



**REPORT TO: ECONOMIC DEVELOPMENT & INFRASTRUCTURE SERVICES
COMMITTEE ON 16 APRIL 2019**

SUBJECT: MARINE SAFETY QUARTER 3 2018/2019

**BY: CORPORATE DIRECTOR (ECONOMIC DEVELOPMENT,
PLANNING AND 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 third quarter of 2018.
- 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) (para 6 of the minute refers)
- 3.2 The meeting agreed officers were 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 other management systems fully support the same commitment to health, safety and environmental performance.

5. VESSEL MOVEMENTS

- 5.1 In the third quarter of 2018 there were a total of 18 cargo movements at Buckie harbour. This included 8 acts of pilotage, 6 inward and 2 outward with 4 of the operations being conducted during the hours of darkness.
- 5.2 The squid season drew to a close in this quarter with all the visiting boats departing and the larger trawlers returning to the fish and the larger trawlers returning to the white fish grounds. This left us with our core fleet of prawn boats until the other boats came home for Christmas.
- 5.3 All vessel movements including fishing, leisure and others are logged and a new spreadsheet is currently being trialled to improve the recording and accessibility of vessel information.

6. CONSERVANCY

- 6.1 All harbours are regularly surveyed to check the depths and identify areas of shoaling, particularly in the entrances. When the dredger is available we have a list of priorities that we work to depending on the commercial nature of that harbour. Generally any high spot reported is actioned promptly depending on commitments of the dredger elsewhere. Dredging activity in Moray Harbours is prioritised unless there is an overwhelming commercial case for external work.
- 6.2 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

7. GENERAL SAFETY IMPROVMENTS

- 7.1 There were issues with the west pontoon installation at Findochty where the new ladder fitted earlier in the year was coming away from the wall and breaking the anchors. The contractor was recalled by Consultancy and the problem was quickly remedied at no cost to the Council with no further issues noted to date.
- 7.2 Work has been carried out by Consultancy to several pier walls including rebuilding the end of the parapet in Cullen and minor repairs to other areas, dealing with surface cracks in Portknockie and Burghead, and repairing the concrete around a ladder in Findochty. All this work was carried out by rope access technicians eliminating the need for scaffolding.
- 7.3 Risk assessments, lift plans, method statements and planned operations were all reviewed for the testing of a new prototype subsea lifter at Buckie for Ecosse IP Limited (EIP). EIP is a subsea technology developer and offshore engineering consultancy specialising in Oil and Gas, Offshore Wind, Wave and Tidal industries.
- 7.4 All harbour shore power connections at Buckie have been checked by electrical contractors through Property Services.
- 7.5 Two additional spot lights were installed on the seaward side of Buckie Fishmarket, to improve conditions for the safe landing of catch during the hours of darkness.
- 7.6 On completion of the consultation period for the changes to the Navigation Lights at Portknockie and Cullen, the Harbourmaster applied for the Statutory Sanction from the Northern Lighthouse Board. On receipt of the Sanction the order for the new lights was placed. Street Lighting will assist with installation of these LED solar powered lights which will reduce our maintenance and energy costs.
- 7.7 Upgrading work continues on the pilot boat to improve safety on board and extend the working life of the vessel. During this quarter the majority of the work carried out was concerned with tracing electrical cables, labelling and securing. Three of the four fuel tanks were fully cleaned out with the remaining one to be tackled when the two silencers for the Volvo engines are replaced in March.
- 7.8 The works to upgrade the harbour office have progressed well with re-wiring, lighting, heating, fire alarm system, new floor in the watchman's office and replacement windows all completed. Making good the walls post re-wire, internal decoration and new floor coverings will be the final steps. At the end of this process the building will be a safer and more comfortable place to work for harbour staff and a more professional setting in which to host meetings and visits from clients and customers.
- 7.9 Extensive work to provide the local fishing fleet with a safer and tidier place to conduct their business continues at Burghead. A letter was sent to all harbours users reaffirming our commitment to the berthing policy and by-laws. Over the last few years there has been an increase in the number of fishing

boats working from Burghead. As a consequence and in order to support the local fishing fleet, any leisure berth given up will not be replaced. Berthing arrangements have been changed to allow more opportunities and improved access for commercial boats. A lot of work has been put into getting the fishermen to put nets on pallets or in boxes rather than stretching them across the harbour, and all the waste which had been built up over time has since been taken away. All boat owners have been informed that the Council will not take the responsibility and incur the cost of disposing of unwanted fishing gear. The waste charge levied on users is there to recover the cost of disposal of general waste, waste oil and recyclables only.

