

PORT OF TYNE

PORT MARINE SAFETY CODE

PORT MARINE SAFETY PLAN

2024-2026



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 2024-2026.

Harbour Master's Statement

As the Harbour Master of the Port of Tyne Authority, I am proud to reaffirm our continuing commitment to the Port Marine Safety Code (PMSC), this ensures the highest standards of marine safety and operational excellence within our port. Safety is our top priority, and we recognise the crucial role it plays in safeguarding navigation safety and the protection of the environment.

Over the years, the Port of Tyne has consistently demonstrated its dedication to upholding the principles outlined in the Port Marine Safety Code. Our compliance efforts have been robust, incorporating risk management, thorough marine safety management system, and maintaining the highest of competence standards.

Looking ahead, I am excited to announce our ambitious plans for the next three years, as outlined within this new Port Marine Safety Plan. This plan represents a comprehensive strategy aimed at enhancing our safety performance, refining our procedures, and embracing new technologies to further elevate our safety standards.

In the coming years, we will focus on the following areas:

Continuous Improvement: We are committed to a process of continuous improvement, regularly reviewing and updating our marine safety management system to reflect industry best practices and evolving regulatory requirements.

Training and Development: Investing in our people is crucial to maintaining a culture of safety. We will continue to invest in training and development programs to ensure that our staff remain well-equipped to handle any challenges that may arise. There will also be a particular focus on harnessing our internal talent through formal succession planning.

Technological Innovation: Embracing cutting-edge technologies will be pivotal in bolstering our current marine craft fleet. We will explore and implement industry leading assets to assist the port in continuing to maintain high levels of delivery relating to pilotage and 3rd party workboat services.

Collaboration with Stakeholders: We recognise the importance of collaboration with our stakeholders, including port users, regulatory authorities, and local communities. Open communication and partnerships will continue to be fostered and developed to ensure a collective commitment to marine safety. Port User Sub-Groups will also continue to play a key role in this area.

Environmental Stewardship: Our commitment to safety extends to environmental responsibility. We will integrate sustainable practices into our operations, minimising our environmental impact and contributing to a more sustainable maritime industry.

In conclusion, the Port of Tyne is resolute in its dedication to the Port Marine Safety Code. Our three year Port Marine Safety Plan reflects our ambition to not only meet, but exceed expectations. By working together with our stakeholders and leveraging innovation, we will create a safer, more secure, and environmentally conscious port for the benefit of all.

Alan Feast

Harbour Master

Port Marine Safety Code Policy Statement

The Port of Tyne's commitment to safety is outlined in its Port Marine Safety Code Policy Statement. The Port aims to provide a secure environment by implementing a Marine Safety Management System based on formal risk assessments, aligning with national standards. The Board, referred to as the 'Duty Holder,' is dedicated to safety, environmental protection, and the port's efficiency. The policy emphasises the development of a safety culture, allocation of adequate resources, high-quality training, and safety promotion for all employees. The 'Designated Person,' meeting recommended criteria, reports to the Duty Holder. The policy is subject to annual review by the Marine Director, Harbour Master and Chief Executive Officer, to ensure ongoing effectiveness and compliance with legislation.

<https://www.portoftyne.co.uk/marine-information/resources>

Marine Safety Policy Statement

The Marine Safety Policy Statement of the Port of Tyne Authority underscores a firm commitment to ensuring a safe environment for all port users in compliance with the Port Marine Safety Code.

The authority has developed a comprehensive Marine Safety Management System aligned with the Port Marine Safety Code, Guide to Good Practice, and relevant international standards.

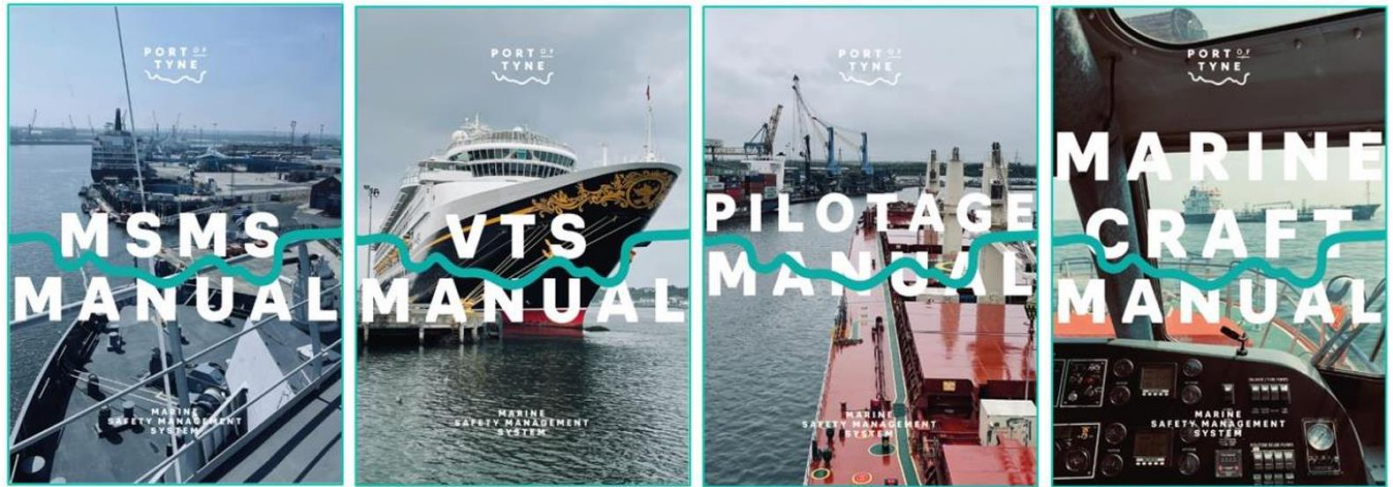
The policy outlines specific commitments, including the regulation and management of marine operations, formal risk assessments, support for leisure use with adherence to safety measures, and the maintenance of various plans such as hydrographic surveys, oil spill response, waste management, and emergency response.

The authority pledges to provide navigational information, define pilotage circumstances, and establish procedures for assessing PEC applicants.

Continuous review of the policy by the Marine Director and Harbour Master, at least every three years or as legislation changes, ensures its ongoing effectiveness. Revisions to the policy trigger reissuance to maintain a culture of excellence in marine safety.

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Marine Safety Management System



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 2018. 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.

PORT MARINE SAFETY PLAN

2024-2026

OBJECTIVES

OBJECTIVE	MEASURE	TARGET
Maintain compliance with the Port Marine Safety Code, accompanying guidance and associated legislation.	Port Marine Safety Code Statement of Compliance issued by the Duty Holder. Designated Person annual Port Marine Safety Code Audit Report.	2024-2026
Review and amend available powers to ensure they are fit for purpose and appropriate for current and future operations.	Achieve a successful Harbour Revision Order, repealing and adding appropriate powers where deemed necessary.	2024
Develop and implement a Marine Craft Strategy.	Marine Craft Strategy developed, which provides clarity and detail for the future use and replacement of the fleet. Implementation of the strategy by commencement of a replacement programme.	2024-2026
Develop and implement an Aid to Navigation Strategy.	Complete review of all River Tyne Navigation Aids, the use of the aids and comparison to the Formal Navigation Risk Assessment. Replacement programme developed.	2024

Development and implementation of a Vessel Traffic Service Enhanced Training Programme.	Development of current CPD, OTJ and C0103/3 training programmes. Annual Assessment process review.	2025
Develop and implement a Vessel Traffic Service Equipment Replacement Strategy.	In conjunction with the Port of Tyne VTS Supplier, Tidalis. Develop a 10 year strategy for the replacement of VTS sensors and equipment.	2024-2025
Embark on an education programme for recreational river users and other relevant stakeholders.	Commence a programme of education sessions with recreational stakeholders.	2025
Develop and implement a Conservancy Manual.	Develop a conservancy manual to form part of the Marine Safety Management System, pulling the discipline into one manual on its own right.	2025
Ensure Resilience within the Pilotage Service.	Recruit and train Pilots to safeguard the world class Pilotage service.	2025
Enhance the training of the Marine Pilots to adapt to changes within the industry.	Review the CPD to include a range of practical training to ensure the Pilots are prepared for the ever-changing challenges of the Marine Industry.	2024-2026