stood down. It was not possible to repair the ram as a section of it had seized and a local supplier sent the ram to a third party for refurbishing and recoating.
- 6.4 Selkie is due 5 year loadline survey and came out of the water on Monday 22 March 2021 for inspection and an out of water survey. The Maritime & Coastguard Agency MCA will also follow this with an in water survey.
- 6.5 In order to inform dredging activities in our harbours bathymetric surveys have been undertaken in Buckie, Burghead & Hopeman to gauge water depths in the harbours and aid navigation.
- 6.6 Priorities for the dredger once operational are the two commercial harbours – Buckie and Burghead- and Findochty.

## **7. GENERAL SAFETY IMPROVEMENTS**

### Buckie

- 7.1 Installation of a new Chill is now providing double chilling facility to the fishing fleet.
- 7.2 Deep cleaning has been carried out throughout the Fish market and reorganisation of equipment storage has been carried out.
- 7.3 Various housekeeping jobs have been completed during this quarter including removing excess tyres from berths and building rope ladders.
- 7.4 Documentation has been provided to MCA on PMSC Health Check and we are awaiting their confirmation that they are now prepared to close this off.

Bathymetric survey undertaken in the harbour.

### Burghead

- 7.5 New wash down pump in the Chill Room has now been plumbed in.
- 7.6 Housekeeping continued throughout the quarter including pressure washing and clearing gutters in harbour office.
- 7.7 The issue of reducing vehicle movements on piers is ongoing. Discussions are continuing with all interested parties to come to a suitable resolution. This will be discussed at next HAC meeting.

7.8 Cleaning, preparing and painting navigational light boxes.

7.9 Rectified issues with sockets in net shed.

7.10 Bathymetric survey undertaken in the harbour.

#### Hopeman

7.11 Rescue ladders have been installed onto the pontoons at both ends.

7.12 Bollards have been reinstated.

#### Findochty

7.13 Pontoon drawings have been issued to the boat owners and feedback is being gathered.

7.14 Bathymetric survey undertaken in the harbour.

7.15 Pontoons, anchors and chains have been removed, one chain is proving problematic however it is hoped that with the dredging in the harbour it will loosen and will eventually be removed by Selkie.

7.16 Dredging commenced in the harbour with more to be undertaken prior to the new pontoons being installed.

#### Portknockie

7.17 Continued monitoring of the pontoon hinges and floats.

7.18 Preparation for anchor chain and anchor change out on pontoons.

#### Cullen

7.19 Removal of old anchor and chain and replaced with new, including new riser chains.

### **8. INCIDENT STATISTICS**

#### **8.1 Injuries:**

There were no injuries during the quarter.

#### **8.2 Incidents:**

On 14 January 2021 while dredging in the entrance channel at Buckie the bucket snagged what appears to be an old trawl wire. Wire retrieved on to the North Pier

On 10 February 2021 in Burghead Harbour a fishing vessel grounded over the sandbar. This was caused by an increase in the size of the sandbar following prolonged easterly weather conditions.

### 8.3 Near Misses:

None.

## 9. KEY PERFORMANCE INDICATORS

### Pilotage

9.1 Pilotage is not compulsory at Buckie harbour, and therefore not all cargo movements require the services of a pilot. The number of pilotage acts carried out in the fourth quarter of 2020/21 was 9, in relation to 16 vessel movements in and out of the harbour. Buckie Harbour's pilot boat Pathfinder has been repaired and is back in operation.

### Aids to Navigation

9.2 As a Local Lighthouse Authority, Moray Council is required to report the availability of all its navigational lights to the Northern Lighthouse Board in March of each year. The following table gives the detail that is reported on an annual basis. This is the table submitted in March 2021.

Table 1: Availability of Navigation Lights

IALA Category	No Of Aids	Total Hours	No Of Failures	OOS Hours	MTTR	MTBF	Availability	Target Availability
<b>Moray Council</b>								
CAT 1	1	26,304	0	0:00	0:00	0:00	100.00 %	99.80 %
CAT 2	15	394,560	4	26403:25	6600:51	92039:09	93.31 %	99.00 %
CAT 3	4	105,216	1	13982:00	13982:00	91234:00	86.71 %	97.00 %
No Category	0	0	0	0:00	0:00	0:00	0.00 %	0.00 %
Totals	20							

Key to headings:

IALA	International Association of Marine Aids to the Navigation and Lighthouse Authorities
OOS hours	Out of service
MTTR	Mean Time To Repair
MTBF	Mean Time Between Failures

9.3 The low Availability shown in Table 1 for the Cat 2 and 3 lights was principally due to the old and unreliable lights at Cullen and Portknockie. While these have been replaced with new solar units the data reflects a low reading as the data is based on the previous 3 years. Cat 3 is further affected by the storm damage to the 'Harbour Closed' light for Buckie Harbour. The Northern Lighthouse Board have been made aware of this and reflect this in their comments when publishing this data.

9.4 Table 2 lists all the navigation aids currently managed by the Council. There is only one Category 1 light, which is located on the West Mucks at Buckie harbour, principally to aid cargo vessel movements. There are eleven Category 2 lights and four Category 3 lights of which two are unlit beacons.

