

PoJ Marine Safety Plan 2021-2023

Ports of Jersey Ltd remains committed to its compliance with the principles of Port Marine Safety Code (PMSC) 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. An audit of Jersey Harbours' MSMS and its compliance with the PMSC is expected to take place in 2021 by an external Maritime Expert. As with the previous issue, this safety plan will be produced to cover the next three 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. Three-yearly review of PoJ Marine Safety Plan and publish on website by 31 Jan 2021; b. Monthly management meetings for SMS including document/procedure reviews/progress reports.	Ongoing	Ongoing monthly PMSC management meetings held. Reviews carried out in accordance with monthly plan in PMSC Master Manual, so all areas covered within each calendar year. Tactical Navigational risk Assessment process carried out in 2019 with external support and stakeholder involvement. Follow up audit with regards to PoJ compliance with the PMSC as a whole expected in 2021.	
			2021-2023	Continue with monthly document/procedure reviews and SMS meetings and implement any applicable lessons resulting from the PMSC audit.	
2	Continue to maintain an effective VTS/Jersey Coastguards (JCG) 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.	Ongoing	Continue to build upon positive 2018 inspection report from MCA. 2018 inspection by MCA forms part of IMO III compliance process which is expected to be audited by both MCA and IMO during 2021.	
			2021-2023	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 incident management system implemented from 01 Jan 2020; b. Regular attendance at harbours user groups meetings by relevant PoJ Managers; 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.	Ongoing	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 and include PoJ business partners, harbour users and relevant PoJ managers. c. Continue to produce annual DP reports. d. Continue with weekly Q-Pulse incident reviews attended by all maritime managers.	
			2023	Continue to build upon positive 2018/2019 external audits and implement any applicable lessons resulting from 2021 MCA, IMO and PMSC 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 – dependant on COVID-19 situation.	Ongoing	a. PEC and General Pilot training kept under review and amended following training courses expected in 2021, depending on COVID-19 situation and restrictions. Pilotage Manual fully reviewed on an annual basis and after changes in circumstances. b. Navigational Advisory Panel to the Harbour Master (NAP) met in Q4 2020 and advised policies for renewal of PEC & Pilot Certs (under COVID-19) and Amendments to Pilotage Direction No1 (General Pilot training and CPD – adoption of PSS National Occupational standards). HM proposals agreed and implemented. Continue holding NAP meeting when necessary c. Check trip program maintained within new MOC database. VTS visits implemented for training and encouraged for existing PEC holders but not under COVID-19 restrictions. d. Both new pilots to obtain East Coast pilotage certificates, depending on COVID-19 situation and expected commercial traffic in Gorey. e. Evaluate possible Bridge & Crew Resource management training for pilots and VTS when COVID-19 situation improves and restrictions ease.	
			2021-2023	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 at sea/on shore, within POJ remit.	a. Risks and reactive measures in new Navigational Risk Assessment (NRA) format implemented in 2019 to be progressively reviewed with potential full review and audit in 2021/2022; b. Navigational assets Identification and rankings continually reassessed; c. Continue to review risk assessments as part of PMSC and update/complete as necessary	Ongoing	Green	"Tactical Navigational Risk Assessments" implemented during 2019 sit beneath the existing NRAs. Both categories or risk are reviewed collectively on an annual basis.	
			2023	Amber	Review following results of 2021 risk evaluations.	
6	Continue with hydrographic survey programme and maintain an efficient conservancy service.	a. Continue to implement and update plans developed in previous years; b. Continued review of maintenance schedules for navigational assets to be following formal review of maintenance.	2022	Amber	Potential for inspection by both MCA and by IMO as part of UK Red Ensign Group III compliance audit during 2021.	
			2023	Amber	Address any recommendations made during 2021 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.	Ongoing	Green	Elizabeth Harbour, New North Quay, La Collette and Marina Development groups well established as well as separate groups for individual outlying harbours. Overarching PUG /Public consultations as required.	
			2023	Amber	Ongoing review of relevance and membership of user groups	
8	Investigate and complete investigation on navigational and land 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 2020 to continue; c. Ongoing assessment for additional CPD required with MAIB and other bodies to ensure competence and skills of the Maritime Standards team remains at highest standards	Ongoing	Green	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 2021.	
			2023	Amber	Address any recommendations made during 2021 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 JCG 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.	Ongoing	Dates for exercise and Emergency Plan review identified. Exercises and reviews completed in 2020 lessons learned process being incrementally improved. May form part of MCA /IMO Audit of III compliance during 2021.	
			2023	Update and revise exercise and emergency planning taking into account any recommendations from 2021 audits.	

Near-Term Performance Objectives

No.	Objective	Measure Action	By When	Objective Status	Green: Compliant Amber: Needs Improvement Red: Non-Compliant White: For information
2021-01	Continue to monitor and act upon in order to reduce regulatory breaches.	Implemented new Q-Pulse classifiers in 2020 for easier trend analysis combined with constant monitoring/action/campaigns from the MOC. Continue to analyse trends quarterly and carry out safety campaigns as appropriate and when deemed necessary.	Ongoing		2020 Objective met. Further work is ongoing to improve provision of safety information to port users and to reinforce operational procedures.
2021-02	Complete regular audits of all the Elizabeth Restricted Area and New North Quay Restricted Area procedures.	Program is ongoing with stakeholders, audit results discussed at EHO and NNQOG meetings.	Ongoing		All Procedures to be further reviewed by end of Q2 2021.

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2021-03	Review “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 2020 incidents.	Ongoing		2020 Objective met. Evaluation of effect of process will be undertaken to track number of infractions and actions taken.
2021-04	Review and continue to re-enforce COP safety in docks and outlying harbours to existing and any new operators.	<ul style="list-style-type: none"> 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. c. Continue to monitor Q-Pulse incident report database and analyse trends quarterly d. Continue to review CoPs at regular intervals to ensure they are up to date and consider any amendments necessary 	Ongoing		2020 objectives met. Same process to be implemented for 2021 through to 2023.
2021-05	Complete ongoing review of traffic within PoJ real estate.	Complete adjustment of Restricted Area near No.1 berth and traffic flow around Albert terminal	Dec 2021		Changes not yet implemented on Albert quay, deferred until after completion of Albert quay pontoon project.
2021-06	Complete review of pollution preparedness procedures and level of appropriate resource.	Review carried out in 2020 with procedures and level of resources considered appropriate.	Dec 2021		Pollution control (MARPOL) processes will form part of any MCA/IMO III Code audits during 2021 and any recommendations will be addressed.
2021-07	Carry out Port State Control inspections of regular trading passenger vessels in conjunction with other port states.	<ul style="list-style-type: none"> a. Target is for a Jersey PSC inspector to attend inspections at least once on four out of the five relevant vessels during 2021, depending on COVID-19 restrictions; b. One additional Port State inspector to train with Gibraltar Maritime Authority when possible considering the current pandemic. 	2022		Objective to be met subject to current pandemic development and Government advise.

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2021-08	Carry out required safety inspections on Fishing Vessels for Certificate renewal. Carry out inspections of other vessels as required.	Maritime Standards team to carry out fishing vessel inspections as and when required, taking into account the new fishing vessel code inspection checklist recently issued.	Dec 2021	2020 objectives met. Same process to be implemented for 2021.
2021-09	Complete Ports Skills and Safety (PSS) SiP Impact survey in conjunction with the PSS team	Member of staff from PSS expected to review PoJ's implementation of PSS SiP guidance by visiting PoJ physically in 2021, depending on pandemic situation and associated restrictions in the year.	Dec 2021	Review and act upon PSS recommendations after survey has taken place and as deemed necessary.
2021-10	Work closely with Government of Jersey and Jersey fishing industry to discuss revision of Jersey Small fishing vessel code (under 15m) to adapt UK proposals for Jersey	Hold monthly PoJ/GoJ/Industry meetings and additional working groups wrt Fishing Vessels code (under 15m).	Dec 2021	To review progress at end of year 2021.