

Stena Line Ports Ltd



Port Marine Safety Code
Annual Performance Review: 2016

Introduction

Stena Line is an international transport and travel service company with Europe's most comprehensive route network. Stena Line Ports Ltd is the Statutory and Competent Harbour Authority for the ports of Holyhead and Fishguard. The Statutory Harbour Authority for Loch Ryan Port is Stena Line Ports (Loch Ryan) Ltd.

As part of Stena Line's commitment to the Port Marine Safety Code (PMSC) this Marine Safety Plan for marine operations has been published to inform readers about the Stena Line Ports Ltd marine safety objectives.

Commitment to the Port Marine Safety Code

Stena Line Ports Ltd: Marine Policy

"The 'Stena Line Ports Limited (SLPL) Marine Policy' provides the assurance that SLPL as the Harbour Authority consistently and appropriately address the requirements laid out in the Department for Transport (DfT) and the Maritime and Coastguard Agency (MCA) 'Port Marine Safety Code'. This Marine Policy has been prepared using the latest version of the Code and the Guide to Good Practice.

The Marine Policy describes how the Harbour Authority's overarching responsibilities in respect of the Code are designed and implemented. This Policy is delivered through SLPL's approach detailed within the 'Marine Safety Management System Group Manual' which provides the foundation for ensuring individual SLPL ports and harbours address the Code's requirements. Each port within the SLPL Group supplements this document with a local Marine Safety Management System (Marine SMS) which incorporates port specific operational manuals and plans".

Issued by the Duty Holder: January 2017

Audit and Review

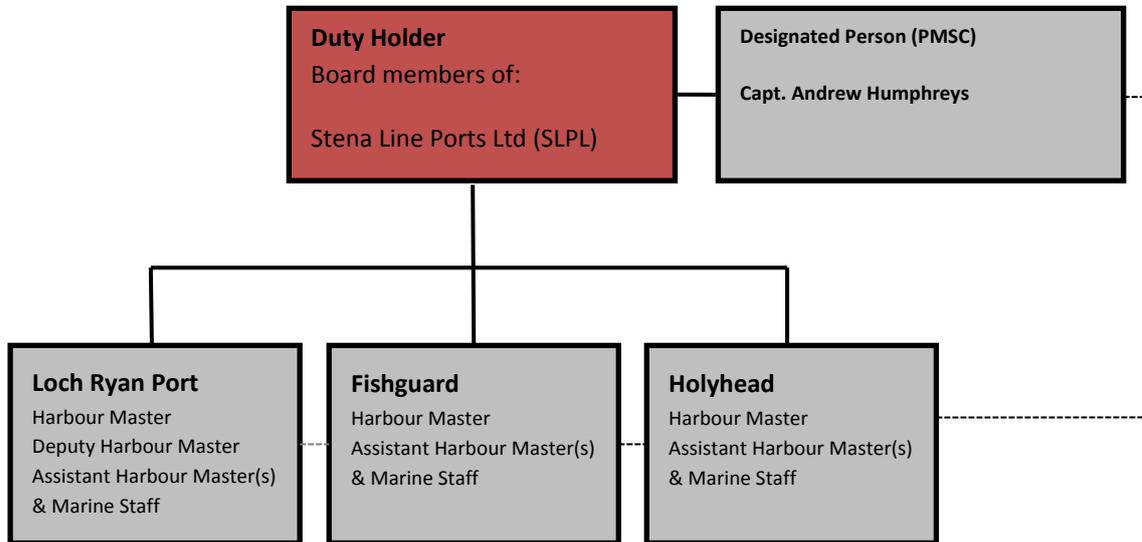
Stena Line recognises that a robust Marine Safety Management System (Marine SMS) requires external and internal checks to ensure that performance against the policies and procedures, which have been adopted by the authority, are reviewed. An annual internal audit is arranged at each port by the Designated Person, with results provided to the Duty Holder. An independent external audit of the PMSC is conducted every three years, as recommended by the PMSC or more frequently if the Designated Person deems it necessary. The last external audit was carried out by ABPmer in June 2016. At that time, all ports were found to be compliant with the PMSC. The next external audit will occur in 2019.

Review and Updates to the Marine SMS

The Marine SMS is reviewed regularly to include lessons learnt from other ports and to incorporate recommendations and conclusions from relevant MAIB investigations.

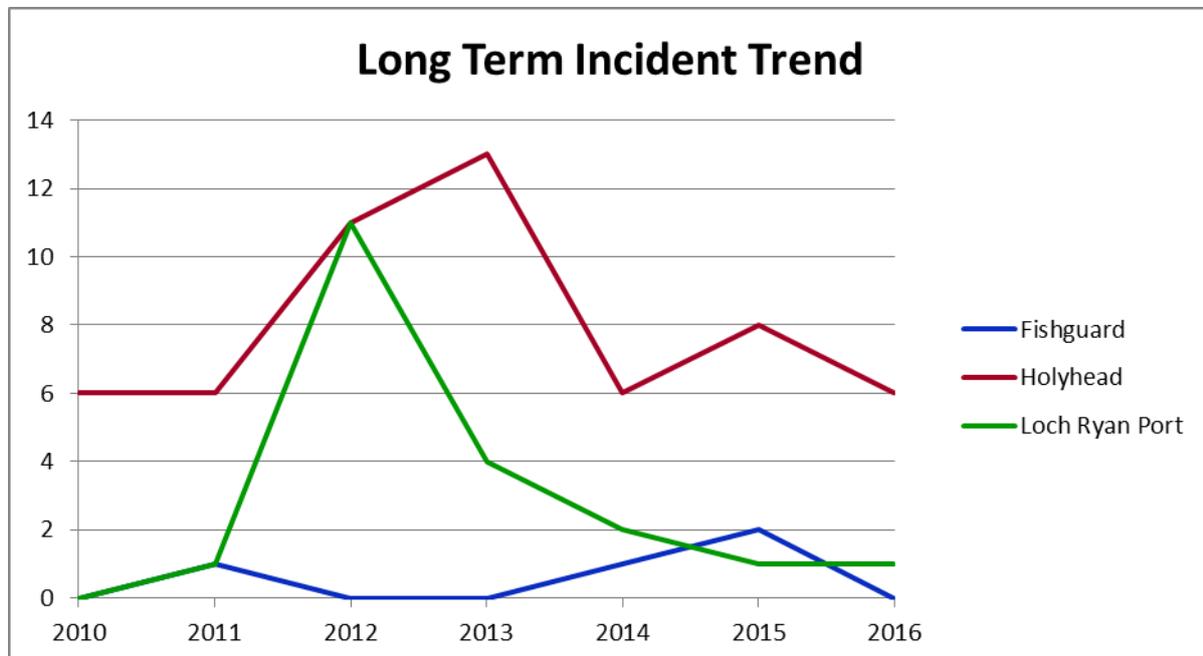
Key Personnel

The following groups and key personnel are responsible for the discharge of duties under the PMSC within the Stena Line Ports Group.



Incident Statistics: Long Term Trend

Incident statistics and trends are key indicators of the effectiveness of a ports safety management system, and as such, these numbers are regularly reported to the Duty Holder.



The graph shows the long term incident trend at each Stena Line port. During 2016 there were 6 recorded incidents in Holyhead, 1 incident at Loch Ryan Port and no incidents recorded at Fishguard.. In total there were 7 recorded incidents in 2016, which is a reduction of 4 incidents over the total from 2015. The highest number of incidents occurred in 2012 with 22 incidents.

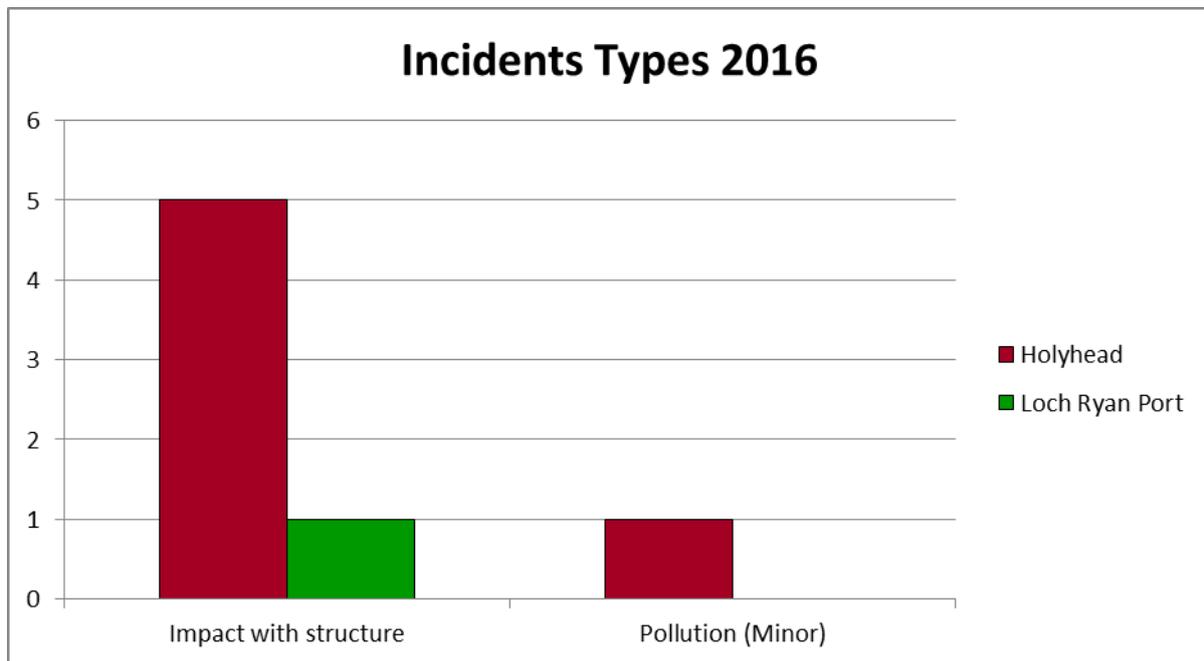
The table of incidents below provides the amalgamated incident classification from all three ports in the Group. This shows that the largest occurring incident type is ‘impact with structure’, the peak count of which occurred in 2012 with 14 recorded incidents. Other types of incidents demonstrate a low and fluctuating pattern throughout the seven year period.

Incident Type	2010	2011	2012	2013	2014	2015	2016
Collision ship - ship	1	1	1				
Debris in water / seabed				1			
Equipment failure (port)			2	1			
Equipment failure (vessel)		1	1				
Fire/Explosion					1		
Fouled Propeller			1				
Grounding					1		
Impact with structure	5	5	14	9	4	6	6
Injury - Harbour Works			1				
Mooring				2			
Mooring Breakout				2		1	
Other nautical safety						1	
Pilot Boat Availability		1					
Pilotage Incident				1			
Pollution (Marine)			1		1	1	1
Sinking and capsizing			1	1			
Stranding						1	
Striking with ship (moored)					2	1	
Annual Total	6	8	22	17	9	11	7

Stena Line place particular emphasis on reporting potential incidents (including near miss and close-quarters situations) which are investigated and followed up using the same procedure as actual incidents. This enables a review and/or creation of risk assessments with associated risk control measures to reduce the potential for an actual incident.

Incident Statistics: 2016

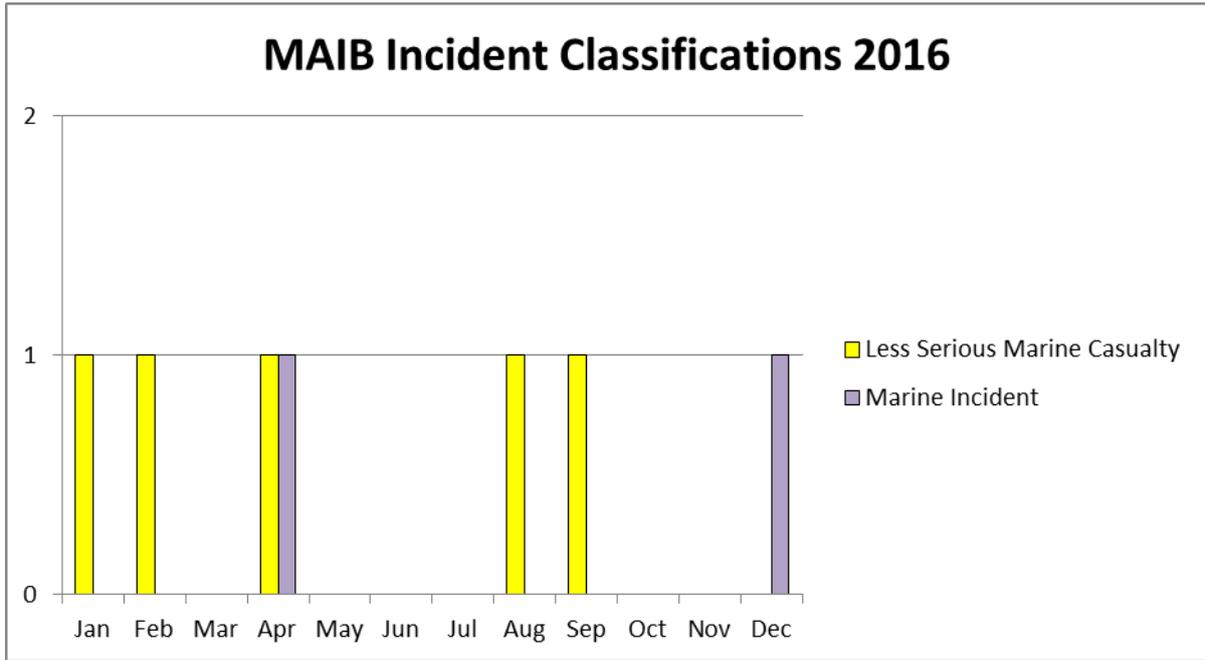
Incident statistics for 2016 are shown in the graph below.



The most common type of incident at Stena Line Ports is 'impact with structure'. This is typically vessels making contact with fendering during berthing/unberthing operations.

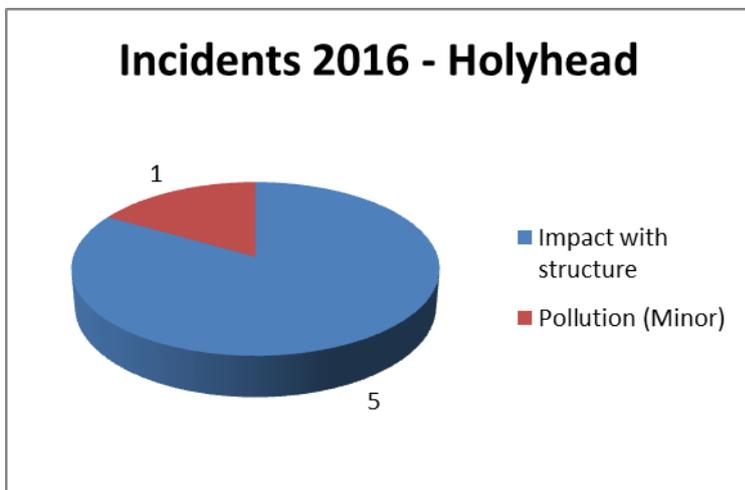
Port	Number of Incidents	Number of Vessel Movements	Incidents per 1000 Vessel Movements
Holyhead	6	9,182	0.653
Fishguard	0	1,797	0.000
Loch Ryan Port	1	4,164	0.240

The above table shows the incident rate per 1000 ship movements for each port, which allows for direct comparison.



The MAIB incident classification for 2016 shows there were 5 'less serious marine casualties' which occurred in the months of: January, February, April, August and September. A breakdown of incident type is shown in the following charts.

Holyhead 2016

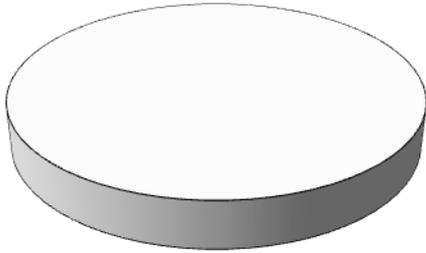


The Incident chart for Holyhead shows there have been a total of 6 incidents in 2016.

5 of these incidents resulted in an impact with a structure and one minor pollution incident.

Fishguard 2016

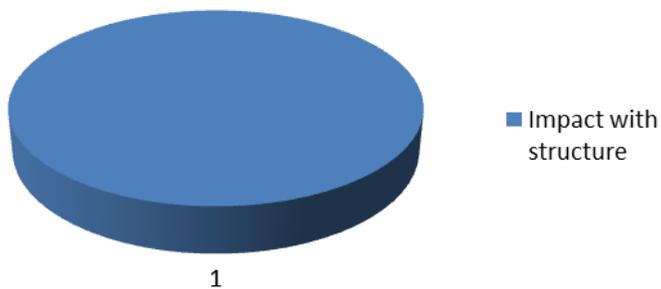
Incidents 2016 - Fishguard



There were no reportable incidents recorded in Fishguard in 2016.

Loch Ryan Port 2016

Incidents 2016 - Loch Ryan

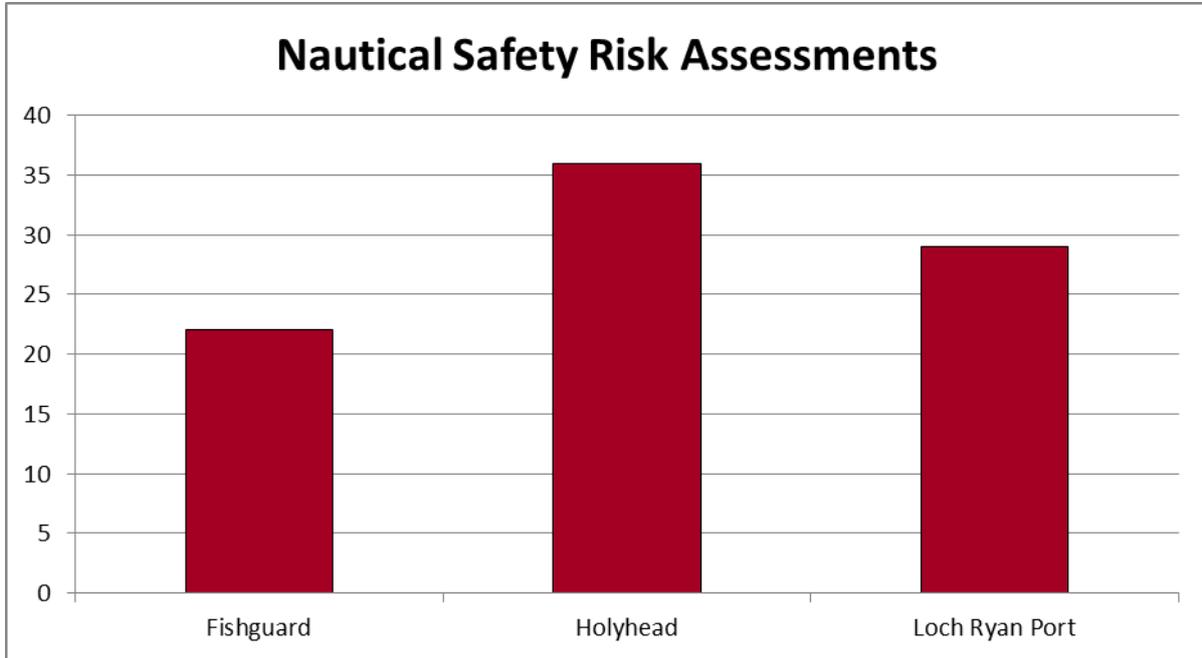


The incident chart for Loch Ryan Port identifies 1 incident during 2016.

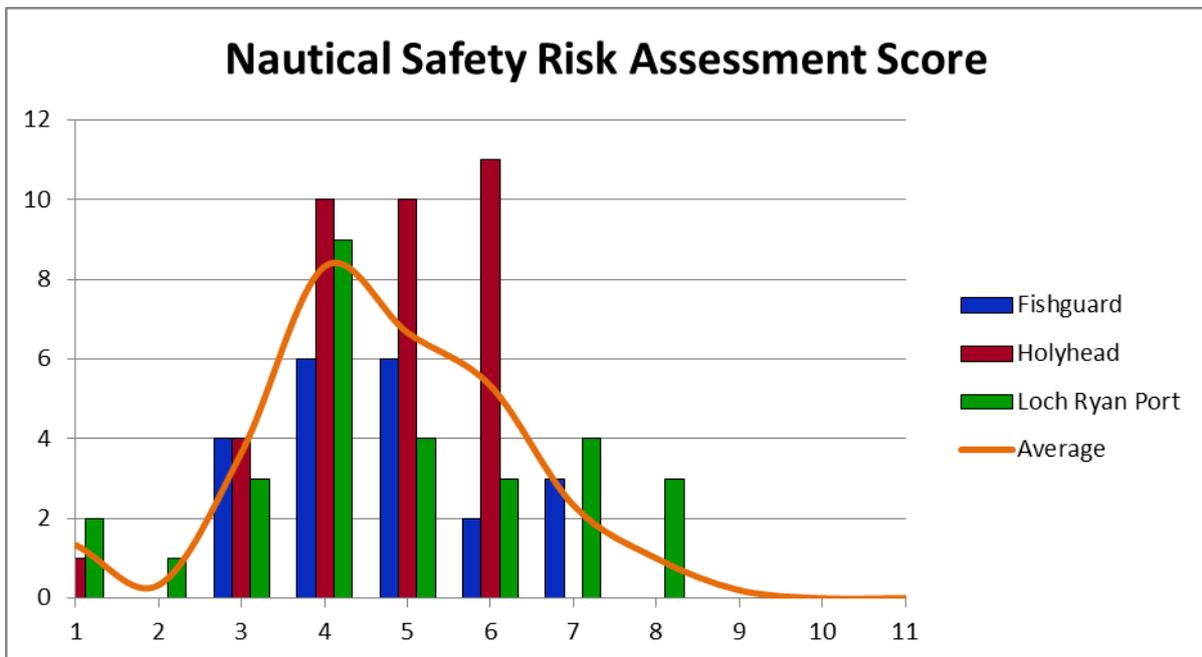
This incident involved a vessel making contact with the fendering during a berthing operation.

Managing Marine Risk

The chart below shows the number of nautical safety risk assessments currently in use at each of the Stena Line ports.



The chart below plots the frequency of risk assessments arranged by risk score. The distribution shows that a large proportion of risk assessments are scored at a mid-risk range of 4 to 6.



Future Plans and Objectives

The future plans and objectives are published every three years in accordance with the PMSC. The following table details the current status of the plans.

Number	Description	Objective	Timescale	Progress
1.	Review of Individual Port Marine Safety Management Systems	Continual Improvement	March 2017	Meeting to be arranged with ABPmer by DP.
2.	Review of Group Marine Safety Management System	Continual Improvement	March 2017	Meeting to be arranged with ABPmer by DP.
3.	Review of training requirements against potential future marine projects	Improve competence when overseeing contractors	December 2017	Awaiting project approvals.
4.	Updating of remote transmitting weather stations to new software	Better continuity of transmission	March 2018	In discussions with suppliers regarding upgrades.
5.	External Audit of owned ports	Compliance with PMSC	2019	External Auditors.

Summary

This report shows that Stena Line Ports Ltd, as the Statutory Harbour Authority, has a commitment to PMSC compliance. Our development plan highlights our continuing dedication to continual improvement through an increase in safety levels at our ports and within our marine operational teams.