<b>Table 2: Moray Council - Aids to Navigation</b>						
<b>ALLFS No.</b>	<b>AtoN No.</b>	<b>Aton Name</b>	<b>Aton Type</b>	<b>Character</b>	<b>Range</b>	<b>IALA Cat</b>
A3396.1	3396.1	Buckie Harbour. Cliff Terrace.	Sector Light	Iso WG 2s	16	CAT 2
A3394	3394	Buckie Harbour. N Pier. Lts in line 096. Rear. 60m from front	Leading Light	Oc R 10s	15	CAT 2
A3392	3392	Buckie Harbour. North Pier Lts in Line 096. Front	Leading Light	2 F R(vert)	9	CAT 2
A3396	3396	Buckie Harbour. W Pier. Elbow	Light	2 F G(vert)	4	CAT 2
A3391	3391	Buckie Harbour. West Muck	Light	Q R	7	CAT 1
A3429.	3429.	Burghead Harbour. Entrance Groyne	Light	FI G 5s	1	CAT 2
A3428.5		Burghead Harbour. Fishing Transit Light	Light	FG	1	CAT 3
A3424	3424	Burghead Harbour. N Pier. Head	Light	Oc W 8s	5	CAT 2
A3428	3428	Burghead Harbour. S Pier. Head	Light	Q G	5	CAT 2
A3426	3426	Burghead Harbour. Spur. Head	Light	Q R	5	CAT 2
	3383U	Cullen Harbour. North Pier.	Unlit Beacon			CAT 3
A3372	3372	Cullen Harbour. Outer Basin.	Light	FI G	2	CAT 3
A3385	3385	Findochty. Ldg Lts 166deg. Front.	Leading Light	F R	3	CAT 2
A3385.1	3385.1	Findochty. Ldg Lts. Rear. Harbour Road. 30m from front	Leading Light	F R	3	CAT 2
	3386U	Findochty. West Pier	Unlit Beacon			CAT 3
A3418.1	3418.1	Hopeman Harbour. Ldg Lts 081deg. Rear. 10m from Front	Leading Light	F R	4	CAT 2
A3418	3418	Hopeman Harbour. N Quay. Elbow. Ldg Lts 081deg.Front	Leading Light	F R	4	CAT 2
A3416	3416	Hopeman Harbour. W Pier. Head	Light	Oc G 4s	4	CAT 2
A3382.1	3382.1	Portknockie Harbour. Ldg Lts 150 30' (Rear)	Leading Light	FI G	2	CAT 2
A3382.	3382.	Portknockie Harbour. Ldg Lts. 150 30' (Front)	Leading Light	FI G	2	CAT 2

9.5 Local Lighthouse Authorities are required to manage their Aids to Navigation within international guidelines as determined by the International Association of Marine Aids to Navigation and Lighthouse Authorities. Aids to Navigation (AtoN) are categorised according to their navigational importance with their 'availability' requirements reflecting this:

Availability	Objective	Definition
Category 1	99.8%	AtoN considered to be of primary navigational significance
Category 2	99.0%	AtoN considered to be of navigational significance
Category 3	97.0%	AtoN considered to be of less navigational significance

9.6 The 'Availability Objective' is calculated over a rolling 3-year period. This means that over this period a Cat 1 AtoN needs to be functional for 99.8% of the time.

## **10. FUTURE OBJECTIVES AND PLANS**

10.1 Objectives identified for 2021/22 and beyond include the following:

- A statement of compliance was issued to the MCA on 25 March 2021 following successful audits by the Designated Person DP (Marex Marine) on our Port Marine Safety Code PMSC and Safety Management System SMS.
- Review of SMS: the SMS is constantly under routine monitoring and review.
- Monitor consistent incident reporting, including potential incidents.
- There is a requirement to carry out constant routine reviews to monitor our position of the PMSC, this is achieved by internal audits and audits by the DP,
- Further Pilot training and accreditation is ongoing.

## **11. SUMMARY OF IMPLICATIONS**

### **(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))**

Sustainable harbours maintained to operate safely and efficiently contribute to the economic development of Moray.

### **(b) Policy and Legal**

Non-compliance with the Code will have legal implications.

### **(c) Financial implications**

Non-compliance of the Code may have financial implications.

### **(d) Risk Implications**

Prosecution of the authority may result from the failure to comply with the Port Marine Safety Code.

### **(e) Staffing Implications**

Key personnel are to be trained, qualified and experienced.

### **(f) Property**

There are no property implications arising from this report.

**(g) Equalities/Socio Economic Impact**

There are no specific equalities matters, however, the Equalities Officer has been consulted and comments incorporated into this report.

**(h) Consultations**

The Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services, Legal Services Manager, Principal Accountant, Committee Services Officer (L Rowan), and Equalities Officer have all been consulted and their comments incorporated into the report.

**12. CONCLUSION**

**12.1 The council is currently deemed to be compliant with the PMSC, however, there is a requirement to carry out audits to evidence this compliance. This will be evidenced through future reports to this Committee, and scrutinised by this Committee as Duty Holder.**

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Background Papers:

Ref: SPMAN-524642768-368