

PoJ Marine Safety Plan 2019-2020

Ports of Jersey Ltd 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
1	To conduct regular Management reviews of PoJ MSMS and PMSC policies	a. Annual review of PoJ Marine Safety Plan and Publish on website by 31jan 2019 b. Monthly management meetings for SMS including document/procedure reviews / Progress reports.	2019	Ongoing monthly PMSC management meetings ongoing since Jan 2017. Reviews carried out in accordance with monthly plan in PMSC Master Manual, so all areas covered within each calendar year	
			2020	Update this document following 2019 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.	2019	Continue to build upon positive 2018 inspection report from MCA. 2018 inspection by MCA forming part of IMO III compliance process	
			2020	Probable IMO inspection under III Code	
3	Continue to review PoJ accident/incident reporting procedures.	a. Regular attendance at PoJ Q-Pulse user groups by HQSE Manager b. DP feedback to be recorded and incorporated. c. Weekly Q-Pulse status reviews	2019	a. Business – wide Q-pulse user group meetings held on regular basis. b. Annual DP reports produced since 2017 c. Weekly Q-Pulse incident reviews by appropriate maritime managers prior to close out have been ongoing since Feb 2018.	
			2020	Continue to build upon positive 2018 inspection report from MCA	

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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.	2019	a) PEC and General Pilot training kept under review and amended following training courses in 2017 & 2018, Pilotage Manual completely revised in 2018. Amendments to be validated during similar training scheduled for 2019 after which manual to be published on website b) Check trip program maintained within new MOC database. VTS visits implemented for training and encouraged for existing PEC holders. c) Recruit a replacement general pilot before Operations Manager leaves in Feb 2019
			2020	Ensure replacement pilotage resource in place before scheduled retirement of Maritime Standards Manager in June 2020.
5	Proactive and reactive review of existing and any new identified hazards to navigation.	a. Identify risks and reactive measures for new NRA format for production by mid-2019. b. Identify and rank Navigational assets in order to assist production of new NRA format.	2019	a) Following NRA reviews during 2018 existing standards approved during external PMSC audit Nov18. A new category of "Tactical Navigational Risk Assessments" will be implemented during 2019 to sit beneath the existing NRAs.
			2020	Review following 2018 changes
6	Continue with Hydrographic survey programme and maintain an efficient conservancy service.	a. Continue to implement and update plans developed in 2017/8 b. Continued review of maintenance schedules for navigational assets to be following formal review of maintenance.	2019	To be reviewed with MCA as part of III compliance
			2020	Potential for audit by IMO as part or UK Red Ensign Group III compliance audit

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7	Provide liaison and consultation for Port Users and key stakeholders.	a. Identify membership of separate Port User Groups for different areas and interest groups within MSMS and arrange formal agendas and meetings at required intervals.	2019	Elizabeth Harbour, New North Quay and La Collette groups well established also separate groups for individual outlying harbours. Overarching PUG /Public consultations as reqd.
			2020	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 proposed to meet IMO standards. b. Publication of reports and use of Safety Bulletins to promulgate lessons from local and external incidents expanded in 2018 to continue. c) Additional external training with MAIB for Inspectors within Maritime Standards to ensure best practice and International equivalence	2019	Incident reporting through Q- Pulse is robust Incident, procedures for detailed investigation of Serious Marine Incidents is clear. Investigation and reporting to form part of MCA III Compliance audit during 2019
			2020	Incident investigation would form part of any audit by IMO as part of Audit of UK Red Ensign Group III Compliance in 2020
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.	2019	Dates for exercise and Emergency Plan review identified. Exercises and reviews completed in 2018 Lessons learned process being incrementally improved. May form part of MCA Audit of III compliance during 2019
			2020	

Near-Term Performance Objectives

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2019-01	Continue to Reduce IALA light infringements	a. Detailed studies in MOC during Q4 2018 and Q1 2018 will attempt to identify additional changes which would further Reduce 2018 Apr-Oct non-adherence to IALA light regulation by 10%. 30 recorded incidents of this nature were recorded between these dates in 2018.	Apr 2019	
2019-02	Complete initial monthly audits of all the Elizabeth Restricted Area and North Quay Restricted Area procedures	Program is agreed and ongoing with stakeholders, audit results discussed at EHOOG and NNQOG meetings	Jun 2019	
2019-03	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	Monitor implementation and effectiveness of the newly agreed system and whether a reduction of breaches of procedures results against 2018 incidents.	Dec 2019	

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2019-04	Re-enforce COP safety in docks and outlying harbours to existing and any new operators.	a) Conduct annual review of stevedore 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 2019	
2019-05	Complete ongoing review of traffic within Port real estate	a) Complete adjustment of Restricted area near No 1 berth and traffic flow around Albert terminal, together with changes on New North Quay	Jul 2019	
2019-06	Complete review of pollution preparedness procedures and level of appropriate resource	a) Most of this work completed during 2018 and reviewed Emergency plans considered appropriate during external PMSC audit. Some remaining work is ongoing	Dec 2019	