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# Lochboisdale Harbour

## Safety Plan for Marine Operations 2016-19

### Performance Assessment

March 2019

Lochboisdale Development Limited  
Statutory Harbour Authority  
for the Lochboisdale and Gasay Port  
Oifis Stòras  
Daliburgh  
South Uist  
Western Isles



## Document Production and Approval

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1.01	09Mar2019	Initial draft	A Norman			DRAFT
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## Summary

1. This assessment of performance against the Safety Plan for Marine Operations 2016-19 (the Safety Plan) finds that Lochboisdale Development Limited (LDL), statutory harbour authority for the Lochboisdale and Gasay Port:
  - successfully operated a Marine Safety Management System (MSMS) compliant with the Port Marine Safety Code (PMSC)
  - delivered in full against 3 of the 6 specific targets that were set down in the Safety Plan. The other 3 targets have been partially delivered.
2. The scope of the Safety Plan for the next three years should reflect all the requirements of the PMSC and rectify shortcomings. The definition of performance measures should be clarified.

## Port Marine Safety Code – What does it require?

3. The November 2016 edition of the Port Marine Safety Code stated:

### *Publication of plans and reports*

2.26 *To demonstrate the organisation's commitment to marine safety and to ensure the involvement of harbour users, a safety plan for marine operations should be published at least once every three years. The plan should illustrate how the policies and procedures will be developed to satisfy the requirements under the Code. It should commit the organisation to undertake and regulate marine operations in a way that safeguards the harbour/facility, its users, the public and the environment. It should refer to commercial activities; the efficient provision of specified services and the effective regulation of vessels including near miss reporting. It should also explain how commercial pressures would be managed without undermining the safe provision of services and the efficient discharge of its duties.*

2.27 *The duty holder must also publish an assessment of the organisation's performance against the plan. Information gathered from the monitoring and auditing of the MSMS should be used to support the analysis and conclusions.*

2.28 *The form of each organisation's plan and report will be for it to determine so long as it covers all the relevant requirements of the Code. At minimum plans and reports should be published every three years. Organisations are increasingly seeing the benefits of using web sites to publish their plans and reports.*



## Marine Safety Management System

4. The Safety Plan required the operation of a MSMS.

### Responsibilities

5. Accountability for development and ongoing monitoring of the MSMS rested with the Board of Directors of LDL who were the Duty Holders under the PMSC. Overall responsibility for health and safety rested with the Chief Executive. Day-to-day responsibility for operation of the MSMS, and the exercise of appropriate powers under the Harbour Empowerment Order, rested with the Harbour Master: Captain Coll MacDonald until March 2018 and Captain Torquil MacLeod until March 2019.

### Performance Records

6. Measurable indicators were introduced at the start of harbour operations to provide a high level overview of marine safety performance. The performance records reported by the Harbour Master are presented in Annex 1.
7. Performance records were reviewed by the Duty Holders, together with the Chief Executive and the Harbour Master at meetings of the LDL board of directors.
8. The performance records notably show that there were a very small number of recorded incidents. Those incident records have been reviewed for this performance assessment and none are believed to represent major or serious incidents.

### Audits of the MSMS

9. LDL pays tribute to the late Roddy Jardine who was Designated Person for marine safety audits for two years from September 2016. He had a wealth of marine experience centred on the Western Isles and made an invaluable contribution to steadily building LDL's capacity to operate an effective marine safety management system during the harbour's start-up years. LDL was very fortunate, following Roddy's untimely death, to be able to appoint David Phillips as Designated Person from October 2018. David has a very different experience profile, based upon the Royal Navy and as harbour master at the Port of London and LDL looks forward to working with David to further strengthen the effectiveness of the MSMS.
10. All of the marine safety audits during the period 2016-18 confirmed that the marine safety management system was compliant with the Port Marine Safety Code whilst identifying detailed actions that would strengthen robustness. The Duty Holders accepted the Designated Person recommendations for action which have been noted on the Rolling Action list for implementation.
11. The Port Marine Safety Code requires Duty Holders to certify compliance with the Port Marine Safety Code every three years. This was first done in January 2018 reflecting the findings of the Designated Person audit in late 2017.



## Performance against Safety Plan Targets

12. The Safety Plan established six specific targets which are reproduced in the table below. The assessment of performance against those targets appears in the right-hand column.

SAFETY PLAN 2016-19	PERFORMANCE ASSESSMENT 2019
Service Provision / Activity Target	Assessment of Performance against Target
<p><b>1 Navigational Incidents</b></p> <ul style="list-style-type: none"> <li>- No major incidents, serious injuries or serious pollution as a result of a failure of the LDL statutory harbour authority's SMS</li> </ul>	<p>Man overboard incident in Dec2016, not due to any shortcoming of the SMS, was reported to MAIB and thankfully did not result in any major trauma. No other major/serious incidents during the Safety Plan period. Target delivered ✓</p>
<p><b>2 Conservancy</b></p> <ul style="list-style-type: none"> <li>- Pontoons: To ensure that all vessels are adequately secured when using the pontoons to avoid damage to the boat/ pontoons</li> <li>- Aids to Navigation (AtN): To maintain AtN within harbour waters and ensure that any issues are promulgated and rectified asap</li> <li>- Admiralty Publications: To ensure that a list of all pertinent changes to the local navigational charts and publications are sent to the UKHO in a timely manner so that the charts and publications can be updated and current</li> </ul>	<p>Two Minor berthing incidents, June and Sept. 2018, resulting in superficial damage to leisure vessels/pontoons, not regarded as material. Target delivered ✓</p> <p>No AtoN incidents. Target delivered ✓</p> <p>No outstanding shortcoming in Admiralty charts and other publications. Target delivered ✓</p>
<p><b>3 Marine Risk Assessments</b></p> <ul style="list-style-type: none"> <li>- To review and update the marine risk assessments by the 31st May 2016 with subsequent reviews held annually or if there has been a major change in operating circumstances</li> </ul>	<p>Risk assessment reviews done 2016 and 2017. 2018 review outstanding. The latest MSMS audit recommended simplification of the review process. Target partially delivered.</p>
<p><b>4 Safety Advice Notices</b></p> <ul style="list-style-type: none"> <li>- To create applicable NtMs for the harbour and create general directions required to operate the harbour safely and communicate the required rules and information to users</li> </ul>	<p>Notices to Mariners (NtM), developed in consultation with users, have been regularly updated and published on harbour website. <b>General Directions being drafted.</b> Target partially delivered.</p>
<p><b>5 Marine Services – Diving</b></p> <ul style="list-style-type: none"> <li>- To actively enforce the application of the Diving at Work Regulations as issued by HSE on all diving operations within the harbour</li> </ul>	<p>NtM issued and published on the LDL website. Harbour Master has been active in enforcing compliance with Diving regulations. Target delivered ✓</p>
<p><b>6 Staff Training</b></p> <ul style="list-style-type: none"> <li>- To complete PFSO training for the Harbour Master by 31 December 2016</li> <li>- To conduct an emergency training drill with harbour staff and users to test the procedures and systems</li> </ul>	<p>PFSO training delivered.</p> <p>Emergency exercise, 2017 desk-top exercise with internal staff. Exercise with stakeholders outstanding . Target partially delivered.</p>



## Conclusions and Recommendations

13. This assessment of performance against the Safety Plan concludes that:
- a Marine Safety Management System was operated in compliance with the Port Marine Safety Code
  - Three of the six Safety Plan targets were delivered in full and the remainder were partially delivered.
14. Recommendations are that LDL should:
- strive energetically to improve the robustness of the MSMS, acting positively on the findings of Management Review and Audits.
  - review the definition of the measurable indicators of performance with the objective of improving the quality of data records such as when to record incidents and non-conformances.
  - review the structure and content of the next Marine Operations Safety Plan to ensure compliance with the requirements of the Port Marine Safety Code and rectify those aspects that were not delivered in full.



**Safety Plan for Marine Operations 2016-19**  
**Performance Assessment**  
**Annex 1 Performance Records**

# Annex 1 Performance Records

Lochboisdale Harbour: Performance Statistics																												for 2018/19											
INPUT DATA	2016						2017												2018												2019								
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar						
<b>Measurable Indicator</b>																																							
<b>Berth Utilisation:</b> (rafting allows >100%)																																							
Pontoons							44%	44%	39%	42%	50%	59%	71%	61%	51%	48%	44%	48%	Avg 50%	47%	45%	42%	51%	61%	79%	73%	61%	64%	58%	42%	44%	Avg 56%	50%	54%					
Quayside							97%	45%	63%	40%	63%	53%	74%	63%	108%	100%	88%	92%	Avg 74%	100%	179%	74%	100%	92%	95%	130%	120%	95%	110%	74%	84%	Avg 104%	75%	120%					
<b>Vessel-Nights:</b>																																							
Resident Leisure							341	252	226	286	304	312	383	415	420	310	270	305	3824	306	252	217	248	324	480	558	465	380	340	300	290	4160	290	290					
Visiting Leisure							0	0	0	2	89	288	393	196	43	32	0	0	1043	0	0	5	23	113	326	246	56	4	0	0	0	773	0	0					
Anchored Leisure							0	0	0	0	0	12	20	14	0	0	0	0	46	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0					
Total - Leisure Vessels																			306	252	222	271	437	807	804	521	384	340	300	290	4934	290	290	0					
Resident Fishing							155	196	186	150	217	120	155	155	150	248	240	279	2251	265	245	248	270	217	150	155	186	180	210	210	210	2546	217	196					
Visiting fishing							6	2	21	7	27	24	24	14	5	16	21	16	183	9	14	20	27	18	29	9	25	4	5	1	166	5	7						
Anchored Fishing							0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total - Fishing Vessels																			274	259	268	297	235	179	164	211	184	215	215	211	2712	222	203	0					
Resident Aquaculture							217	196	217	210	194	210	217	217	210	217	210	217	2532	210	196	217	210	217	210	217	217	217	217	240	248	2616	248	224					
Visiting Aquaculture							54	23	18	17	9	8	21	4	26	9	2	5	196	11	40	5	29	26	14	43	21	24	27	30	0	270	20	53					
Anchored Aquaculture							1	0	2	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total - Aquaculture Vessels																			221	236	222	239	243	224	260	238	241	244	270	248	2886	268	277	0					
Visiting Commercial							0	0	0	0	0	0	1	21	0	6	0	5	33	11	15	0	0	0	17	31	31	0	1	8	7	121	1	3					
Anchored Commercial							0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0					
Cruiseship Alongside							0	0	0	0	3	1	1	1	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Cruiseship Anchored							0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total - Commercial/Cruise Vessels																			11	15	0	0	0	18	31	31	0	1	8	7	122	1	3	0					
Total - All Vessels																			812	762	712	807	915	1228	1259	1001	809	800	793	756	10654	781	773	0					
<b>Other Indicators:</b>																																							
Marine Safety/Pollution Incident	1	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0						
Boat Hoist Use							0	0	0	2	12	8	8	5	6	6	2	0	49	3	4	7	12	12	13	0	0	0	4	8	8	71	4	4					
Harbour Master Written Warnings	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Days AtoN operated fault free	31	31	30	31	30	31	184	31	28	31	30	31	30	31	31	30	31	31	365	31	28	31	30	31	30	31	31	30	31	30	31	365	31	28					
Days Marine Traffic Lights operated	31	31	30	0	0	0	92	0	0	0	0	31	30	31	31	30	0	0	153	0	0	0	0	8	30	31	31	17	0	0	0	117	0	0					
Ferry Movements delayed by LDL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
New/Updated Risk Assessments							27	24	26	24	42	42	40	38	35	14	10	0	322	0	0	22	12	20	14	10	8	4	2	2	2	96	0	0					
New/Updated Risk Controls used	1	2	2	0	0	1	6	0	0	1	2	1	0	1	0	1	0	1	7	0	0	1	0	1	0	0	0	0	0	0	0	2	4	4					
Recorded Serious Breaches of SMS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

2016 data records were in terms of approximate vessel movements and are not reproduced here