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**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE  
SERVICES COMMITTEE ON 10 SEPTEMBER 2019**

**SUBJECT: PORT MARINE SAFETY – 1<sup>ST</sup> QUARTER**

**BY: CORPORATE DIRECTOR (ECONOMIC DEVELOPMENT,  
PLANNING & INFRASTRUCTURE)**

**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 first quarter of 2019/20.
- 1.2 This report is submitted to Committee in terms of Section III (F) (25) of the Council's Scheme of Administration relating to the functions of Council as Statutory Harbour Authority (SHA).

**2. RECOMMENDATION**

- 2.1 **Committee is asked to consider and note the safety performance, fulfilling their function as Duty Holder under the Port Marine Safety Code.**

**3. BACKGROUND**

- 3.1 A report was submitted to the meeting of this 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) ensuring that all personnel are well trained, engaged and committed to 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 contractors or others management systems fully support the same commitment to health, safety and environmental performance.

## **5. VESSEL MOVEMENTS**

- 5.1 In the first quarter of 2019 there were 13 cargo movements (arrival and departure) at Buckie. This included 6 acts of pilotage, 5 in and 1 out with 1 of the operations being in the dark.
- 5.2 The prawn fishing has been improving significantly with consistent fishing right along the coast and some of the nicest prawns seen for a while. Some of the bigger squid boats started working the rigs to the north and tows east of Buckie with mixed results but getting better all the time. The crab and lobster fishing as ever for this time of year is improving all the time.
- 5.3 The usual increase of commercial vessels has started with a few different survey boats working from the harbour and more expected through the coming months.

## **6. CONSERVANCY**

- 6.1 The priority areas of current concern are:
- Buckie: entrance channel
  - Burghead: sand bank outside entrance
  - Hopeman: large bank of silt at the end of the pontoon system and another bank in the outer basin limiting access and egress during the season
  - Cullen: removal of sand from the beach side rather than the entrance
  - Findochty: lack of depth between the pontoons and entrance
  - Portknockie: no major issues at this time
- 6.2 There have been digs carried out at both Buckie and Burghead and the harbourmaster has observed improvements at both locations. Further work is currently scheduled prior to the dredger carrying out commercial work. The remainder of the planned dredging for the year will be carried out following Selkie's return from commercial activity.

## **7. GENERAL SAFETY IMPROVEMENTS**

- 7.1 The handrail replacement at Findochty is all but complete, only the last few poles to install and the old wood to remove.
- 7.2 Several projects ongoing with the pilot boat. 2 yearly inspection is pending in the coming months
- 7.3 More pontoon sections and a couple of longer fingers have been purchased from Lossimouth Marina. Although second hand, having these will allow officers to start taking the damaged sections out and work on them while not losing any of the pontoon length. Officers hope to start this work once the boats start to be removed for winter.
- 7.4 Work continues on the fishmarket building in preparation for the new tenant, SSE, who will be taking over the office in the building along with 2 bays. Work has included renewing the flashings and fire, asbestos and legionella inspections
- 7.5 Many new rope ladders were made and most of the ladders cleaned or changed at Buckie, Burghead and Findochty with plans to do Hopeman and Cullen later in the year.
- 7.6 Work continues in Burghead where officers are trying to get buy in from the fishermen to maintain levels of housekeeping. This is proving difficult with no permanent presence.
- 7.7 Training has been carried out by 3<sup>rd</sup> party trainers on the 360° excavator and abrasive wheels. Pilot and pilot boat coxswain training continue as operations allow.
- 7.8 With the ongoing work in Portknockie to the landslip areas and the work being done to the paddling pool area by the community group, there were a lot of different workforces in the area. Good coordination between them all and harbour staffing allowed both jobs to be carried out simultaneously, efficiently and safely. The Morrisons team have also had to contend with lots of members of the public at the harbour 'dookin' and they are to be commended for the way they have handled themselves and controlled the works to minimise the risk to the public.
- 7.9 Regular pressure washing sessions are required in several areas at all the harbours due to the appearance of green algae on concrete surfaces. The first quarter is often the worst as the sun starts to get a bit of heat but everything is still damp. Officers have now found an environmentally safe product to do this (much like what you would use on a patio or decking) which will not only be safer for the harbours team but mean that more areas can be done quicker with more efficiency.
- 7.10 A lot of work has been done on the Safety Management System including clarifying some of the job descriptions, modifying the organigram, the addition of the 'Mooring Manual' and the new drone and environmental policies.

- 7.11 A new work schedule was started where by the watchmen work 8 hour shifts instead of 6 hours shifts. In terms of welfare this works well as it means that the team get an additional day off while maintaining pay levels. From the harbours point of view it means that the team can be used more effectively

## **8. INCIDENT STATISTICS**

- 8.1 There were no injuries to Harbours personnel in the 1<sup>st</sup> quarter at any of the harbours.

### General

- 8.2 During the night on 19 April 2019 it was reported that 2 vessels had capsized while berthed at Burghead. Both vessels had been in the same location for approximately 6 days due to weather conditions. The day of the incident saw some of the biggest ebbs of the year. Both vessels tipped over at low water. Contractors were called out to respond to the spill which had occurred. Following advice from the MCA, they were stood down once the Harbourmaster got onsite and assessed the situation. Although the spill was out of Harbour staff control, lessons were learned which have been worked into emergency plans such as the watchmen having a mobile phone so that the out of hours team can contact them sooner. The other issue was that if the team had needed to deploy spill booms, this would have been impossible without a boat. The team are looking at ways of transporting the existing boat in the back of the truck or with a trailer so that no matter which harbour the incident is at they can respond efficiently and effectively.
- 8.4 The team received a report through Laggan of an incident which occurred on 20 May 2019 in Burghead beside the Shetland Bus Memorial. Officers were unable to carry out a proper investigation due to the time that had lapsed and a lack of contact details. A gentleman had been taking pictures of the memorial but in order to get both plaques and the prop into the frame he took a further step back without looking or realising that there was a ledge. He fell approximately 2' backwards to the ground resulting in a skull fracture, cuts and bruises. After discussions with the safety department it has been decided that something will have to be put in the area to prevent reoccurrence. Given that this is a local monument of such importance and the harbour of historical importance with the Telford structures, care will be taken to make sure anything put in place is appropriate to the area and fits in with the general look while still eliminating the risk to the public. Suggestions of styles of barrier will be put to the Harbour Advisory Committee meeting and the best way forward decided at that time.
- 8.5 On 24 July 2019 a car drove off the end of the West pier in Hopeman. The car was recovered by Sherriffmill with the help of the coastguard. The harbours team attended the scene along with Police Scotland. Most items were recovered and there was no pollution.

## 9. KEY PERFORMANCE INDICATORS

### 9.1 Pilotage

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 First quarter of 2019/20 was 6, in relation to 13 vessel movements in and out of the harbour.

### 9.2 Aids to Navigation

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 2019

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	26,256	0	0:00	0:00	0:00	100.00 %	99.80 %
CAT 2	15	393,840	5	19576:04	3915:13	74852:47	95.03 %	99.00 %
CAT 3	4	105,024	1	13104:00	13104:00	91920:00	87.52 %	97.00 %
No Category	0	0	0	0:00	0:00	0:00	0.00 %	0.00 %
Totals	20							

Criteria:

Date Range from [01/04/2016 00:00:00 to 31/03/2019 00:00:00]  
Third party Organisations are not included.  
Organisations [Moray Council].  
Filter [LLA AtoN].  
User [DBremner] belonging to Organisation(s) [Moray Council]

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

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

**Table 2: Moray Council - Aids to Navigation**

<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	FG	1	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

Local Lighthouse Authorities are required to manage their Aids to Navigation within international guidelines as determined by the IALA. 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

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.

The Team have the light and are waiting for colleagues in Street lighting to reply regarding the new light for Cullen harbour.

## **10. GENERAL COMMENTARY**

- 10.1 The safety performance at the harbours is improving as the team develops, learns new skills and look for better ways of doing regular activity. Little things like how the market is set up can make a big difference in how safely those jobs are carried out.
- 10.2 The pilot boat is coming to the end of its practical life. Having 2 engineers in the team has paid massive dividends already as they have been able to carry out maintenance and repairs. Unfortunately the age of the vessel and repairs required mean that a replacement needs to be considered. Options are being taken to the next meeting of the Asset Management Working Group on 25 September 2019.
- 10.3 The pontoon systems at Portknockie and Findochty are still a concern. Work has been done to them over the years to try and maximise the lifespan of them but the work scope is getting to the stage where there is little that harbours staff can do by themselves. The second hand pontoons recently purchased will help create a better pro-active maintenance plan for the time being. New decking boards have already been purchased and will be installed when the boats start coming out again.

## **11. FUTURE OBJECTIVES AND PLANS**

- 11.1 Objectives identified for 2019 and beyond include the following:
- Monitor consistent incident reporting, including potential incidents
  - Implement new KPIs
  - Undertake further reviews of Marine Policy, SMS and training requirements Maintain momentum of Pilot training and accreditation
- 11.2 The team intend to carry on with pilot training, however, to facilitate this requires an increase in the number of competent coxswains. Training for this

is planned for later this year. The team will then have 6 coxswains who will all work towards becoming a pilot.

- 11.3 A review of the training requirements for all staff has been held. Some of the internal courses are yet to be developed and external trainers have been used. Pilot and Coxswain training continues with training opportunities being taken when possible.

## **12. 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 Legal Services Manager (Property & Contracts), Principal Accountant, Committee Services Officer (L Rowan), and Equalities Officer have all been consulted and their comments incorporated into this report.

**13. CONCLUSION**

- 13.1 The council is currently deemed to be compliant with the PMSC, however, there is still work to be done to stabilise our position in relation to marine safety. This will be evidenced through future reports to this Committee, and scrutinised by this Committee as Duty Holder.**

Author of Report: Darren Bremner, Harbourmaster  
Background Papers:  
Ref: