

**1. Q3 Review**

1.1 The following sections of the report set out an overview of marine safety performance for Q4 of 2022/23.

**PMSC Audit**

1.2 A full annual audit of Moray Council compliance with PMSC was carried out by Marex Marine, within their capacity as designated person. The Audit was conducted at Buckie Harbour Office on 12 October 2021 and concluded that the Moray Council harbours are compliant with the PMSC. The Audit process made observations. The open items from this are provided in the table below.

Observation	Progression
Review Harbour Bye-laws with particular regard to continued relevancy	Liaison with legal department required to establish a time to review bye-laws during 2022/23. Target Date completion 31/03/23
Consider cyber security protocols	Addition of cyber security policy to be added to SMS during review cycle including update of IT systems in new harbour office. IT consultation is ongoing with council officers during process of office move. Target Date completion 30/11/22
SMS updates, rewording suggestions	Review of SMS completed. Compilation draft of new document being finalised ready to be presented for consultation and Duty Holder approval at end of quarter 3, Target date completion 31/12/22.
Consideration of adding extra safety signs around harbour	In conjunction with ongoing water safety group meetings and work stream considerations for signs required to be discussed. Signs on order and being produced currently. Target Date for completion 30/11/22
Increasing drills carried out with external institutions suggested	Plans to be made to include exercises with local fire brigade large scale cross council drill to be organised with Aberdeenshire council with Emergency planning officer. Target date TBC no later than 31/03/23

1.3 The 2022/23 Annual Audit conducted by Marex Marine was conducted in March 2023 at Buckie harbour office Buckie drifter. The report and findings brought to this committee at the next scheduled date after report is received with the above table being amended to reflect new report.

- 1.4 The Audit focused on updates to safety management system which have been undertaken and on the risk assessment processes in place within the harbours.

### **Key Performance Indicators**

- 1.5 Details of the Council's compliance with PMSC are provided below.

### **Q4 Accident, Incident and Near Miss Statistics**

#### **1.6 Incident statistics Summary Table**

Quarter	Injuries	Incidents	Near Misses
4	0	0	0

### **Aids to Navigation**

- 1.7 As a Local Lighthouse Authority, Moray Council is required to report the availability of all of its navigational lights to the Northern Lighthouse Board in March of each year. Currently the Port Closed light on the North Pier in Buckie is unavailable, resulting in availability figures being decreased. This has been discussed with the Northern Lighthouse Board and they have noted it is not an urgent requirement as the light is not mandatory and other provisions to communicate any port closures are available.
- 1.8 New solar powered lights will be installed in Burghead and Buckie. The new solar powered lighting will decrease the number of faults observed and as a result lead to an increase in the availability figures for all navigational aids. This work has been funded by Scottish Government Marine Fund Scotland Scheme.
- 1.9 A risk assessment for changing the lighting system is in preparation by Harbourmaster and after completion by end of April 23 will be approved by the Northern Lighthouse Board. A Notice to Mariners has been prepared and this will be sent to all harbour users and the UKHO so visiting vessels can be informed of this change.
- 1.10 The table below summarises the availability of Navigational lights under Moray Council's responsibility.

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	6	31333:58	5222:20	60537:40	92.06 %	99.00 %
CAT 3	4	105,216	1	5222:00	5222:00	99994:00	95.04 %	97.00 %
No Category	0	0	0	0:00	0:00	0:00	0.00 %	0.00 %
<b>Totals</b>		<b>20</b>						

The 'Availability Objective' is calculated over a rolling 3-year period. This means that over this period a Cat 1 Aid to Navigation needs to be functional

for 99.8% of the time. Currently Moray Council is meeting this target. The availability of Cat 2 and 3 lights is below the target availability.

- 1.11 The target for the year 2023/24 is to increase the availability figures of Cat 2 lights to 95% and Cat 3 lights to 97%. This will be achieved by utilisation of new solar powered lights that once installed, planned by end of Q2 2023/24, will provide more efficiency due to less reliance on unsuitable cabling, prone to faults.

