Hinkley Point C Harbour Authority

Port Marine Safety Code – Marine Safety Plan January 2024 – January 2027

1. Introduction

- The 'Port Marine Safety Code' sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses or works in the port marine environment. It is endorsed by the UK Government, the devolved administrations, and representatives from across the maritime sector and, while the Code is not mandatory, these bodies have a strong expectation that all harbour authorities should endeavour to comply. It applies to all harbour authorities and other marine facilities, berths and terminals in the UK and is intended to be flexible enough that any size or type of harbour or marine facility will be able to apply its principles in a way that is appropriate and proportionate.
- As a statutory harbour authority it is recommended that HPC Harbour Authority should comply with the 'Port Marine Safety Code' (PMSC) and ensure that marine operations risk within the statutory harbour limits are reduced to 'as low as reasonably practicable'.
- As part of its compliance with the requirements of the Port Marine Safety Code (PMSC), Hinkley Point C Authority (HPCHA) publishes a Marine Safety Plan for marine operations within its statutory waters every three years. This Plan covers the period 25th January 2024 to 24th January 2027 (3 years).
- The primary requirement for the harbour is the operation of the HPC temporary jetty which is required to enable the import of the concrete material required for the construction of Hinkley Point C. The jetty is directly operated on behalf of EDF by the site Tier One Contractor Bylor.

2. Harbour Authority Governance

- Duty Holder – Accountable for safe and efficient marine operations within the HPCHA harbour limits and approaches.
- Designated Person – The Designated Persons role is to provide assurance to the HPCHA Board that the PMSC is being complied with.
- Harbour Master – As a statutory role the Harbour Master (or delegated officers) has responsibility for managing the safety of navigation and marine operations in the harbour. The Harbour Master provides expert advice to Harbour Board and is directly accountable to the Duty Holder.

3. HPCHA Marine Operations

- For the next three years the primary activity within the harbour will continue to be the operation of the HPC temporary jetty to enable the import of materials required for the construction of Hinkley Point C. The jetty will continue to be operated on behalf of EDF by the site Tier One Contractor Bylor.

4. The Management of Marine Operations

- This Marine Safety Plan commits Hinkley Point C Harbour Authority to undertake the management and regulation of marine operations, within the scope of its powers and authority, in a way that safeguards the harbour, users of the harbour, including members of the public and the environment.
- Hinkley Point C Harbour Authority will undertake its role and responsibilities to ensure that, whenever possible, it provides efficient and effective services and the regulation of shipping and other vessels in support of all activities in the harbour. This includes the powers of General Directions within the approaches.
- Hinkley Point C Harbour Authority will always keep the safety of its personnel, harbour users and vessels as the top priority. At times this may mean that marine operations and therefore vessel movements or activities are subject to delay. However, the safety of life, the environment and of navigation remains priority.

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5. Safety Management

- To ensure effective functions are in place to maintain the Marine Safety Management System, the below activities are undertaken to enable continual compliance with the Port Marine Safety Code, our statutory obligations, and to reduce risks to As Low As Reasonably Practicable;

Marine Operations Management meetings to discuss forthcoming marine operations, marine safety, incidents, exercises and external learning.	Regular Harbour Board meetings with Port Marine Safety Code as a standing agenda item.
Detailed marine risk assessments and method statements.	Regular engagement with stakeholders.
Undertake visits to vessels operating in harbour limits and approaches as required.	The review and exercising of Emergency Arrangements and Procedures.
Harbour Patrols conducted to monitor the safety of navigation and marine operations within HPCHA statutory harbour limits and approaches.	The reporting and investigating of marine incidents and implementation of lessons learnt.

6. Review of the previous Marine Safety Plan 2021-2024

External audits of the HPCHA's compliance with the PMSC are undertaken at least every 3 years, through a robust annual rolling programme.

On the 22nd January 2024 the annual Port Marine Safety Code (PMSC) audit took place using an independent auditor. The assessment concluded that Hinkley Point C Harbour Authority is compliant with the requirements set out in the Port Marine Safety Code. The audit automatically included successful compliant assessment of the 2021-2024 targets, summarised below:

	2021 – 2024 Provision		**2021 – 2024 Target achievements**
1	Navigational Incidents	✓	No major incidents, serious injuries or serious pollution as a result of a failure of the HPCHA Marine Safety Management System.
2	Pilotage (3rd party provision)	✓	No major incidents resulting from Pilotage or Pilot Exemption errors.
3	Conservancy and Hydrographic Service	✓	Ensure that hydrographic surveys are undertaken as appropriate for the statutory harbour area and HPCHA to hold a bi-lateral agreement with the United Kingdom Hydrographic Office (UKHO).
4	Aids to Navigation	✓	Ensure Aids to Navigation are available at least 97% of the time. Monitor availability of Aids to Navigation on a routine basis. Report availability to the General Lighthouse Authority.
5	Emergency Arrangements	✓	Maintain, exercise, and periodically review Emergency Arrangements.
6	Liaison and consultation with Stakeholders	✓	Annual engagement with a range of stakeholders including jetty operators, local authorities, neighbouring harbour authorities, RNLI, and maritime regulators.
7	Training	✓	Harbour Board members remain competent to perform their duties on the Board.
8	Designated Person	✓	Designated Person to annually audit the Harbour Authority's compliance with the Port Marine Safety Code. To provide relevant and timely information to the Duty Holder and Harbour Master as required.
9	Key Performance Indicators (KPI)	✓	Keep KPI's under review and introduce new / relevant KPI's if appropriate. Aids to Navigation availability to meet GLA standards. To maintain industry standard ratio of incidents (5 incidents per 1000 movements).

7. 2024-2027 Marine Safety Plan Management Targets

	Provision	Target
1	Navigational Incidents	No major incidents, serious injuries, or serious pollution as a result of a failure of the HPCHA Marine Safety Management System.
2	Pilotage (3rd party provision)	No major incidents resulting from Pilotage or Pilot Exemption errors.
3	Conservancy and Hydrographic Service	Ensure that hydrographic surveys are undertaken as appropriate for the statutory harbour area and HPCHA to hold a bi-lateral agreement with the United Kingdom Hydrographic Office (UKHO).
4	Aids to Navigation	Ensure Aids to Navigation are available at least 97% of the time. Monitor availability of Aids to Navigation on a routine basis. Report availability to the General Lighthouse Authority.
5	Emergency Arrangements	Maintain, exercise, and periodically review Emergency Arrangements.
6	Liaison and consultation with Stakeholders	Annual engagement with a range of stakeholders including jetty operators, local authorities, neighbouring harbour authorities, RNLI, and maritime regulators.
7	Training	Harbour Board members remain competent to perform their duties on the Board.
8	Designated Person	Designated Person to annually audit the Harbour Authority's compliance with the Port Marine Safety Code. To provide relevant and timely information to the Duty Holder and Harbour Master as required.
9	Key Performance Indicators (KPI)	Keep KPI's under review and introduce new / relevant KPI's if appropriate. Aids to Navigation availability to meet GLA standards. To maintain industry standard ratio of incidents (5 incidents per 1000 movements).

Author: Hamish Mowat, Deputy Harbour Master - Hinkley Point C Harbour Authority.

Approval: Rob Jordan, HPC Site Construction Director & Harbour Board Chairman/Duty Holder.

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