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**REPORT TO: ECONOMIC GROWTH, HOUSING AND ENVIRONMENTAL  
SUSTAINABILITY COMMITTEE ON 1 DECEMBER 2020**

**SUBJECT: INFORMATION REPORT: MARINE SAFETY PERFORMANCE  
REVIEW Q2 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 second 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. BACKGROUND**

- 2.1 A report was submitted to the meeting of this Economic Development and Infrastructure Services Committee on the 20 March 2018, with the subject Port Marine Safety Code (PMSC).
- 2.2 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.

**3. COMMITMENT TO THE PMSC**

- 3.1 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.
- 3.2 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.
- 3.3 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.
- 3.4 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.

#### **4. VESSEL MOVEMENTS**

- 4.1 In the second quarter of 2020/21 there were 16 cargo movements (arrival and departure) at Buckie. This included 11 acts of pilotage, 7 in and 4 out, with 4 of the operations being during the hours of darkness.
- 4.2 There were 6 exports of Malting Barley through the quarter culminating in the largest load of bulk grains on a vessel worked by the harbour team and stevedores.
- 4.3 Vessels continue to arrive at Buckie for maintenance work at Macduff Shipyards including fish farm vessels, small ferries and various fishing boats.
- 4.4 During quarter two 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.
- 4.5 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.
- 4.6 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.

#### **5. CONSERVANCY**

- 5.1 Dredging operations resumed during the quarter with digs carried out at Buckie, Burghead and Hopeman.
- 5.2 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

## **6. GENERAL SAFETY IMPROVEMENTS**

### Buckie

- 6.1 The shower room at Buckie has been improved with new heating and fans installed.
- 6.2 A new style of pallet truck was purchased, with improved ergonomics while pulling or pushing the truck.
- 6.3 Multiple housekeeping issues rectified with nets removed from the North pier. There is now a new numbered bay system on the north pier which will allow better control over fishing gear. Ultimately the goal is to minimise or eliminate the amount of gear being left on piers 1-4. Historically this has not been an issue but with more and more different types of workboat choosing to work from Buckie the pier space is needed to allow customers to work safely.
- 6.4 Work continued on the navigation light changes with no issues being raised in the consultation of the proposed plan.

### Burghead

- 6.5 Sharp edges on the chill doors have been rectified.
- 6.6 Housekeeping and weeding continued throughout the quarter.
- 6.7 Work is being done to reduce vehicle movements on piers, particularly by members of the public. Discussions are taking place with all interested parties to come to a suitable resolution.

### Hopeman

- 6.8 The team are in the process of replacing all of the rope ladders at Hopeman. This project will be ongoing as and when time allows.
- 6.9 The team have been trying to identify owners of trailers in the compound as there are quite a few and this can create issues during crane out or when moving boats around. The aim is to get all trailers named and easily identified for ease in the future.

### Findochty

- 6.10 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.
- 6.11 A new ring was installed to improve mooring and clear chains from the top of a ladder.

- 6.12 The pontoons are checked twice daily to ensure the circumstances have not changed. Several signs have been posted at the top of ladders and on the loose pontoons but are continually removed. There have been instances of children playing on the loose pontoons, particularly during the summer. The harbourmaster has been talking to them and trying to educate the children on the dangers of what they are doing and getting them to recognise the dangers themselves.

### Portknockie

- 6.13 Planned Capital works delayed earlier due to adverse weather followed by the COVID-19 lockdown are now nearing completion.
- 6.14 Several pontoon hinges were replaced and a new hinge design discussed with the fabricator. The hinges are heavy duty so should last longer.
- 6.15 A new life ring holder was installed on McDonald pier.
- 6.16 The East side of the north pontoon had a broken float causing the pontoon to sag down at the end. A similar sized float was removed from the pontoons in Findochty and put in place creating a much safer walkway for harbour users.

### Cullen

- 6.17 Some worn pontoon chains were replaced, the remaining chain sections will continue to be monitored.
- 6.18 Several potential trip hazards were removed including old rings and sleepers.

## **7. INCIDENT STATISTICS**

### 7.1 Injuries:

There were no injuries or near misses during the quarter.

### 7.2 Incidents:

A leisure vessel sank at its berth resulting in a very light oil sheen on the water. This was contained and cleaned up very quickly.

### 7.3 Near Misses:

None.

## **8. KEY PERFORMANCE INDICATORS**

### 8.1 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 second quarter of 2020/21 was 11, in relation to 16 vessel movements in and out of the harbour.

## 8.2 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
<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	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 %
<b>Totals</b>	<b>20</b>							

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.

<b>Table 2: Moray Council - Aids to Navigation</b>						
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	Fl 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.

## 9. **FUTURE OBJECTIVES AND PLANS**

9.1 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 will be carried out by the Designated Person in Q3 in preparation.
- Review of SMS: the SMS is currently under routine monitoring and review
- Monitor consistent incident reporting, including potential incidents
- Further Pilot training and accreditation

## 10. **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.

## 11. **CONCLUSION**

**11.1 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: