



REPORT TO: ECONOMIC GROWTH, HOUSING AND ENVIRONMENTAL SUSTAINABILITY COMMITTEE ON 16 FEBRUARY 2021

SUBJECT: MARINE SAFETY PERFORMANCE REVIEW Q3 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 third 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.**

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 contractors or others management systems fully support the same commitment to health, safety and environmental performance.

5. VESSEL MOVEMENTS

5.1 In the third quarter of 2020/21 there were 15 cargo movements (arrival and departure) at Buckie. This included 8 acts of pilotage, 5 in and 3 out, with 5 of the operations being during the hours of darkness.

5.2 There were 3 exports, 2 of Malting Barley and 1 of Stones through the quarter.

5.3 Vessels continue to arrive at Buckie for maintenance work at Macduff Shipyards.

5.4 During quarter three 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 There have been no dredging operations during the quarter with the vessel's digger breaking down and requiring a new engine.

6.2 When the vessel return to dredging operations, at the start of Q4, the priority areas for dredging remain Burghead (sand bank approaching harbour entrance) and Buckie (entrance channel). Other dredging requirements include:

- Findochty: dredging to run in conjunction with pontoon renewal works
- Hopeman: continue to work on the mound of silt at the end of the pontoon system and another mound in the outer basin – will continue to maximise spring tides
- Cullen: removal of sand from the beach side of the basin

7. GENERAL SAFETY IMPROVEMENTS

Buckie

- 7.1 Installation of new lights in the Chill in new positions has improved the lighting and prevents the lights getting damaged. The sides of the Chill door has also been reinforced to prevent further damage.
- 7.2 The Pontoon, Fish market and various minor areas have been treated with algae killer to prevent slippages.
- 7.3 Various plumbing issues have been rectified in Showers and Public Toilets, mainly to prevent slippery surfaces.
- 7.4 Various housekeeping jobs have been completed during this quarter.
- 7.5 There has been a temporary change to the Cliff Terrace Lighthouse from occulting to fixed lighting.

Burghead

- 7.6 New wash down pump has been supplied but has still to be plumbed in.
- 7.7 Housekeeping continued throughout the quarter.
- 7.8 The issue of reducing vehicle movements on piers is ongoing. Discussions are continuing with all interested parties to come to a suitable resolution.
- 7.9 Replacement of waste oil tank lid.
- 7.10 Issues with street lights rectified.

Hopeman

- 7.11 Solution for rescue ladder replacement is still being investigated, various ideas have been tried and rejected.
- 7.12 The team have successfully contacted all owners of trailers in the compound and these have now been named and are easily identified for ease in the future.
- 7.13 The pothole on road to west pier has been fixed.

Findochty

- 7.14 The pontoons remain closed to access and all berth holders were instructed to contact the harbour team for their own safety prior to checking their boats. The

contract for the replacement of the pontoons has now been awarded, and a stakeholder briefing will be put to members and berth holders in Q4 setting out timescales and other information.

- 7.15 The pontoons continue to be checked regularly to ensure the circumstances have not changed and rope change out when required.

Portknockie

- 7.16 Pontoons and slipway treated with algae killer.
- 7.17 Extensive work has been carried out on the pontoon hinges, including a new design of hinge fitting a new float and plates to secure the bolts.
- 7.18 New life ring holders have been installed including one at a new location at the top of the steps from the paddling pool.
- 7.19 Full new railing on order on North Pier after safety railing had to be cut away due to corrosion.

Cullen

- 7.20 Replacement of handrail at top of steps at North Pier.
- 7.21 Redundant hardware continues to be removed with a start on toe rails.
- 7.22 Street lighting has been improved on Mid Pier.

8. INCIDENT STATISTICS

8.1 Injuries:

There were no injuries during the quarter.

8.2 Incidents:

On 16 November 2020 a vessel in slipway area of Buckie Harbour was not tied up properly and when the tide went out it resulted in the boat tipping to one side with fuel coming out the fuel tank breather, activating the oil spill response plan.

On 1 December 2020 an incoming vessel at Buckie Harbour, after requesting the depth of water the Skipper ignored the advice of the Harbour Office and proceeded to come in but took the bottom adjacent to the North Pier breakwater. The boat was moved as close to the pier as possible to avoid blocking the channel and waited for water.

8.3 Near Misses:

None.

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 third quarter of 2020/21 was 8, in relation to 15 vessel movements in and out of the harbour. Despite a further 2 pilotage acts planned during December 2020 these had to be cancelled due to the late change in the estimated time of arrival of the vessels and the Windcat vessel ferrying the pilot out to the cargo vessel was not available at the rescheduled time. To ensure this does not reoccur a further Windcat vessel has been endorsed to carry out this duty. A Windcat is being used as pilot boat whilst the council's pilot boat is repaired following damage to the propeller.

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 2020.

Table 1: Availability of Navigation Lights

IALA Category	No Of Aids	Total Hours	No Of Failures	OOS Hours	MTTR	MTBF	Availability	Target Availability
Moray Council								
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	18350:00	18350:00	86866:00	82.56 %	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

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. These have now been replaced with new solar units.

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.

ALLFS No.	AtoN No.	Aton Name	Aton Type	Character	Range	IALA Cat
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

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.

10. FUTURE OBJECTIVES AND PLANS

10.1 Objectives identified for 2020/21 and beyond include the following:

- Preparation for statement of compliance – the statement of compliance with the PMSC will need to be submitted in March 2021, and a review and audit was carried out on 22 October 2020 by the Designated Person in Q3 in preparation.
- Review of SMS: the SMS is constantly under routine monitoring and review.
- Monitor consistent incident reporting, including potential incidents.
- 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), Legal Services Manager (Property & Contracts), 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 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: Karen McGilly, Acting Harbours Manager

Background Papers:

Ref: