

FORTH PORTS LIMITED

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PERMANENT NOTICE TO MARINERS
FIRTH OF FORTH

IMPLEMENTATION OF PORT MARINE SAFETY CODE
STATEMENT OF COMPLIANCE

Reference: Port Marine Safety Code

1. Forth Ports Limited, as the Statutory Harbour Authority for the Forth, has issued the attached Statement of Compliance as required by the Department of Transport, Local Government and the Regions (DTLR).

CHIEF HARBOUR MASTER
FIRTH OF FORTH

FORTH PORTS LIMITED

IMPLEMENTATION OF PORT MARINE SAFETY CODE

STATEMENT OF COMPLIANCE

1. **INTRODUCTION**

The Review of the Pilotage Act 1987 (published in July 1998) by the Department of the Environment, Transport & the Regions, followed a Marine Accident Investigation Branch report on the grounding of the M.V. "Sea Empress" at Milford Haven in 1996. The report's main proposal was that a "Marine Operations Code for Ports" should be developed covering all port safety functions and not just pilotage.

2. **THE CODE**

During its drafting stage, the Code became officially entitled the "Port Marine Safety Code". It was published in April 1999.

a) *Requirements*

The Code does not create new legal duties for harbour authorities or indeed, for harbour masters; what it does, is to state categorically that the duties and powers must be discharged by all harbour authorities which have those Statutory powers regardless of size, type of organisation, structure, etc.

b) *Actions*

In the period leading up to the implementation of the Code on 1st January 2002, harbour authorities were required to:

- Carry out a formal full risk assessment based on the ALARP principal, ie. to reduce risk As Low As Reasonably Practical
- Produce a formal safety management system which should be described in a published document
- Develop policies and procedures in accordance with the standards of the Code

c) *Implementation*

The Department for Transport, Local Government & the Regions (DTLR) will administer and, if necessary, enforce the implementation of the Code.

3. **FORMAL SAFETY ASSESSMENT**

The formal safety assessment of the marine activities throughout the Forth Ports area of jurisdiction and the harbour area of the Port of Dundee was a very comprehensive and time consuming task requiring a considerable amount of specialist knowledge and expertise. In view of this, a large firm of safety consultants were appointed to undertake the work.

The Consultant's methodology was as follows:

- System definition, ie. defining the boundaries of risk analysis
- Identification of hazards and definition of accidental events
- Risk analysis of possible causes or threats that could trigger hazard realisation and barriers that are or could be in place to prevent hazard propagation, evaluation of consequences and the recovery measures that can mitigate unwanted consequences
- Identification of tasks and responsibilities of the persons involved in marine operations and linking these tasks to the barriers and recovery measures
- Assessment of risks against risk acceptability criteria and demonstration that risks are as low as reasonably practicable

i) Hazard Identification – Accidental Events

For the Firth of Forth and the related ports and harbours, a total of 76 events were identified. At Port of Dundee there were 67 events. Each one of these accidental events was investigated in order to identify the causes and threats.

ii) Risk Analysis

For each accidental event that could lead to an incident, basic risk controls were identified.

iii) Tasks and Responsibilities

In parallel with risk analysis, identification of activities and tasks being carried out by port personnel and others involved in marine safety was undertaken. Each activity has an accountable person and each task has a person responsible for the task execution.

In the Firth of Forth, 346 activities and tasks have been identified with an accountable person being allocated to each task. A similar exercise was carried out for the marine operations at the ports of Leith, Grangemouth, Rosyth, Methil and Burntisland.

An entirely separate exercise was undertaken at Dundee.

iv) Assessment of Risks against Risk Acceptability Criteria

For each accidental event which had been identified, the effectiveness of the barriers which are in place to prevent hazard propagation were evaluated on a numeric basis and a risk level established.

v) Conclusion

On completion of the formal risk assessment, the Consultants reported as follows:

"In view of the risk analysis study presented here demonstrating that all hazards related to marine operations have been identified and the risks from these levels have been analysed and assessed against the risk acceptance criteria and reduced to the level which is As Low As Reasonably Practicable (ALARP), it is concluded that Forth Ports Limited/Port of Dundee Ltd operate their facilities in a safe manner".

4. **SAFETY MANAGEMENT SYSTEM**

a) Policy Document

The Code requires that each Harbour Authority has in place a Safety Management System which is to be incorporated into a published document.

The Consultants have prepared a Safety Management System which explains the risk analysis procedures and identifies the responsibilities, policies and strategic objectives.

b) Manual

The Safety Management System:

- describes the safety critical activities (in specification sheets) that are involved in managing hazards in Forth Ports
- describes the personnel responsibilities and task lists needed for managing marine operations
- details the management objectives for each activity
- details performance indicators and measurement
- lists Byelaws, Directions and procedures related to each activity

5. **IMPLEMENTATION**

- a) The Safety Management System has been implemented throughout Forth Ports and Port of Dundee.
- b) The Chief Executive and the Board will receive monthly reports on implementation and functioning of the Safety Management System.