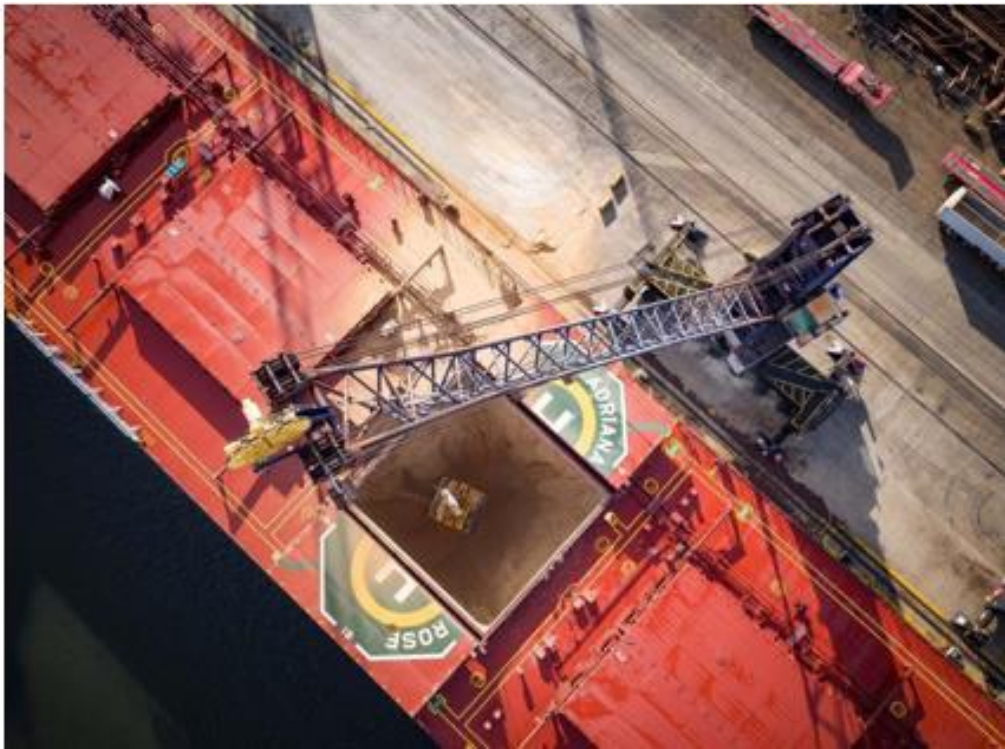




**PD TEESPORT LIMITED**

**PORT MARINE SAFETY CODE  
ANNUAL PERFORMANCE REVIEW 2024**



Issue: 01  
Date: February 2025

## 1. **INTRODUCTION**

The "Port Marine Safety Code" (the "Code") establishes a national standard for every aspect of port marine safety and aims to enhance safety for those who use or work in ports, their ships, passengers and the environment.

The Code is applicable both to statutory harbour authorities and to other marine facilities which may not have statutory powers and duties. These are collectively referred to throughout the code as 'Organisations' and may include, but are not limited to, the following:

- Competent harbour authorities (authorities with statutory pilotage duties)
- Municipal port or harbour authorities
- Trust port or harbour authorities
- Private port or harbour authorities
- Marine berths, terminals or jetties

Where a marine terminal or jetty is situated within the jurisdiction of a Statutory Harbour Authority ("SHA"), it is important for both parties to engage with one another to ascertain the scope and extent of the SHA's Marine Safety Management System ("MSMS") and whether it incorporates any of the terminals or jetty's marine operations. This engagement will help to define whether it is necessary for the terminal or jetty to develop their own MSMS.

The Code refers to some of the existing legal duties and powers that affect organisations in relation to marine safety, but it does not in itself create any new legal duties. However, although not mandatory, there are several measures which are key to the successful implementation of the Code. Therefore, in order to comply with the Code, Statutory Harbour Authorities must consider the following:

- Duty Holder
- Designated Person
- Legislation
- Duties and Powers
- Risk Assessment
- Marine Safety Management System
- Review and Audit
- Competence
- Plan
- Aids to Navigation

The Annual Performance Review is prepared following an internal audit, which is carried out every year by the Designated Person.

This review provides a statement of performance and a summary of marine activities, which can be used by the Designated Person when presenting to the Duty Holder.

## 2. **DUTY HOLDER**

As the SHA for the Ports of Tees and Hartlepool, PD Teesport Limited ("PDT") is vested with powers to regulate, maintain and improve the Harbour and the navigation of vessels within its jurisdiction. Its powers are predominantly derived under the **Tees and Hartlepoons Port Authority Act 1966** (The Teesport Acts and Orders 1966 to 2024), but it further enjoys various powers under other legislation applicable to all Harbour Authorities. PDT is also the Competent Harbour Authority ("CHA") for the purposes of pilotage in its area.

The Duty Holder is accountable for compliance with the Code and performance in ensuring safe marine operations.

PDT have implemented Duty Holder fixed terms of reference which the individual Duty Holders sign and accept, which outline their individual and collective accountability with regards to the marine safety.

As part of the role, the Duty Holder should report compliance with the Code to the MCA every 3 years.

The following Statement of Compliance was issued to the MCA on 28<sup>th</sup> January 2021:

*"I, Jerry Hopkinson, Chief Operating Officer and Vice Chairman, on behalf of PD Teesport Limited being the Port Marine Safety Code Duty Holder for the Ports of Tees and Hartlepool, having considered all the requirements of the Port Marine Safety Code, including reviewing the risk assessment and safety management system, certify that the Ports of Tees and Hartlepool meet the standards required by the Port Marine Safety Code."*

A "Commitment to Compliance" is also published on the PD Ports' website within the Port Marine Safety Code section.

MCA compliance exercise for 2024 has been postponed due to the pending release of the updated version of the PMSC and associated Guide to Good Practice. The compliance exercise is currently expected to be undertaken in Q3 2025.

## 3. **DESIGNATED PERSON**

A Designated Person must be appointed to provide independent assurance about the operation of an organisation's MSMS. The Designated Person must have direct access to the Duty Holder.

Marine and Risk Consultants Limited (Marico Marine) have been reappointed to provide independent PMSC Designated Person services to PDT for a period of three years commencing on 1<sup>st</sup> January 2025. The named Designated Person nominated by Marico Marine is William Heaps. Contact details are available on the PD Ports' website. ([Port Marine Safety Code - PD Ports](#))

The role of the Designated Person does not absolve the Duty Holder and the Board Members from their role and collective responsibility for compliance with the Code.

The Designated Person takes appropriate measures to determine whether the individual elements of the MSMS meet the specific requirements of the Code. This is partly discharged via the quarterly Port Marine Safety Code Designated Person Committee Meeting, which is chaired by the Designated Person, and by regular site visits.

#### 4. **LEGISLATION, DUTIES AND POWERS**

PDT has published a Marine Safety Plan ("MSP") dated February 2024. The MSP commits PDT to undertaking the management and regulation of marine operations and, in particular, safe navigation, within the scope of its powers and authorities in a way that safeguards the port infrastructure and port users, including members of the public and the marine environment. PDT performance against the MSP is reported within this document.

PDT recognises that it must treat its duties to ensure the safety of all activities within its jurisdiction and to serve the public interest as primary; that it is accountable for what it does and fails to do in this regard. PD Teesport must adopt measures to ensure that it discharges its responsibilities in accordance with nationally agreed standards and in compliance with the law.

PDT is entrusted with a public and statutory power to conserve and facilitate the safe use of the port, its environment and the community. PD Teesport undertakes to conduct its business in a transparent and open manner. To this end, it will report on its performance, both good and bad, against national standards and standards of operation to which it adheres.

As part of ongoing compliance, the following policy statements are published on the PD Ports' website within the Port Marine Safety Code section. ([Port Marine Safety Code - PD Ports](#))

- Safety of Navigation
- Enforcement
- Health and Safety
- Group Environmental & Energy
- Green Port

The above policy statements are to be reviewed within a 3 year period.

## 5. **RISK ASSESSMENT**

The 2018 Navigational Risk Assessment ("NRA") was prepared by Marine and Risk Consultants (Marico Marine) for PDT.

The NRA complies with the Code and its associated Guide to Good Practice on Marine Operations and was conducted in accordance with the International Maritime Organisation's Formal Safety Assessment methodology for risk assessment. It comprises of the following four stages:

- Stage 1: Data Gathering and Vessel Traffic Analysis
- Stage 2: Hazard identification
- Stage 3: Risk Assessment
- Stage 4: Risk Controls

One of the aims of the NRA was to enhance safety within the Ports of Tees and Hartlepool by ensuring that all marine navigation hazards are identified, control measures are in place and the risks are at acceptable levels.

The Ports' Ranked Risk Register held a total of 146 navigational related hazards in PDT's statutory area and approaches. Those hazards have been grouped into three Risk Registers, with 50 identified hazards in the River Tees, 33 in the Hartlepool area and 63 in the Offshore area. Hazman II (risk assessment software) Risk Registers have been configured for each of these areas to provide a complete and "fit for purpose" baseline risk register of navigational hazards for PDT.

The NRA process is continuous to ensure that new navigational hazards and changes to existing hazards are properly identified and addressed.

Risk Assessments are reviewed on a planned periodic basis, post-incident/accident, post-review of a relevant marine accident, or a health check trend report, as detailed in the Code.

The prescribed periodic review period within Hazman II ranges between 6 months to 2 years depending on hazard ranking.

As a result of observations from both the internal and external PMSC audit, PDT conducted a full NRA review to ensure that the range of NRA assessments and underlying methodology remain fit for purpose and that the 2018 assessment remained relevant in 2022.

The 2022 NRA review consisted of 8 stages:

- Stage 1: Review the 2018 NRA and Subsequent Audits
- Stage 2: Kick Off Meeting and Port Update
- Stage 3: Port Stakeholder Meeting; Reviewing Changes since 2018
- Stage 4: Port Incident Review
- Stage 5: NRA Structure Review
- Stage 6: Complete Hazman II Register Review
- Stage 7: Hazman II Area Recalibration
- Stage 8: Conclusions and Recommendations

At the 2022 NRA review, the following actions were taken:

- Every one of the 146 Hazards were reviewed and updated by the audit team.
- The risk area for the 'River Tees' and for 'Hartlepool' were amalgamated into one.
- The frequency definitions used by Hazman II were aligned with those used by the PD Ports' Corporate Risk Register.
- 'All Vessels' was introduced as a Hazman II category allowing the grouping of suitable common risks together.
- Fishing vessels were scored in the Hartlepool and River Tees Area.
- Individual vessel risks, where appropriate, were amalgamated into an 'All Vessel' assessment for each category, simplifying the register.
- 'Fire and Explosion' was introduced as an 'All Vessel' risk for both geographical areas.

As a result, the number of geographical areas in the live register was reduced from 3 to 2 and the number of risks was reduced from 146 to 86 overall; 39 in the offshore register and 47 in the Tees and Hartlepool register. This number remained valid through the 2024 review period.

Details of the Risk Review Log/Amendments are recorded within the Hazman II software for auditing purposes.

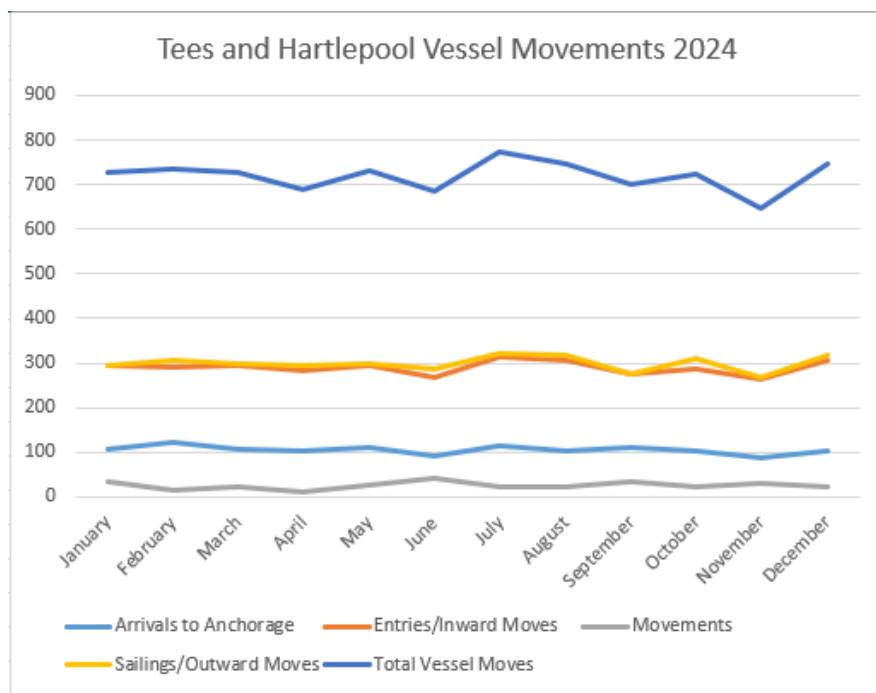
Within 2024 a full review of the stakeholder list for both active registers were completed to ensure it remains fit for purpose and all hazards were reviewed in accordance with the prescribed periodic review period. The reviews are conducted by incorporating stakeholder consultation (Forums, e-mail correspondence, incident investigation, procedural review).

## 6. MARINE MANAGEMENT SYSTEM

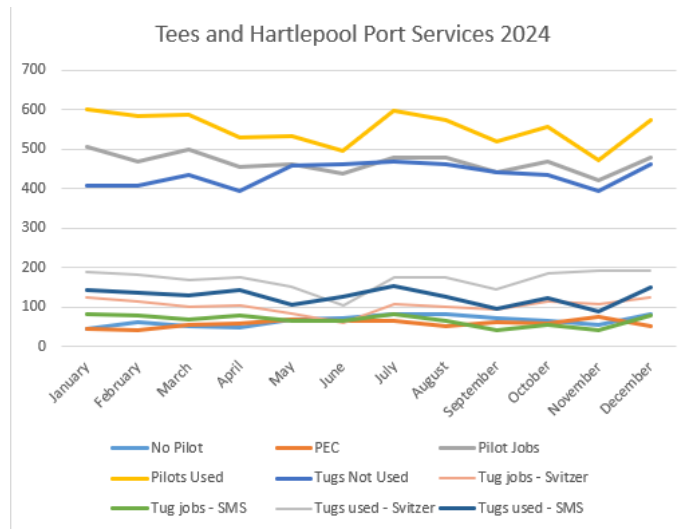
### 6.1 Vessel Activity

During 2024 there were a total of 8626 vessel moves within the Ports of Tees and Hartlepool, details of which are shown below:

Vessel Movements	2024												2024 Total
	January	February	March	April	May	June	July	August	September	October	November	December	
Arrivals to Anchorage	106	123	107	102	111	92	114	103	110	103	87	103	1261
Entries/Inward Moves	293	292	296	281	296	268	313	304	277	288	262	304	3474
Movements	32	13	23	12	26	40	24	22	35	23	29	22	301
Sailings/Outward Moves	296	307	300	293	298	285	321	318	277	308	269	318	3590
<b>Total Vessel Moves</b>	<b>727</b>	<b>735</b>	<b>726</b>	<b>688</b>	<b>731</b>	<b>685</b>	<b>772</b>	<b>747</b>	<b>699</b>	<b>722</b>	<b>647</b>	<b>747</b>	<b>8626</b>

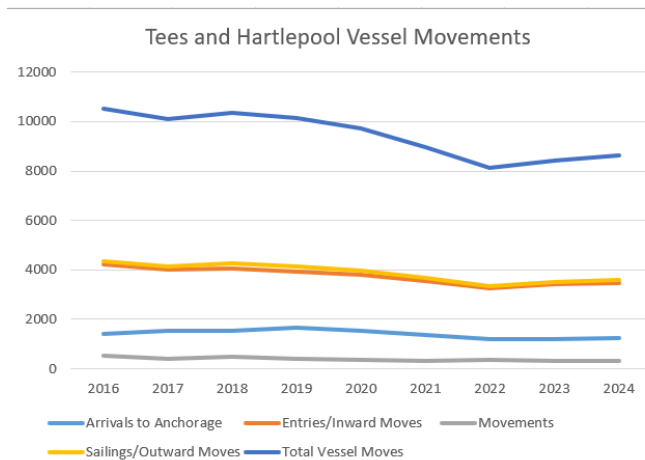


Port Services	2024												2024 Total
	January	February	March	April	May	June	July	August	September	October	November	December	
No Pilot	46	63	53	50	69	71	83	84	71	67	54	84	795
PEC	46	43	55	60	68	65	66	51	62	58	74	51	699
Pilot Jobs	508	468	498	457	462	440	481	481	441	469	420	481	5606
Pilots Used	600	584	588	529	535	495	597	575	519	559	472	575	6628
Tugs Not Used	407	408	436	396	459	461	469	461	441	435	393	461	5227
Tug jobs - Svitzer	126	113	102	106	83	59	107	100	93	114	107	125	1235
Tug jobs - SMS	83	78	68	79	64	66	82	67	43	56	42	79	807
Tugs used - Svitzer	190	181	168	177	152	105	174	177	146	185	191	191	2037
Tugs used - SMS	142	137	131	145	107	128	154	126	96	122	90	149	1527



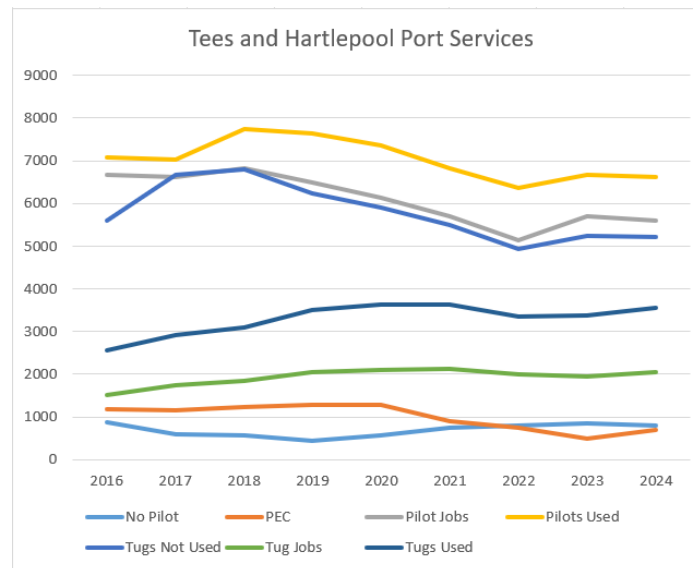
Comparison of the 2024 performance versus the previous years:

<b>Vessel Movements</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Arrivals to Anchorage	1431	1524	1528	1642	1546	1384	1182	1192	1261
Entries/Inward Moves	4242	3993	4070	3945	3817	3565	3248	3423	3474
Movements	511	415	490	401	374	306	346	321	301
Sailings/Outward Moves	4352	4160	4248	4142	3991	3697	3337	3505	3590
<b>Total Vessel Moves</b>	<b>10536</b>	<b>10092</b>	<b>10336</b>	<b>10130</b>	<b>9728</b>	<b>8952</b>	<b>8113</b>	<b>8441</b>	<b>8626</b>



<b>Port Services</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
No Pilot	870	603	562	431	558	760	807	851	795
PEC	1172	1166	1242	1295	1281	907	744	486	699
Pilot Jobs	6664	6628	6818	6501	6132	5695	5132	5700	5606
Pilots Used	7080	7041	7749	7636	7349	6835	6371	6683	6628
Tugs Not Used	5598	6666	6796	6236	5908	5503	4937	5238	5227
Tug Jobs	1526	1732	1839	2053	2093	2134	1995	1941	2042
Tugs Used	2558	2928	3108	3500	3635	3637	3353	3370	3564





## 6.2 Incident Reports

The duties of an SHA include an obligation to conserve and facilitate the safe use of the harbour and a duty of care against loss caused by the SHA's negligence. Such losses may be caused by accidents within an SHA's area of jurisdiction.

The PMSC relies upon the principle that duties and powers in relation to marine operations in ports should be discharged in accordance with a MSMS. That system should be informed by and based upon a formal risk assessment. The aim is to establish a system covering all marine operations in ports, which ensures that risks are both tolerable and as low as reasonably practicable.

It is recognised, however, that no matter how informed the risk assessment process and how effective the MSMS regime is, accidents and incidents do occur. The MSMS does address the potential for incidents to occur and provides instructions and guidance on any investigations.

An incident within the Ports of Tees and Hartlepool is categorised using the Trigger Table shown below:

SEVERITY	CONSEQUENCES					
	1	2	3	4	5	6
	Damage to Port infrastructure	Injury to Person or Persons	Damage to the Environment – Release of Hazardous Substance to Water Column or Air	Disruption to Business Continuity	Accident to Ship (PMSC) One or more of the IMO categories which will result in the following	Effect of Negative Publicity on the Company
0 Potential for Incident	Threat of damage.	Threat of injury.	Threat of damage to the environment.	Threat of disruption to the port or vessels.	Threat of damage to vessel or marine structure.	No publicity.
1 Insignificant Incident	Cosmetic damage.	Person receives First Aid.	Small area of sheen <10msq. Small gas release. No clean up required. No action by workforce.	Incident closes port for up to 1 hour. Vessel(s) delayed for a period of up to 6 hrs.	Cosmetic damage. Vessel drags anchor but is under control. Vessel sustains major system failure (engines, etc).	Incident results in small item on 'Local News'.
2 Minor Incident	Loss of timbers from fendering. Bent ladders. Coping stones cracked.	Person visits doctor for treatment (not in ambulance).	Area of metallic appearance <50msq. Pollution team called out - no action. Terminal workforce in containment area onsite.	Incident closes port for up to 3 hours. Vessel(s) delayed for a period up to 18 hrs.	Bent rails. Vessel anchors against advice. Denting to hull.	Regional news with press statement required.
3 Moderate Incident	Bollards broken, berth used with care. Tow lines part. Significant damage to fendering system/ berth.	Fracture of fingers or toes. Immersion in water. Person taken to A&E but not kept in or injury other than major which results in 3 consecutive days' incapacity.	Discontinuous true colour >50msq. Pollution team called out; up to 1 day clean up. Terminal workforce in containment area offsite.	Incident closes port for up to 6 hours. Vessel(s) delayed for a period up to 36 hrs.	Vessel in collision, grounding or floods. Actual damage to hull, cargo gear or accommodation. Vessel fails to respond to instruction to weigh anchor. Mooring lines part.	National news. Journalists attend. Interviews required.
4 Serious Incident	Fender system compromised, requires repair before use. Pipeline damage.	Major injury (MAIB); limb fracture; loss of limb; loss of sight; penetrating eye injury; 24 hrs hospitalisation. Person suffers hypothermia.	Serious pollution (IMO). Pollution team called out, up to 3 days' clean up. Local evacuation.	Incident closes port for up to 24 hrs.	Structural damage rendering the ship unseaworthy (IMO). Breakdown necessitating towage. Vessel drags over pipeline. Master/Pilot/Seaman under the influence. Master takes the Con from Pilot	National and International journalists attend. Media management required. A 24-hr response may be needed.
5 Very serious Incident	Berth closed for rebuild. Pipeline breach.	Loss of life (IMO).	Severe pollution (IMO). Pollution team called out. Up to 7 days' clean up. Large scale evacuation.	Incident closes port for more than 24 hrs.	Total loss of vessel (IMO).	World agencies require 24 hr information for prolonged period.

2024 Incident Statistics with comparison for the last six years, based on the above Trigger Table, are shown below:

Severity						
	2019	2020	2021	2022	2023	2024
1	17	20	27	16	23	35
2	10	7	11	5	17	9
3	8	4	5	8	11	14
4	3	1	-	1	2	3
5	2	2	1	1	-	-

The above statistics include all incidents reported to PDT in its capacity as SHA, including those not related to safety of navigation. All incidents are reviewed in accordance with the Safety Management System. None of the above reported incidents resulted from or resulted in a non-compliance of the PMSC.

## 7. **AUDIT AND REVIEW**

7.1 During the period 1 January 2024 to 31 December 2024, the following Audits/Reviews have been conducted:

	<b>Date</b>	<b>Status</b>
Byelaw Review	September 2020	Internal review complete. External review in progress prior to submission to Department for Transport for approval.
Enforcement Policy	January 2024	Complete.
Safety of Navigation Policy	January 2024	Complete.
Green Port Policy	June 2024	Complete.
Marine Safety Plan	January 2024	Complete.
Publish Annual Port Marine Safety Code Performance Review (2024)	February 2024	Complete.
PMSC Internal Audit	November 2024	Complete.
Management Standards Review	Ongoing	Ongoing - Progress.
Marine Emergency Plan Annual Review	July 2024	Complete.
Navigation Risk Assessment Hazard Reviews	Ongoing	Ongoing - Progress.
NAABSA Berth Documentation Review	July 2024	Complete.
DP Briefing to Duty Holder	March 2024	Complete.
Trinity House Inspection	November 2024	Complete.
Trinity House Audit	May 2024	Complete.
VTS Manual Review	March 2024	Complete.
River Tees Port Passage Plan Review	October 2024	Complete.
Annual Work Boat Compliance Forms	January 2024	Complete.
Self-Mooring Site-Specific Risk Assessments (Towage Providers)	January 2024	Complete.
Duty Holder Fixed Terms of Reference Review	September 2024	Complete.
Navigational Aid Review	October 2024	Complete.
Oil Spill Contingency Plan Review	August 2024	Complete.
Port Waste Management Plan Review	December 2024	Complete.

## 7.2 Port Marine Safety Code - External Audit

In July 2022 PDT appointed ABPmer to undertake an external audit covering all aspects of compliance with the Code and the accompanying Guide to Good Practice on Port Marine Operations. The audit seeks to establish if the Harbour Authority is compliant with the requirements of the Code through evidence sampling and onsite observations. The scope of the audit includes a review of the Harbour Authority's performance against the standard laid out within the latest edition of the Code. Any aspects that do not comply with, or fully address, the requirements of the Code will be identified, and recommendations for improvement will be made.

The audit was commissioned to provide re-assurance to the Harbour Master, Designated Person and Duty Holder that the Port remains compliant with all aspects of the Code.

The Audit report uses the following outcomes:

- **Non-Compliance:** A non-compliance with the requirements of the Code which are a breach of legal obligations or may comprise marine safety; environmental safety or present a significant reputational risk.
- **Observations:** Refers to an improvement opportunity such as an update to information, procedural change, or a non-conformity with local operating instructions. Whilst observations are defined as improvement opportunities addressing them may improve the overall system standard.
- **Satisfactory:** A system component that meets or exceeds the requirements of the Code.

### Conclusion

Notwithstanding the recommendations and observations identified, the Port of Tees and Hartlepool was found to be compliant with the requirements of the Code in all areas reviewed.

91 Satisfactory elements were identified, 7 of which were highlighted as areas of best practice.

39 observations relating to improvement opportunities were identified.

**No Non-Conformities were identified.**

Observations Identified	Status – 2023 update		
	Complete	Progressing	Pending
39	39	0	0

Notwithstanding the recommendations and improvement opportunities identified, the Ports of Tees and Hartlepool was found to be compliant with the requirements of the Code in all areas reviewed.

Next Port Marine Safety Code External Audit due Q2 2025.

#### 7.4 **Trinity House**

##### **Inspection**

Empowered by the Merchant Shipping Act 1995, Trinity House has a statutory duty as the General Lighthouse Authority (GLA) for England, Wales, the Channel Islands and Gibraltar.

The General Lighthouse Authorities are responsible for the superintendence and management of all lighthouses, buoys or beacons within their respective areas. They have a duty to inspect all lighthouses, buoys, beacons and other navigational aids belonging to, or under the management of, a local lighthouse authority. (PMSC 4.1 & Section 195 MSA 1995).

The local aids to navigation under the management of PDT were inspected on 07/11/2024 by an Officer of Trinity House and found to be in good and efficient order. Seven defects were identified, of which 6 have been rectified.

##### **Audit**

The local aids to navigation under the management of PDT were audited on 22/01/2024 & 03/05/2024 by an Officer of Trinity House and found to be in good and efficient order.

#### 7.5 **Port Marine Safety Code - Internal Audit**

##### **2023 internal audit outcome:**

As agreed before the commencement of the audit, it was not the intention to review all aspects of PMSC compliance at Tees and Hartlepool.

The following focus areas were identified:

- Recommendations and audit findings arising from previous Designated Person and external audits.
- Hartlepool Harbour and relationships with port operations, port services and neighbouring facilities with regards to the requirements of the PMSC.

<b>Recommendations Identified</b>	<b>Status – 2024 update</b>		
	<b>Complete</b>	<b>Progressing</b>	<b>Pending</b>
5	3	2	0

The visit to Hartlepool provided ample opportunity to review the application of the Ports' MSMS to a location previously unknown to the auditor. Detailed questioning was responded to with detailed and well-informed answers, where necessary backed up by reference to relevant parts of the MSMS.

## **2024 internal audit outcome:**

Following discussion with PD Teesport marine staff and confirmation by the Duty Holder, it was agreed that the December 2024 audit would follow a focussed approach (as was the case in the two previous audits). It has further been agreed that a full review of every aspect of PMSC compliance will be appropriate in 2025 to inform the expected MCA led compliance exercise which is expected to follow the publication of the revised Port Marine Safety Code in 2025.

The focus of the December 2024 audit was towage provision. The reasoning for this included:

- Towage has not been reviewed in detail during recent audits.
- There are two principal providers of towage in the SHA area, and consistency of approach could be tested.
- There has been a recent history of towage incidents within the industry, with very serious incidents (including fatalities) at other UK ports having been subject to recent MAIB investigation, as well as less serious incidents within the Tees SHA area.
- A towage review provided a good opportunity for the DP/auditor to review the application of procedures in real time to test their effectiveness – it already having been established that the Harbour Authority's MSMS is both comprehensive and appropriate in documenting towage matters.
- Compliance of the towage operators against the Ports of Tees and Hartlepool towage licence requirements.

The scope of the audit was, therefore, to review the application of as many procedures related to towage as possible, through the witnessing of real time operations and inspection.

## **Conclusion**

- It is the opinion of the auditor that, in respect of towage operations, the ports of Tees and Hartlepool are fully compliant with the requirements of the Port Marine Safety Code.
- Furthermore, the procedures in place, including towage guidance, and the process for inspecting and licensing all vessels engaged in towage within the SHA show many areas of good practice.
- It was concluded that the standards are equally applied to all towage providers on the river (including chartered-in vessels) and that all operators were seen to comply to the standards and procedures consistently.

## **7.6 Management Standards**

In accordance with PDT MSMS, all Standards must be reviewed at regular intervals, but not exceeding two years.

2024 Review performance:

Number of Management Standards	Number of management standards reviewed within a 2 Year Period	Number of management standard exceeding the 2 Year Review Period
108	108	0

8. **COMPETENCE**

PDT assess the fitness and competence of all persons appointed to those positions responsible for safe navigation.

PDT must ensure their staff meet the nationally agreed standards of competence or, alternatively, be able to show that their local competency standards are fully equivalent.

Achieving marine port safety is a team operation and people in these roles must be competent and adequately trained.

9. **MARINE SAFETY PLAN ("MSP")**

PDT publishes a Marine Safety Plan, as required by the Code.

The MSP and policy statements have been reviewed and accepted for the current time period of 2024-2026, which sets out ongoing standard and period performance targets.

Communication, consultation and feedback is a fundamental requirement in ensuring the safety and navigational requirements are understood and are continually reviewed. The following are undertaken to ensure the maintenance of an effective Safety Management System in support of compliance with the requirements of the PMSC:

- Daily communications between the Duty Assistant Harbour Master (AHM) and Port Services (Pilots, Foyboatmen, Towage Operator, Agents and Berth Operators) in relation to the safe and efficient regulation of vessel movements within the Ports of Tees and Hartlepool and its approaches.
- Dedicated risk assessments of new and existing marine operations and services as required.
- The proactive and reactive review of identified hazards to navigation and the associated risk control measures that mitigate those risks to an acceptable (As Low as Reasonably Practicable) level.
- Ports Liaison Committee Meeting.
- Conservancy Liaison Meeting.
- PMSC Designated Person Committee Meeting.
- Marine Services/Safety Forum.
- North East Ports' Marine Group.

- The investigation of all reported marine incidents.
- Regular internal and external audits and reviews of the SMS, its functions and procedures.
- The maintenance and exercising of PDT's Emergency Plans and procedures, including oil spill management.