### **Pilotage**

- 1.12 Pilotage is not compulsory at Buckie harbour, therefore, not all cargo movements require the services of a pilot. The number of pilotage acts carried out in the fourth quarter of 2022/23 was 9, in relation to 18 vessel movements in and out of the harbour. This included 3 acts of pilotage in hours of darkness.

### **Training**

- 1.13 There are currently two members of staff deemed competent to pilot, one unrestricted and one restricted to daylight hours. By end of Q1 2023/24 it is anticipated that both members of staff will be competent to pilot without restrictions and that a third member of staff will be fully trained. Training will begin for other harbour staff after Q1 with 2 new harbour assistants beginning training.
- 1.14 Training for Port Facility Security is currently being sourced to be completed by 2 members of staff. Currently harbours are compliant with PMSC and International ship and port facility code (ISPS) however additional trained staff will provide additional resilience and shared responsibilities.

### **Staffing**

- 1.15 One member of staff remains absent from work due to long term sickness and this post is being covered by an agency appointed watchman until Occupational Health recommendations and advice have been confirmed.
- 1.16 Recruitment need for MV Selkie staff is ongoing with a new recruitment round for vessel master being planned for undertaking during Q1/2 of 2023/24

### **Conservancy**

- 1.17 Dredging has continued into the quarter 4 of 2022/23, with priority given to Buckie navigational channel and Burghead channel.
- 1.18 From 1 January 2023 to 31 March 2023 the total amount of spoil removed to designated spoil grounds was 2,440 Tonnes over 17 digging days. This includes the harbours Burghead and Buckie (see table 2 para 4.27).

- 1.19 Burghead groyne is at the end of its serviceable life, which is increasing the deposition of sediment at the harbour channel. A contract has been awarded to undertake significant maintenance work to the groyne. This work is subject to a marine licence which is currently being progressed by Marine Scotland. Work is scheduled to be undertaken in Q1 2023/24.
- 1.20 In Buckie the current depth under chart datum is officially 2.5 Metres with relevant Notice to Mariners promulgated. There has been significant improvement in the depth of the channel as a result of work carried out in 2022/23. Indication from Selkie and pilot boat sounding is that depth under chart datum exceeds 3.0 metres in entrance channel.
- 1.21 There is a Notice to Mariners published warning vessels of the fluctuating depths within the entrance channel of Burghead advising all mariners to contact Harbourmaster for accurate information and tidal information.
- 1.22 The priority areas for dredging remain Burghead (sand bank approaching harbour entrance) and Buckie (entrance channel). The agreed capital works to undertake outsourced dredging, (agreed on 29 June 2022 paragraph 22 of the minute refers,) is currently progressing with preparation works. Sediment sampling and its analysis is being procured and conducted to satisfy Marine Scotland licencing requirements. The planned works will incorporate work to dredge all harbour basins in Buckie utilising a combination of Selkie and external vessel. Other dredging requirements include:
- Hopeman: Different options to increase the efficiency of dredging at Hopeman are being considered and a plan detailing these will be developed in 2022/23.
  - Cullen: dredging by the Selkie will focus on the beach side of the basin.
  - Portknockie: Work at Portknockie was undertaken in Q1 with a plan for some minor additional work to be carried out during November.
  - Findochty: Further dredging is required at the entrance channel to complete work started in Q2.
- 1.23 There has been an increase in available water under chart datum of 1.0 metre in the west basin and channel at Findochty harbour as a result of the dredging campaign in 2021/22. Dredging in Q2 of 2022/23 has removed 540 tonnes of spoil from the entrance area and approach to the new pontoons, maintaining good access to all vessels.

### **Selkie**

- 1.24 MV Selkie has completed works within Buckie and Burghead during the fourth quarter of 2022/23. The tables below summarises the work carried out during this quarter:

Table 1: Days worked and total tonnage removed during 2022/23 per quarter

Year	Days working	Weather days	Maintenance	Working days %	Tonnage Removed
2022/23 Q4	17	25	7	35	2,440
2022/23 Q3	23	13	5	46	3,360
2022/23 Q2	24	17	14	44	3,260
2022/23 Q1	30	12	20	48	3,460
2021/22 Q4	24	30	9	38	3,330

Table 2: Summary of works carried out per harbour during Q4

Harbour	Cumulative working days	Cumulative weather days	Cumulative maintenance days	Tonnage removed
Buckie	15	21	7	1,960
Burghead	2	4	0	480
Total (%)	17 (35)	25 (51)	7 (14)	2,440

- 1.25 During the Q4 of 2022/23 there has been a decrease in the total tonnage removed to spoil by MV Selkie compared to the previous quarters. This total has been completed over 17 working days which is a decrease in working day percentage from 46% to 35%.
- 1.26 The updated figures for the current year 2022/23 are now 46% working days 32% weather days and 22% maintenance days (planned and unplanned). This is still below the target KPI of 50% working days (see paragraph 4.35). There has been a decrease in days lost to unplanned maintenance down to 22% however this is still not at the target of 20% or less.

Table 3: Comparison of working days compared to weather and maintenance

Year	Days working %	Weather days %	Maintenance %
2022/23 Total	46	32	22
2022/23 Q4	35	51	14
2022/23 Q3	56	32	12
2022/23 Q2	44	31	25
2022/23 Q1	48	20	32

- 1.27 The plan for increased efficiency moving forward is to maximise the number of days crewed on vessel and continue to work effectively with maintenance to lower the number of maintenance days. A computer based planned maintenance system on board Selkie and throughout the harbours is now delivered and is currently being readied, use started in Q3. This system will increase efficiency of auditing maintenance, allow greater ability to scrutinise maintenance and its history and allow remote access monitoring of all maintenance.

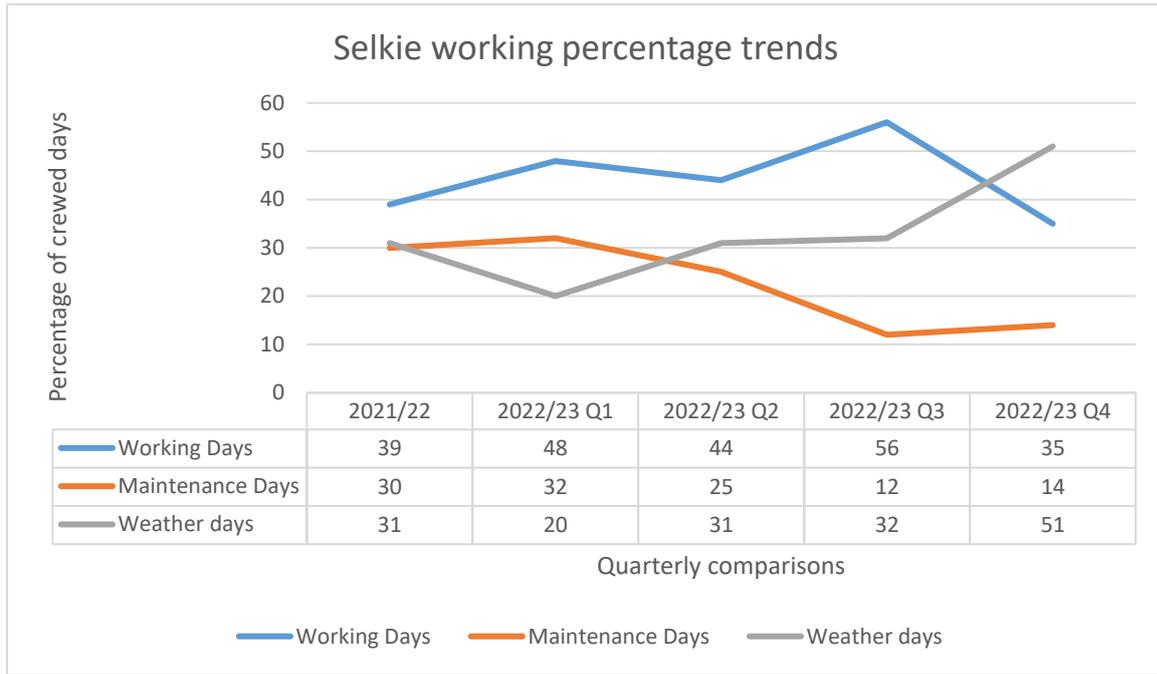
## Environmental Considerations

- 1.28 There has been continuing work carried out with the focus on lowering carbon emissions and promoting overall environmentally sound practices within the harbours. This includes plans to upgrade the electrical infrastructure available within Buckie harbour, allowing less reliance on fossil fuel generators for power.

### 1.29 KPI Summary Table

KPI	Progress at the end of Q2	Completion Target Date
<b>Conservancy</b>		
Buckie Channel Depth 3.0M	Current official depth 2.5M	31/08/23
Buckie Basin 1/2/3 depth 3.0M	Current depth 2.2M	Review of progress 31/03/23 Fully achieved by 31/08/23
Provide 0.3M channel Burghead	Current depth 0.0M	Review of progress 31/03/23 Fully achieved by 31/08/23
<b>Productivity</b>		
Maintenance days less than 20%	Currently 22%	Continuous review
Working days greater than 50%	Currently 46%	Continuous review
Total minimum tonnage removed above 14,120 Tonnes (aspirational target 18,000 Tonnes)	End of Q4 12,400	31/03/23
Total working days above 77 (target 100)	94	31/03/23
<b>Staffing</b>		
Full Time master	Q1/2 recruitment campaign (long term skilled agency worker currently)	30/09/23 postponed due to staffing issues within harbour office and reviewed target
<b>Safety management/ Maintenance</b>		
SMS review and Update	Reviewed and awaiting audit review by designated person to be carried out March 23	15/05/23
Full Risk assessment update	In progress annual review completed.	31/10/22
Planned maintenance system implementation	Procured and installed, assets being added to database for complete functionality	31/08/22
<b>Financial</b>		
Lower Running costs to within Budget	To be reviewed	31/03/23

### 1.30 Graph of Selkie Working availability trends



1.31 The general pattern of Selkie working day availability compared across quarters in 2022/23 vs 2021/22 shows a slight decrease in maintenance days and overall a slight increase in working days. There is however still continued improvement required to reach the desired KPIs highlighted in the table in paragraph 4.34 above. A trend graph will continue to be added in future reports to highlight progress toward KPIs identified for working day and maintenance day targets.

## **2 General Safety Updates**

### **Safety related works**

2.1 There have been a number of jobs completed during Q4 improving safety conditions within all harbours, these works include:

#### **Buckie**

- Fixed salvage pump
- Cleaned up 'Oily Hole' area in NE of Basin 4
- Replaced west Mucks navigational light
- Street light removed from pier 3 as broken and causing a hazard
- Lifebuoy holder reattached and buoy's replaced x 2
- Re-stocked all grit bins
- Pier 1 and pontoon pressure washed
- Remove and replace retaining wire on north pier for fishing gear

### Burghead

Various algae treatments and pressure washing of piers  
Repaired broken panel on chill  
Repaired trolley transporters

### Hopeman

Repair to pontoon at bottom of ramp before it became a trip hazard due to excessive movement at the bolt  
Removed boulder from harbour  
Secured safety sign to pole which had come unattached  
Property service have repaired water hose.

### Findochty

Repair to ladder top handrail  
Installed new mooring rings

### Portknockie

Remove finger from pontoon and store  
Treat McDonald's Pier, BBQ area and slipway pressure washed to remove algae  
Temporary repair to bottom of southern pontoon with contractor working on a long term repair.

### Cullen

Treated pontoon with algaecide

### Pathfinder

Various inspections and checks carried out  
Replaced lifebuoy floating light

### **Signage**

2.2 The signs listed below have been ordered and will be erected when received. Delay was caused by long term sickness absence but will now be completed by end of Q1 2023/24.

1. Four signs to restrict general access to the pontoons
2. Harbour operations signs.
3. Designated visitor berths.
4. Operational speed restrictions
5. Keep slipway clear signs.

**3. Objectives identified for 2023/24**

- Publishing of updated SMS: the revised SMS will be presented to a future meeting of this committee.
- Undertake further reviews of Marine Policy and Harbour Bye-laws.
- Review training requirements and request necessary training.
- Continue momentum of Pilot training and accreditation leading to 2 fully competent Pilots within the Harbour team by end of Q2 2023/24 in addition to freelance contracted pilots.