- 7.10 The new marine gasoil tank was installed and commissioned at Burghead at the beginning of October, with the support of the Scottish Whitefish Producers Association and funding from Moray Fisheries Local Action Group (Fisheries Local Action Group). The harbours team worked closely with all concerned to ensure that all safety and environmental measures had been considered and that the appropriate mitigations were in place for potential hazards. The Council gains additional income from ground rent charged to the SWFPA.
- 7.11 In preparation for Burghead Boxing Day Swim all the risk assessments were reviewed, assurance was sought that appropriate liability insurance was in place and a site inspection was carried out before the Christmas break and on Boxing Day morning.
- 7.12 All harbour staff completed manual handling training in October. Five staff completed Royal Yachting Association First Aid training at North58° in Findhorn and four undertook the RYA Sea Survival course in Elgin. One of the Assistant Harbourmasters successfully completed the RYA Advanced Powerboat Assessment and Examination, which has since been commercially endorsed.
- 7.13 Work continues on the in-house training packages as time allows.
- 7.14 Following the fatal incident on the North Quay in August, it was decided at the debriefing session that the style of lifejackets currently in use are great life savers, but inferior when assisting in a rescue. It was agreed a better solution would be to use the Crewfit Evolution 250 Manual lifejackets, which were developed along with the Maritime and Coastguard Agency. We now have two of these jackets which are used routinely by the Buckie Pilot and safety man. The lifejackets have 90N of flotation at all times with an additional 160N should the jacket be activated.
- 7.15 Following the Sea Change article in Connect magazine, one of the Union Safety Representatives expressed concern about safety around pier edges. He was invited to the harbour office where the management of staff working near the edge of the pier and on boats was discussed. Copies of our Risk Assessments relating to this subject were readily provided and no further action was deemed necessary.
- 7.16 Due to the inclement conditions on Boxing Day there were problems on pontoons at both Portknockie and Findochty which required immediate action. Both pontoons were made safe and plans are in place to carry out further

repairs in the Spring when all the parts are available and the conditions for working on and near water are safer.

8. **INCIDENT STATISTICS**

8.1 There were no injuries to our personnel in the 3rd quarter at any of the harbours.

8.2 General: There were two incidents where cargo vessels arriving at the harbour made contact with the works taking place on the North quay. These incidents caused damage to a beam and the wooden framework built for the concrete pour. It was agreed by Consultancy and the Contractor that, due to the risks involved during deteriorating winter weather conditions, no further works should take place until the Spring.

8.3 Near Miss Reports – Reporting of near misses is an important tool to improve safety, as this highlights potential issues before they develop into serious risks and can be used to indicate trends. Although there were no reports during the 3rd quarter, one has since been reported and will be covered in the next report.

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 2018/19 was 8, in relation to 18 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.

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	5	18832:04	3766:25	75145:35	95.23 %	99.00 %
CAT 3	4	105,216	1	12360:00	12360:00	92856:00	88.25 %	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

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						
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	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	F W	2	CAT 2
A3382.	3382.	Portknockie Harbour. Ldg Lts. 150 30' (Front)	Leading Light	F W	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. GENERAL COMMENTARY

- 10.1 The team at the harbour continue to strive for safer working practices in all locations and, in particular, great progress has been made in this regard at Burghead. The safety performance at all the harbours is improving steadily and no injuries to harbour staff or harbour users have been reported.
- 10.2 As the summer closes and the squid season finishes, the visiting boats leave for their home port and the larger boats head north to go back to the fish. This allows us to start tackling other projects such as pressure washing quayside and pier surfaces to remove slippery marine growth. Removing the growth reduces the risks for those working in and around the harbours and those embarking and disembarking vessels.
- 10.3 As already stated, the pontoon systems at Portknockie and Findochty are an ongoing concern. Much work has been carried out over the years to extend their lifespan, but the work scope is beginning to develop beyond the capabilities and budget of the harbours team. Our current aim is to procure second hand pontoon sections when available to establish a rolling programme of removing the sections and replacing boards, hinges and fixing the floats from the beach.

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 Key Performance Indicators
 - Undertake further reviews of Marine Policy, Safety Management System and training requirements. Maintain momentum of Pilot training and accreditation
- 11.2 Progress regarding incident reporting is encouraging, particularly with respect to reporting near miss incidents. Sharepoint is now accessible to all harbour staff.
- 11.3 A review of the training requirements for all staff has been held and a new training matrix is under development which includes a mix of internal and external training courses. Many of the internal courses are yet to be developed and we are in the process of booking the external trainers. 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 Corporate Director (Economic Development, Planning & Infrastructure), Legal Services Manager, Principal Accountant (P Connor), Committee Services Officer (L Rowan), and Equalities Opportunities 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: Duncan Brown, Development & Operations Manager,
Harbours
Background Papers:
Ref: