

Annual SMS Performance Review 2015

TO: NMT

DATE: 7th January 2016

ANNUAL SMS PERFORMANCE REVIEW 2015

1. The Port of London Authority's Navigational Management Team (NMT) on an annual basis reviews the PLA's performance against the three-year Marine Safety Plan.
2. Below gives details of the standing and temporary objectives from the 2015-2017 Marine Safety Plan and a current situational awareness as to where NMT stands against those objectives.

Standing Objectives

	<u>Service Provision / Activity</u>	<u>Objectives</u>	<u>Performance Review 2015</u>
1.	Navigational Incidents	<ol style="list-style-type: none">1. Reduce all serious and very serious navigational incident rates by at least 10% year-on-year2. No serious incidents, major injuries or Tier 2 level pollution as a result of a failure of the port's Marine Safety Management System and/or of associated PLA safety service provision.	<ol style="list-style-type: none">1. In 2015 we have seen a 65% reduction in the number of all serious and very serious incidents.2. During 2015, we have unfortunately had two very serious incidents which resulted in two fatalities; both were due to factors outside the PLA Safety Management system.

2.	Vessel Traffic Services – Operational capability and delivery	<p>1. Provide an effective Vessel Traffic Service (VTS) in accordance with IMO, IALA and UK National standards to manage the safety and efficiency of navigation throughout the London VTS area; and control navigation in the Thames Barrier Control Zone to ensure the safety and integrity of the Thames Flood Defence Barrier.</p> <p>2. Ensure that the PLA VTS infrastructure operates at 99.9% availability through an effective maintenance, procurement and installation strategy, which will add to the reliability and resilience of the individual components of the VTS system.</p>	<p>1. London VTS has provided an effective VTS in accordance with IMO Resolution A857(20), IALA V103 Training and Certification Standards and MCA monitoring of UK compliance with Regulation 12 of Chapter V of the SOLAS Convention and EU Traffic Monitoring Directive. In addition we have maintained compliance with MGN 434 (VTS training and certification) and MGN 401 (VTS and LPS in UK); thus managing the safety and efficiency of navigation and the protection of the marine environment and adjacent infrastructure from the adverse effects of maritime traffic during 2015. VTS operational procedures continue to be developed and improved in response to lessons identified from safety of navigation incidents and near misses during 2015.</p> <p>2. The PLA VTS infrastructure in 2015 operated at 99.96% availability.</p>
3.	Provide a pilotage service of well-trained, suitably qualified and authorised pilots, including the authorisation of pilotage exemptions to similar standards.	No serious or very serious incidents resulting from errors made by authorised PLA Pilots.	There were no serious or very serious incidents' involving PLA pilots in 2015, however a PLA pilot was involved in a serious near miss incident, which is subject to a detailed report where lessons will be identified.

4.	Conservancy and Hydrographic Survey	<p>Ensure that the Port and approaches have an adequate schedule of hydrographic surveys and that these are undertaken in line with the defined schedule and that the results are published within the target timescales.</p> <p>Specifically:</p> <p><u>Navigation Safety Surveys</u> – Significant data to be promulgated within 24 hours; and Surveys to be completed within 3 days (or 5% of survey cycle period) of target.</p> <p><u>Conservancy Surveys</u> – No surveys to be outstanding (significantly overdue) beyond 10% of the period beyond the due date. Surveys to be published within 8 weeks of the survey target date.</p> <p><u>Wreck & Obstruction Investigation</u> - Investigate all reported wrecks and obstructions on immediate mobilisation. Issue navigation warnings, arrange marking and removal at earliest opportunity, time dependant on severity / risk to navigation.</p>	<p>The PLA Hydrographic team have largely met this objective, with some minor short comings. This is now subject to a revised administrative process and will be under closer scrutiny moving forward. It should be noted that on the few occasions that surveys were not completed on time they did not affect the safety of navigation within the Port.</p> <p>In all cases of investigations of wrecks and obstructions, the Hydrographic team have undertaken investigations of all reported incidents in an efficient and effective manner.</p>
5.	Licensing of commercial Inland Waterways vessels	Undertake licensing inspections on schedule, without delays or without unnecessary disruption to commercial operations.	This objective is not complete and remains ongoing although outstanding vessel inspections are being reduced. The Marine Surveyor 2015 PDR objective was to reduce outstanding vessel inspections to 12.5% by the end of year and the team achieved 13%.

6.	Support for, approval and facilitation of River events	River Events should avoid river closures, unnecessary restrictions on vessel movements and disruption to commercial services and leisure activities. All risks to the safety of navigation are to be at ALARP prior to consent being given for an event to take place.	Both harbour master districts have continued to work with event organiser to continue to improve event risk assessments and safety plans. River closures in 2015 were predominately for regular, long-standing upriver rowing events.
7.	Liaison and consultation with River Users	Routine meetings every 6 months in each District. Appropriate and open consultation undertaken with River Users and interested parties regarding proposed amendments to PLA Byelaws, Directions, Codes of Practice and high level marine policies.	Both harbour master districts have hosted two RUCF's each in 2015 and these forums continue to be open consultative forums, ensuring that all river users have a chance to raise any concerns they may have regarding the PLA regulatory framework.

Temporary Objectives

	<u>Service Provision / Activity</u>	<u>Objective</u>	<u>Performance Review 2015</u>
1.	Thames Tideway Tunnel (TTT)	Over the life of the TTT project to maintain an enhanced regime that ensures that marine activities supporting the construction of the TTT are managed effectively in order to maintain the safety of navigation and to enable existing activities to continue with minimum disruption, keeping all navigational risks at ALARP and without increasing incident rates.	River works commenced in December 2015, otherwise the PLA continues to work closely with the TTT project to ensure that when the full works commence they are delivered to ensure that this objective is met.
2.	Infrastructure Projects such as Crossrail, Garden Bridge, Northern Line Extension and Battersea Power Station	Before the planning and risk assessment stages begin, ensure that marine activities and operations supporting infrastructure projects are managed effectively in order to maintain the safety of navigation and to enable existing activities to continue with minimum disruption, while keeping risks at ALARP and without increasing incident rates.	The PLA continues to work with major infrastructure projects to ensure their safe delivery; reducing conflict with other major operations and ensuring the risk of proposed projects are kept as low as reasonably practical.

3.	Enable the Mayor's River Action Plan which aims to double passenger numbers to 12 million by 2020	Support the Mayor's River Action Plan by continuing effective management of navigational safety as passenger and freight traffic increases without any increasing incident rates.	<p>The PLA supported the Mayor's River Action plan through collaboration with:</p> <ul style="list-style-type: none"> - London River Services(LRS) to undertake a study into the potential capacity of the Thames for freight and passengers in Central London, - LRS on the extension of Bankside and Westminster Piers, and - The developers of Plantation Wharf Pier to expand the western Thames Clipper's service; to Putney and supporting the introduction of two new Thames Clippers into their existing service.
4.	Riverside Berths	Reduce the rate of serious and very serious incidents at riverside berths by 20% by the end of 2015 and 10% thereafter.	There were no serious and very serious incidents at riverside berths in 2015.
5.	Institute a formal and uniform incident investigation procedure.	<ol style="list-style-type: none"> 1. Following the overhaul of the risk assessment process during 2013-14 it is now necessary to institute a more formal method of incident investigation, common across the PLA that establishes the root and contributory causes. 2. Complete the final incident report within 6 weeks of the incident occurring. 	<ol style="list-style-type: none"> 1. All principal investigators in both harbour master districts have undertaken Kelvin TopSet training, with all supporting officers undertaking a one day Kelvin TopSet training course. It is noted that with the number of secondments in the harbour master teams, all of the principal investigators have taken on more senior positions, requiring further training for the new principal investigators in early 2016. 2. Generally all serious and very serious incident reports have, where possible, been completed within 6 weeks of the incidents occurring, those few that fell outside this objective had peculiar factors necessitating a longer period.

		3. Take action on any ensuing recommendations as soon as possible	3. NMT continues to ensure that recommendations are acted upon as soon as possible.
6.	Continue to seek improvements in the safety standards (Operation, construction and passenger s) of Class V passenger vessels, including improved working practices, professionalism and an endemic, industry-wide safety culture.	Achieve a year-on year reduction of 10% in all incident categories for class V passenger vessels.	To the 1 st December 2015 we have seen a 10% increase in passenger vessels minor incidents in 2015, On the face of it, this is disappointing but some explanation is due to better reporting and many more near misses, which we continue to encourage. However during the same period it should be noted that the number of serious and very serious incidents has reduced.
7.	Continue efforts to bring into force the same drink-drive and drugs legislation for recreational users as applies already to commercial users under the Railways and Transport Safety Act 2003.	<p>Owing to the general lack of purpose within the past and present Governments to bring about this change, the PLA will wage its own campaign:</p> <ul style="list-style-type: none"> • Seek to influence opinion through routine liaison with existing organisations such as for example DfT, MCA, UKHMA. • Work with Metropolitan, Kent and Essex Police Forces to try to establish protocols to that will lead to effective enforcement of Byelaws. • Examine whether the existing Byelaw on Alcohol should be revised or extended to include drugs; 1st draft to be ready by Sep 2015 • Develop internal PLA guidance by Mar 2015 • Develop an effective means of addressing the problem of drug use by vessel masters and crews – 1st draft of way ahead to be ready by Dec 2015. • Encourage commercial operators to introduce compulsory random drug testing to their operations. 	<p>The PLA continues to work on revising our byelaws to ensure that our current drink and drugs byelaw is more comprehensive and robust. The PLA are working with the Department for Transport and have undertaken a round of Informal Consultation on our revisions on this particular byelaw. However due to additional byelaws now needing to be introduced, the formal consultation on all new byelaw revisions will now not be undertaken until start of Q2/2016.</p> <p>The PLA continues to encourage commercial operators to introduce compulsory random drink and drug testing to their operations.</p> <p>In addition the PLA has introduced compulsory random drink and drugs testing for all our employees.</p>

8.	In conjunction with Peel Ports Group Ltd, establish the Thames/Medway Port Recovery Group. NB <i>this follows direction from the Oliver Letwin work to improve national resilience, particularly against East Coast tidal surges</i>	Prepare the Thames/Medway Ports Recovery Plan; the first draft to be ready by Mar 2016, with a view to the final plan being in force by end 2016.	The PLA continues to work with Peel Ports Group and the Department for Transport in preparing a Thames & Medway Ports Recovery Plan and Group, hosting a conference in October 2015.
----	---	---	--

3. Recommendation

NMT is asked to note the above SMS Performance Review for 2015 against the 2015-2017 Marine Safety Plan, and subject to any further discussion, endorse the review outcome.



DARREN JA KNIGHT
DEPUTY HARBOUR MASTER (SAFETY MANAGEMENT)

cc: HML