

Ports of Jersey Marine Safety Plan 2020-2021

Ports of Jersey remains committed to its compliance with the principles of Port Marine Safety Code and, in turn, will always strive to ensure all risks are reviewed and remain as low as reasonably practicable (ALARP). Jersey Harbours' Marine Safety Management System (MSMS) was externally audited in 2018 and its approach fully endorsed. As with the previous issue, this safety plan will be produced to cover the next two years of Port operations and will include both permanent and temporary targets for maintenance of safety within the Port.

No.	Objective	Measure Action	By When	Objective Status	Green: Compliant Amber: Needs Improvement Red: Non-Compliant White: For information
1	Conduct regular Management reviews of PoJ MSMS and PMSC policies	a. Annual review of PoJ Marine Safety Plan and Publish on website by 31 Jan 2019; b. Monthly management meetings for SMS including document/procedure reviews / Progress reports.	2020	Ongoing monthly PMSC management meetings held since Jan 2017. Reviews carried out in accordance with monthly plan in PMSC Master Manual, so all areas covered within each calendar year. 2020 reviews informed by result of Tactical Navigational risk Assessment process carried out in 2019 with external support and stakeholder involvement.	
			2021	Update this document following 2020 reviews.	
2	Continue to maintain an effective VTS in accordance with IALA and IMO standards.	a. Ensure continuity of operator competences; b. Ensure MRCC infrastructure is properly maintained and adherence to contractual agreements.	2020	Continue to build upon positive 2018 inspection report from MCA. 2018 inspection by MCA forms part of IMO III compliance process which is likely to be audited by both MCA and IMO during 2020.	
			2021	Implement any applicable lessons resulting from the above audits.	

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3	Continue to review PoJ accident/incident reporting procedures.	a. New Accident and incident categories within Q-pulse implemented from 01 Jan 2020; b. Regular attendance at PoJ Q-Pulse user groups by Marine Safety Manager; c. DP feedback to be recorded and incorporated; d. Weekly Q-Pulse status reviews; e. Changes to shipping law with respect to maritime incidents which require to be formally investigated.	2020	a. Monitor available data using new categories to inform decision-making with respect to actions to prevent incidents b. Business – wide Q-pulse user group meetings held on regular basis. c. Annual DP reports produced since 2017 d. Weekly Q-Pulse incident reviews by appropriate maritime managers prior to close out have been ongoing since Feb 2018.	
			2021	Continue to build upon positive 2018/2019 external audits.	
4	Continue to provide suitably qualified and experienced Pilots and PEC holders in order to operate a safe 24/7 pilotage service.	a. Review PEC course documentation and PMSC pilotage documentation annually and on receipt of MAIB reports; b. Maintain PEC check trip programme and introduce VTS visits for PEC refresher programme; c. Inauguration of a new body the “Navigational Advisory Panel to the Harbour Master” with wider membership replaced the “Pilotage Board” during 2019 following stakeholder consultation. Pilotage Direction revised.	2020	a. PEC and General Pilot training kept under review and amended following training courses in 2019. Pilotage Manual completely revised in 2019. Amendments to be validated during any similar training scheduled for 2020; b. Check trip program maintained within new MOC database. VTS visits implemented for training and encouraged for existing PEC holders; c. Two new General Pilots trained during 2019 both operational for St Helier by 01 Jan 2020; d. Both new pilots to obtain East Coast pilotage certificates by March 2020; e. Evaluate possible Bridge & Crew Resource management training for pilots and VTS.	
			2021	Implement any recommendations following above trainings, check trips and NAP meetings.	

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5	Proactive and reactive review of existing and any new identified hazards to navigation.	a. Risks and reactive measures in new Navigational Risk Assessment (NRA) format implemented in 2019 will be progressively reviewed; b. Navigational assets Identification and rankings to be reassessed.	2020	"Tactical Navigational Risk Assessments" implemented during 2019 sit beneath the existing NRAs. Both categories or risk are reviewed collectively on an annual basis.	
			2021	Review following results of 2020 risk evaluations.	
6	Continue with hydrographic survey programme and maintain an efficient conservancy service.	a. Continue to implement and update plans developed in 2017/2018; b. Continued review of maintenance schedules for navigational assets to be following formal review of maintenance.	2020	Potential for inspection by both MCA and by IMO as part or UK Red Ensign Group III compliance audit during 2020.	
			2021	Address any recommendations made during 2020 to ensure continued best practice.	
7	Provide liaison and consultation for port users and key stakeholders.	Review membership of various port user groups for different areas and interest groups within MSMS and arrange formal agendas and meetings as required.	2020	Elizabeth Harbour, New North Quay, La Collette and Marina Development groups well established also separate groups for individual outlying harbours. Overarching PUG /Public consultations as required.	
			2021	Ongoing review of relevance and membership of user groups	
8	Investigate and complete investigation navigational incidents as expeditiously as practicable (target time 3 months).	a. New MOR reporting policies, implemented and continually reviewed. Minor primary Law changes pending to meet IMO standards; b. Publication of reports and use of Safety Bulletins to promulgate lessons from local and external incidents expanded in 2019 to continue; c. Additional external training with MAIB for Inspector within Maritime Standards to ensure best practice and International equivalence completed during 2019.	2020	Incident reporting through Q- Pulse is robust, new categories implemented from 01 Jan 2020. Incident, procedures for detailed investigation of Serious Marine Incidents is clear. Investigation and reporting to form part of MCA/IMO III Compliance audit during 2020.	
			2021	Address any recommendations made during 2020 to ensure continued best practice.	

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9	The maintenance, exercising and regular review of PoJ and key stakeholder emergency plans and procedures including the Marine Pollution Response Plan and Business Continuity Plans.	a. Continue publication of intended CG and marine exercises; b. Ensure annual review of Marine Emergency Plans and Procedures; c. Complete critical incident actions within agreed timescales and ensure lessons learned promulgated to all relevant parties.	2020	Dates for exercise and Emergency Plan review identified. Exercises and reviews completed in 2019 lessons learned process being incrementally improved. May form part of MCA /IMO Audit of III compliance during 2020.	
			2021	Update and revise exercise and emergency planning taking into account any recommendations from 2020 audits.	

Near-Term Performance Objectives

No.	Objective	Measure Action	By When	Objective Status	Green: Compliant Amber: Needs Improvement Red: Non-Compliant White: For information
2020-01	Continue to reduce IALA light infringements.	Detailed studies in MOC continued during 2019 the results of which will be implemented during Q1 of 2020.	Apr 2020	2019 Objective met. Further work is ongoing to improve provision of safety information to port users and to reinforce operational procedures.	
2020-02	Complete initial monthly audits of all the Elizabeth Restricted Area and North Quay Restricted Area procedures.	Program is ongoing with stakeholders, audit results discussed at EHO and NNQOG meetings.	Jun 2020	All Procedures to be further reviewed by end of Q2 2020.	

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2020-03	Fully Implement agreed “Three Strikes” system for dealing with breach of procedures by appropriate measured restrictions on access of individuals to the area(s) concerned.	Continue to monitor implementation and effectiveness of the newly agreed system and whether a reduction of breaches of procedures results against 2019 incidents.	Dec 2020		2019 Objective met. Evaluation of effect of process will be undertaken to track number of infractions and actions taken.
2020-04	Re-enforce COP safety in docks and outlying harbours to existing and any new operators.	a. Conduct annual review of stevedores in Elizabeth harbour and NNQ and self-stevedoring practices on the Victoria Quay; b. Conduct annual review of line-handling practices for operators on all berths.	Jul 2020		2019 objectives met. Same process to be implemented for 2020.
2020-05	Complete ongoing review of traffic within Port real estate.	Complete adjustment of Restricted Area near No.1 berth and traffic flow around Albert terminal, together with changes on New North Quay.	Dec 2020		2019 studies completed and some changes implemented on NNQ. Changes not yet implemented on Albert quay, deferred until after completion of Albert quay pontoon project.
2020-06	Complete review of pollution preparedness procedures and level of appropriate resource.	Most of this work completed during 2019, reviewed emergency plans are considered appropriate. A further review will be carried out in 2020.	Dec 2020		Pollution control (MARPOL) processes will form part of any MCA/IMO III Code audits during 2020 and any recommendations will be addressed.
2020-07	Carry out Port State Control inspections of regular trading passenger vessels in conjunction with other port states.	a. Target is for a Jersey PSC inspector to attend inspections at least once on four out of the five relevant vessels during 2020; b. One additional Port State inspector to train with Gibraltar Maritime Authority during 2020 (following the training of one inspector during 2019).	Sep 2020		a. Three out of five inspected during 2019 (other joint inspections cancelled or deferred). b. Maritime Standards Manager completed training with Gibraltar Port authority Sept 2019.

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2020-08	Carry out required safety inspections on Fishing Vessels for Certificate renewal. Carry out inspections of other vessels as required.	Marine Safety Manager together with the Maritime Standards Manager to carry out fishing vessel inspections as and when required, taking into account the new fishing vessel code inspection checklist (to be issued March 2020).	Dec 2020	2019 objectives met. Same process to be implemented for 2020.