

**P O R T
O F
T Y N E**

2022

PORT MARINE SAFETY CODE
ANNUAL PERFORMANCE OVERVIEW



Introduction

The Port of Tyne is a principal northern gateway and key player in the North East region; a dynamic trading hub with five business areas; conventional and bulk cargoes, logistics, car terminals, cruise and ferries and estates.

It is a deep-water port with round-the-clock access based in Tyne Dock South Shields, with an International Passenger Terminal based in North Shields. Operating a rail terminal linking directly to the UK's high speed east coast main line, the port's location also offers easy access to the UK national motorway network.

The Port of Tyne has statutory responsibility for navigation on the river with jurisdiction from the tidal stone near Wylam stretching 17 miles downriver and 1 mile past the piers. Within port limits shipping movements are controlled 24 hours a day by Tyne Vessel Traffic Service at North Shields. The port is accessible at all states of the tide and there are no length or beam restrictions for vessels in the entrance to the port. Channel depth of 10.0m below chart datum is maintained in the lower reaches of the port.

The Port of Tyne supports river use for recreational activity. It is important that those using the river for leisure clearly understand the constraints under which large commercial vessels operate. Conversely, it is equally important that those in working vessels have consideration for the sport and leisure user. The Port of Tyne is committed to informing and educating both sectors in the pursuit of a safe navigational environment.

The Port of Tyne Authority is a trust port, which is an independent statutory body governed by its own unique legislation and controlled by an independent board. There are no shareholders or owners. Any surplus generated is reinvested into the port for the benefit of the stakeholders. The stakeholders are all those using the port, employees and all those individuals, organisations and groups having an interest in the operation of the port.

Type of vessels handled at the port includes:

- Panamax and Handymax bulk carriers
- Car carriers from 100m loa to 230m loa
- Cruise vessels up to 300m loa
- Coastal tankers
- Feeder container Vessels
- Coasters and general cargo vessels
- Offshore vessels

- Visiting naval vessels
- FPSO, Oil rigs and barges

The Port of Tyne Authority is a statutory Harbour Authority established under the Port of Tyne Reorganisation Scheme 1967 and reconstituted by the Port of Tyne Authority (Constitution) Revision Order 1974.

The general duties of the Authority “for the improvement, maintenance and management” of the harbour are detailed within the above named Scheme. This Scheme, which incorporates some sections of the Harbours, Docks and Piers Clauses Act 1847, also defines the powers of the Authority. The Port of Tyne Act 1989 gave to the Authority new powers to “ensure that the port is efficiently and safely managed”. The Act also refined the powers of the Harbour Master to issue both general and special directions. The Port of Tyne Act 1990 gave further powers to the Authority in respect of the control and licensing of works in the river.

The Port of Tyne Authority is a competent harbour authority (CHA) under the provisions of the Pilotage Act 1987. This Act confers upon a harbour authority the responsibility for pilotage where the authority's harbour falls wholly or partly within an active former pilotage district. The port as CHA has under this Act made pilotage compulsory for particular vessels.

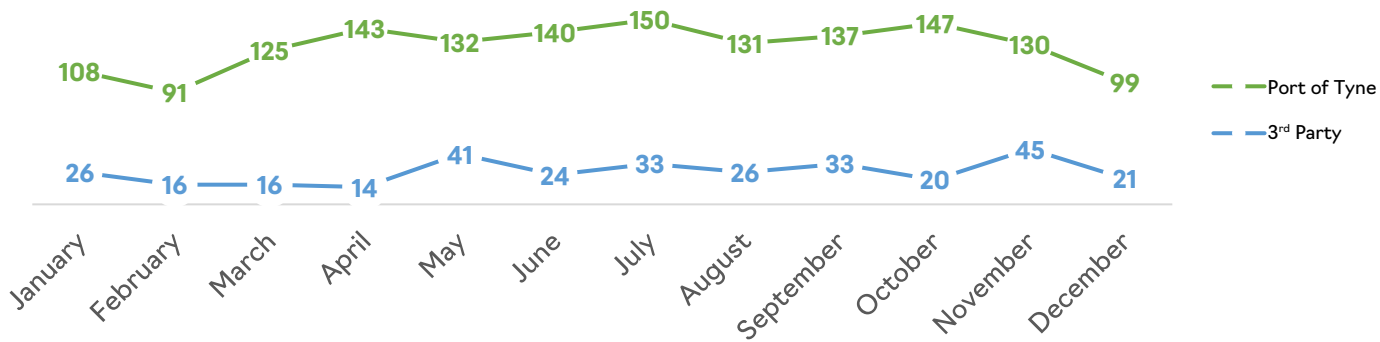
The Statutory Harbour Areas includes the area from a line drawn at a radius of 1 mile seawards from either of the round heads of the North or South Piers. This jurisdiction extends westwards up the River Tyne to a point above Newcastle upon Tyne at Hedwin Streams. Included in this area are “all rivers, streams, havens, creeks, bays and inlets within the flow and re-flow of the tide that discharge into the River Tyne”. Within this area the Port of Tyne General Byelaws 1987 apply.

A Pilotage Direction defines the pilotage limits of the port. These limits extend further than the Statutory Harbour Authority by two miles seaward.

Port of Tyne has committed to comply with the requirements of the Port Marine Safety Code (PMSC), and as required by the Code, the Port of Tyne Authority publishes its Marine Safety Plan for the conduct of marine operations in the Port every three years; this plan covers the period 2021 – 2023.

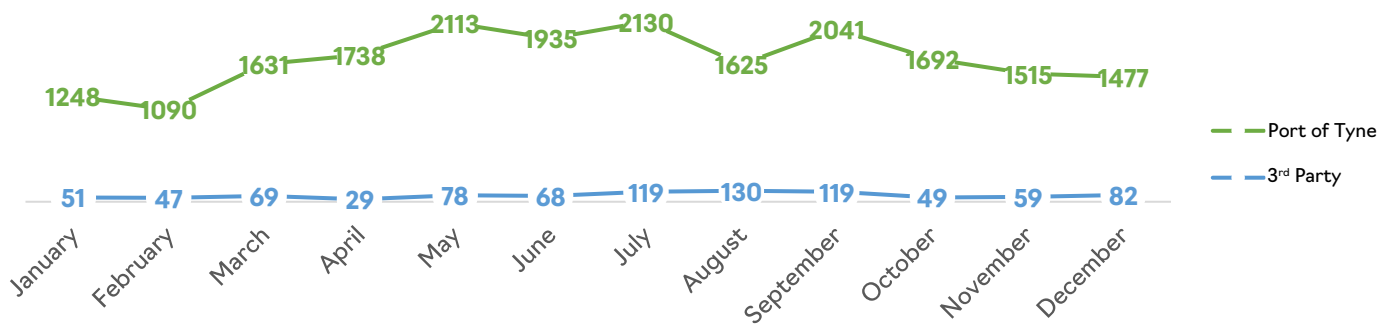
Vessel Movements and Pilotage

Vessel Movements



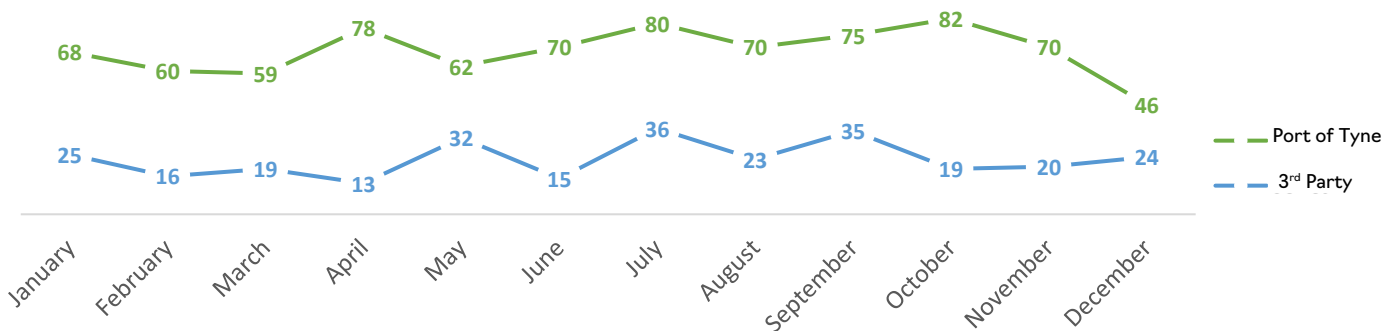
Throughout 2022, there were a total of 1533 vessel movements associated with Port of Tyne operated berths and a total of 315 vessel movements associated with 3rd party berths.

Gross Registered Tonnage (GRT)



Throughout 2022, the GRT total for vessels associated with Port of Tyne operated berths was 20,235,000 and 900,000 for 3rd party berths.

Acts of Pilotage



Throughout 2022, there were a total of 820 pilotage acts to and from Port of Tyne operated berths and 277 to and from 3rd party berths. In addition to Port of Tyne Authority employed pilots, approximately 700 acts of pilotage were conducted under the command of a Pilot Exemption Certificate.

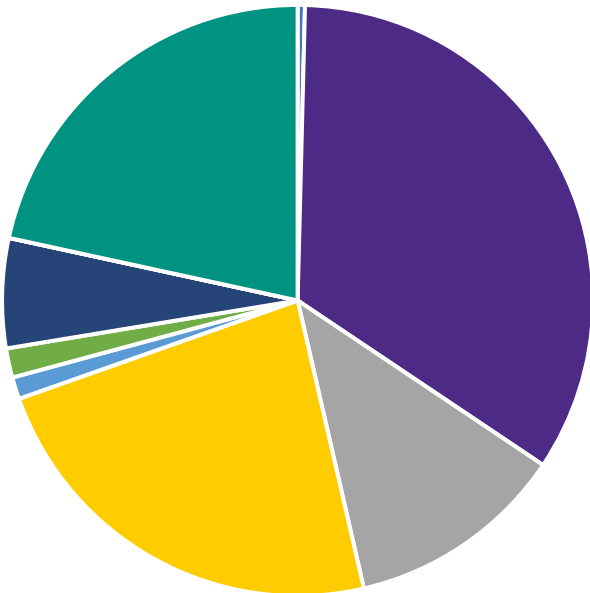
Marine Incident Reporting

Incidents by Consequence



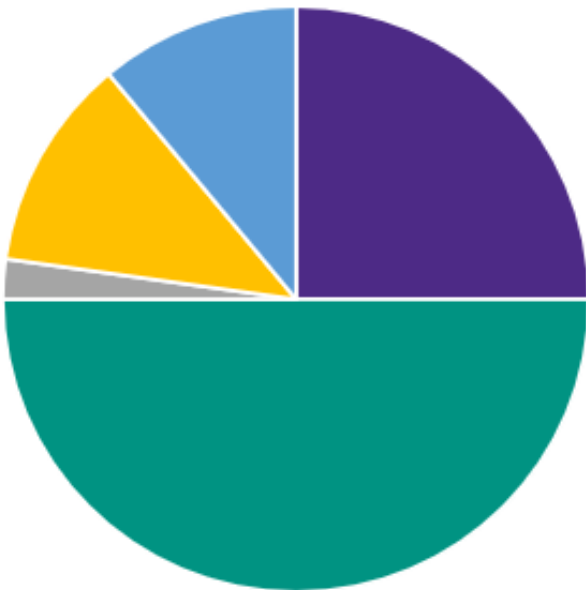
Immediate Cause

- PoT - Procedure not followed
- 3rd Party - Procedure not followed
- PoT - Defective equipment
- 3rd Party-Defective equipment
- Environmental Conditions
- PoT - Human Error
- 3rd Party - Human Error
- PoT - Incorrect plant/tools
- To be determined
- Other

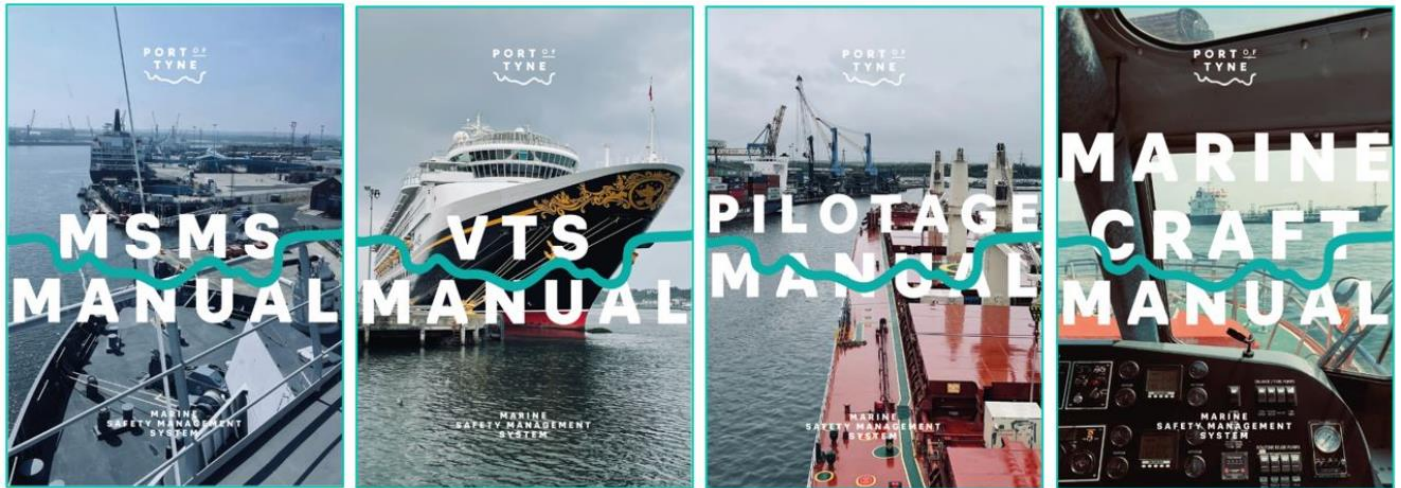


Regulatory Breaches

- Byelaws
- MS Legislation
- HSE Legislation
- Collision Regs.
- General Directions



Marine Safety Management System



Following internal consultation, Port's Marine Safety Management System was re-published in a new format in Q4 2022. It has simplified the port's approach to managing procedures, processes, and forms. The new format provides the base for future adaptation as the department and wider port charts a route to a smart port and carbon neutral status.

The system is solely based on formal risk assessment, ensuring that each identified hazard is either eliminated, or reduced to as low as reasonably practicable. It embraces the concepts, standards and guidance contained within the Port Marine Safety Code 2016 and associated Guide to Good Practice on Port Marine Operations.

The Marine Safety Management System allows the port to effectively manage policy, and it sets a clear direction for the organisation to follow. It also provides a structure for management and detail on how policy will be delivered; allows for a planned and systematic approach to implementing policy; sets measurement methods against agreed standards, which allow for continuous improvement; and additionally, provides flexibility for the port to change and adapt based on continuous learning and relevant experience.

The Port of Tyne Authority overarching policies on marine safety can be accessed via www.portoftyne.co.uk/marine-information/resources

Audit and Review

Review

During 2022, the entirety Marine Safety Management System (MSMS) was reviewed and re-structured; all marine risk assessments were reviewed; and all formal technical risk assessments were reviewed. Significant reviews included:

1. Vessel Traffic Service Formal Safety Assessment

The International Maritime Organisation (IMO) adopted a revision of Resolution A.857(20) Guidelines for Vessel Traffic Services on the 15th December 2021. The newly adopted Resolution A.1158(32) Guidelines for Vessel Traffic Services triggered a review of the United Kingdom Competent Authority's (Maritime and Coastguard Agency) guidance and Marine Guidance Notice 401 Amendment 3– Navigation: Vessel Traffic Services and Local Port Services in the United Kingdom was published on the 22nd March 2022.

The new Resolution formally identifies the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) as the key authority on the development of internationally harmonised guidance.

All references to 'Types of Service' have been removed and the Resolution emphasises the role of a VTS in providing information, monitoring and managing ship traffic and responding to developing unsafe navigational situations

The VTS Formal Safety Assessment provides the relevant navigational assessment data to justify the continuation of the provision of Tyne Vessel Traffic Service.

2. Formal Navigation Risk Assessment

A comprehensive review of all 157 assessments contained in the overall Port of Tyne Navigation Risk Assessment was undertaken. The process reviewed changes in port operations, traffic densities and the incident history since the previous full assessment, as well as benchmarking the previous assessment for accuracy. The result was both a technical check for completeness and a rescoring of the risk profile reflecting the changes identified since the original assessment, and the subsequent 2021 review.

No new hazard categories or risk scenarios were identified, and the original 157 assessments were reviewed. Of these, 8 had descriptors amended or clarified and 96 amendments were made to risk scores.

Overall, there was a continuing reduction in the overall risk profile for all three port areas. The reasons for the reduction in the risk profile were:

- The overall reduction in inshore passenger traffic due to the cessation of the "River Escapes" business;
- The continued absence of major project cargo moves;
- The almost complete cessation of large vessel movements in the upper river (with exception of naval training "P2000s"; and
- Despite increased leisure usage during some parts of the year, a greater engagement with leisure users, and effective new zoning controls.

Audit

As required within the Marine Safety Management System, the port undertook an internal and external audit of compliance with the Port Marine Safety Code 2016 (PMSC).

¹On the 1st March 2022 the Port of Tyne re-appointed Marine and Risk Consultants Limited (Marico Marine) to continue to provide Port Marine Safety Code (PMSC) Designated Person (DP) services to the port.

The Annual External Port Marine Safety Code compliance audit was conducted by the Designated Person between 28-30 November 2022.

The following are the main observations and recommendations from this audit report:

Responses to each observation provided below each.

- The observations and recommendations made in the previous PMSC audit (Nov 21) have been or are being taken forward including those that were delayed until the new Marine Director had joined;
 - *Ashley Nicholson MBE has been appointed as Marine Director and has been in post from January 2022.*
- The PoT legislation has recently been reviewed by Ashfords LLP and a Harbour Revision Order has been prepared which is currently going through the consent process;
- It is recommended that a list of those authorised to give Special Directions is included in the Marine Safety Management System;
 - *A list of those able to issue Special Directions is now included with the Marine Safety Management System Manual.*
- A Port User Group has been established and has met for their first annual meeting in Sep 22. The intention is to form three sub-groups that will meet more regularly;
 - *The Port User Group has been split into sub-groups and the first meetings are arranged for Q1 2023.*
- It is recommended that external stakeholders take part in the next annual Navigation Risk Assessment review due in Q1 or 2/23;
 - *The Navigation Risk Assessment Review has been arranged to take place on the 14th and 15th of March 2023. To attend, use the following link: [NRA 2022 Form Link](#)*
- The Marine Safety Management System has been completely and comprehensively revised. It has been simplified and made much more user friendly. This has been a long deferred major and time-consuming project that has finally been grasped and completed;
- PoT have conducted a new risk assessment of their VTS in accordance with the recent MGN401v3. VTS procedures have been amended and incorporated into the new VTS Manual;

¹ Extract from the Port of Tyne External Port Marine Safety Code Compliance Audit 2022, Marico Marine, Nov 2022

- Involvement with the recreational harbour users both up and downstream of the Swing Bridge has continued to improve;
- The composition and role of the combined Pilotage Committee and Examination Panel has been reviewed and the new style committee has taken up the role;
- The current Pilotage Directions are fully fit for purpose. It is planned to review the Pilot Directions with the principal aim of removing Pilotage Section Four (upstream of the Swing Bridge) due to lack of demand and the difficulties of keeping pilots authorised;
- The current number of “Unlimited” pilots provides little redundancy in the event of unplanned absences or a significant increase in demand (e.g. Project Cargoes);
 - *The Port has appointed 2 trainee pilots. One has already achieved Class 3 authorisation and the second is due to gain Class 3 status in Q3 2023.*
- There is a robust system in place for managing the registration of the numerous small craft based on the Tyne; and
- A matrix is being developed to track and monitor each member of the marine staff’s basic qualifications and continuation training.

In addition to the above, the Marine Services Management Team is currently reviewing the process and content of Towage Licence Agreements and the procedures relating to third party diving operations within the Statutory Harbour Authority Limits.