### **Standing Objectives**

	Service Provision/Activity Target	Target
1	Navigational and Marine Incidents	<ul style="list-style-type: none"> <li>• No major incidents, serious injuries or serious pollution as a result of a failure of the Port MSMS.</li> <li>• Thorough reporting, investigation and analysis of Navigational and Marine Incidents and Occurrences.</li> <li>• Ensure all risk assessments are appropriate and updated as required to prevent any major navigation or pollution incident.</li> <li>• Prioritise investment in technology, infrastructure, and personnel to improve our ability to prevent incidents from occurring and respond to emergency situations.</li> </ul>
2	Vessel Traffic Service	<ul style="list-style-type: none"> <li>• Maintain an effective VTS in accordance with UK, National, IALA and IMO Standards.</li> <li>• Ensure infrastructure is properly maintained and tested to ensure continued operation.</li> <li>• Ensure VTS is adequately staffed and that VTS personnel are appropriately trained and qualified.</li> <li>• Ensure VTS personnel skills and knowledge remain current and appropriate by the use of effective Continuing Professional Development ("CPD").</li> <li>• Ensure effective administration and support function remain, as these are essential for a proper functioning VTS.</li> <li>• Ensure representation on the UK VTS Policy Steering Group.</li> </ul>
3	Provision of a Pilotage Service including the authorisation of Pilotage Exemptions	<ul style="list-style-type: none"> <li>• No major incidents resulting from Pilotage or Pilotage Exemption Certificate holder errors.</li> <li>• Ensure an appropriate pilotage service is available continuously.</li> <li>• Ensure pilot skill and knowledge remain current and appropriate to class by the</li> </ul>



		use of effective Continuing Professional Development (“CPD”).
4	Conservancy and Hydrographic Service	<ul style="list-style-type: none"> <li>• Ensure hydrographic data is obtained at an appropriate interval as defined by the Harbour Master.</li> <li>• Ensure key survey information is promulgated to stakeholders in accordance with the MSMS.</li> <li>• Through appropriate reporting, maintenance and response ensure Local Aids to Navigation availability meets Trinity House targets.</li> <li>• Supply UK Hydrographic Office with information that may be needed for their Admiralty Charts and other publications.</li> </ul>
5	Policy, Plans and Procedures	<ul style="list-style-type: none"> <li>• Ensure all port policy, plans and procedures and review, updated and published as required.</li> </ul>
6	Liaison and consultation with Port Stakeholders	<ul style="list-style-type: none"> <li>• Ensure through regular routine meeting / forums as described above, that appropriate and open consultation with port stakeholders is maintained regarding proposed amendments to Port Byelaws, General Directions and operational management standards.</li> </ul>

## Period Targets 2024-2026

	Service Provision/Activity Target	Target	Status
1	TEES VTS Replacement Program	Continue to deliver the VTS upgrade program in accordance with associated project plan.	Complete for the period of 2024.
2	Port Marine Emergency Access	Establish a secondary marine emergency access/casualty landing pontoon at the Harbour Office (or suitable alternative location) as a backup to the Pilots' Landing at Tees Dock.	Not yet established.
3	The Tees and Hartlepool Byelaws	Complete the review of the Tees and Hartlepool Byelaws and submit to Department for Transport.	Review complete. Awaiting submission to the Department of Transport.
4	Incident Investigation	Improve current incident recording system to allow for comprehensive recording of incidents, with geographical representation and the ability to integrate incident data with existing risk registers.	Preferred software identified. Implementation not yet conducted.
5	Legislation/Guidance	Identify the implications of any new legislation and/or guidance on our current operations. (e.g. updated PMSC). Where this creates any new duties or responsibilities on organisations these are to be incorporated into the MSMS	Awaiting the release of the 2025 PMSC and accompanying guide to good practice.
6	Harbour Revision Order	Complete the Harbour Revision Order to change Harbour limits and extend compulsory pilotage to include the South Bank Quay development.	Complete.
7	Towage	Develop specific towage guidelines. Ensure procedures and risk assessments relating to routine towage operations are developed, managed and regularly reviewed by tug operators, organisations, port services and stakeholders to ensure a safe and efficient service.	Awaiting the release of the 2025 PMSC and accompanying guide to good practice.

8	Conservancy	Deliver a program to integrate new dredger into the existing conservancy fleet, ensuring this is done in compliance with current legislation and guidance. This will require an update to our International Safety Management (“ISM”) Code documentation, with regards to the safe management and operation of the vessel.	Complete.
9	Environmental Duty	Develop a green port strategy with substantial environmental goals and targets within the Statutory Harbour Authority Area.	Complete.

9. **AIDS TO NAVIGATION**

PDT acts as the Local Lighthouse Authority and has the power to carry out and maintain the marking or lighting of any part of the harbour within the Authority's area.

All aids to navigation maintained must comply with the "International Association of Lighthouse Authorities Guidelines and Recommendations".

As noted in section 7.4, the local aids to navigation under the management of PDT were inspected on 07/11/2024 by an Officer of Trinity House and found to be in good and efficient order.

	IALA Category	Availability	Target Availability
3 year rolling availability			
P1916	1	99.90%	99.80%
Tees	2	100%	99.00%
PD Teesport	3	99.59%	97.00%
P1917	1		
3 <sup>rd</sup> Party	2	100%	99.00%
	3	99.69%	97.00%
Year availability 2024			
P1916	1	100%	99.80%
Tees	2	100%	99.00%
PD Teesport	3	99.29%	97.00%
P1917	1		
3 <sup>rd</sup> Party	2	100	99.00%
	3	99.28%	97.00%