

Port of  
Sunderland



**MARINE  
SAFETY  
MANAGEMENT  
REPORT**

**2017**



**Captain AK Ullah**  
Harbour Master  
Port of Sunderland

## Introduction

This is the sixth Marine Safety Management Report issued by the Harbour Master of the Port of Sunderland and is intended as a summary of Port Marine Safety Code (PMSC) performance and operational statistics during 2017, while simultaneously acting as a yardstick to measure performance.

As Statutory Harbour Authority, the Port of Sunderland aims to comply fully with national standards laid down for marine safety within the PMSC.

1. The Port Board is the Duty Holder in respect of the PMSC and as such, they are individually and collectively accountable for compliance with the Code and their performance in ensuring safe marine operations in the harbour and its approaches. The Harbour Master reports to the Board on matters of marine safety and Code compliance at its bi-monthly meetings, with direct access being available to Board members through the Port Director in case of urgent matters arising at other times.
2. The Harbour Master is appointed Designated Person to provide independent assurance to Duty Holder about the operation of the Marine Safety Management System. As stated above (1), the Harbour Master has direct access to the Duty Holder. PMSC and PMSC Guide to Good Practice training has been delivered to the Duty Holder (members of the Port Board) by independent consultants, AFS (Training) Ltd.
3. The duties and powers of Port of Sunderland Authority and the Harbour Master are primarily derived from the Sunderland Corporation Act, 1972 and the Harbours, Docks and Piers Clauses Act, 1847, together with the Port of Sunderland Byelaws, 1978 and various aspects of Merchant Shipping legislation. The Duty Holder is aware of the scope of such duties and powers, which are kept under review. A legal process led by Sunderland City Council and Governance is on going with a view to introducing new byelaws at the earliest opportunity.
4. Marine risks are formally assessed with a view to eliminating or reducing risks to the lowest possible level, as far as reasonably practicable, in accordance with good practice. Risk assessments are reviewed on a regular basis by Deputy Harbour Masters, who are also responsible for administering the Marine Navigation and Information Services (MarNIS) Port Assessment Toolkit. This system allows proper identification of marine-based hazards and implementation of control measures. Sunderland City Council Health & Safety advisors can also be consulted of safety issues where appropriate.
5. A documented Marine Safety Management System (MSMS) is in place and kept under review. A range of processes support and complement the MSMS, including:

- A computerised Port Operations Database application maintained by Port Control;
  - Standard Operating Procedures (SOPs);
  - Marine policies and statements;
  - Emergency and contingency plans;
  - Statutory powers under EU, UK and local enactments; and
  - A formal risk management and assessment system.
6. All aspects of the MSMS are kept under review on a regular basis, with external independent auditing taking place on an annual basis to validate compliance with the PMSC.
  7. A fully documented training regime is in place to ensure that all managers and staff engaged in marine operations are trained, qualified, experienced and competent in the roles, which they undertake.
  8. The purpose of the annual report is twofold – as a plan to show how the standards of the PMSC are being met; and to assess current performance against the plan.
  9. Navigational aids maintained by the Port of Sunderland as Local Lighthouse Authority (LLA) are subject to inspection and audit by Trinity House as General Lighthouse Authority (GLA). The Port Aids to Navigation Availability Reporting (PANAR) database is utilised to maintain records of A to N availability and provide summaries of these to Trinity House.



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Harbour Master  
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## Vessel Traffic

Vessel traffic arrivals - 2017							
2010	2011	2012	2013	2014	2015	2016	2017
197	451	445	384	324	360	393	346

There were 348 departures and 76 internal berth shifts making a grand total of 770 vessel movements for the year.

## Pilotage

Pilotage within the Port of Sunderland District is compulsory (with certain exemptions) under Pilotage Direction No 2 of 2011.

Two Class 1 (unrestricted) pilots are employed with a third trainee being appointed in lieu of the late Capt P Faulkner (deceased). Pilots are supplemented by a contracted pilot, together with the Harbour Master as required.

491 Acts of Pilotage were undertaken during 2017.

## Pilot vessels and Workboats

Two twin-screw pilot vessels are maintained in service, together with a range of workboats suitable for a range of duties. See table below:

Name	Make	Model	Type	Length	Call sign	MCA Coded	POB
HERON	Cara Marine	Imperial Pilot 52	Pilot vessel	16.0	ZQXS3	PB Cat 3	8
TRITON	Halmatic	Nelson 35	Pilot vessel	10.34	2JBI4	PB Cat 3	4
VIGILANT	Pro Charter	Offshore 105	Harbour Master's Launch	10.5	MDLD8	WB Cat 3	12
VEDRA	BG Fabrication	-	Multi-purpose workboat	9.96	2HWR2	WB Cat 3	5
SENTINEL	Pioner	Multi III	Patrol boat	5.3	2GQ5	WB Cat 6	4
PATROL	Zodiac	Pro 9 Man	Patrol boat (RHIB)	4.7	2FXH5	SPV Cat C	4
HUDSON	Avon	Searider	Patrol boat (RHIB)	6.0	Pending	Pending	nyk
WEAR	Freezer	Unknown	Survey/Workboat	5.18	2IXR7	No	3
HYLTON	Unknown	Unknown	Survey vessel	8.23	2JEH8	No	6
ROKER	Unknown	Unknown	Workboat	6.0	n/a	No	3

## Towage

Harbour towage is generally carried out by Svitzer Marine Ltd, using Tyne and Tees-based tugs.

Harbour tug operations												
2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
50	39	75	45	52	38	97	110	118	53	92	117	xxx

## Foyboatmen

Ship mooring operations are undertaken by members of Sunderland Foyboatmen's Association, which provides monthly Safer Mooring of Ships (SMOS) to the Harbour Master.

## Freight traffic

2017 saw a continuation of a year-on-year upward trend in cargo tonnage handled by the port, with percentage increases of 6.49 (inward freight) and 41.67 (outward freight). The annual total of 835,290.896 was a record amount for recent years and represented an overall 13.85 percentage increase on 2016.

Port of Sunderland - Freight traffic returns								
Inward	2010	2011	2012	2013	2014	2015	2016	2017
Q1	69,465.000	45,411.000	74,484.836	92,613.230	106,141.016	165,397.778	106,282.918	157,090.945
Q2	45,204.000	100,843.000	52,339.400	76,654.130	155,351.134	91,664.295	161,335.561	182,934.554
Q3	68,098.000	66,113.000	69,277.409	95,493.572	165,943.643	153,797.098	166,447.474	149,287.235
Q4	55,165.000	69,597.000	69,304.069	151,855.767	94,954.577	164,261.124	145,493.775	127,617.058
<b>Total</b>	<b>237,932.000</b>	<b>281,964.000</b>	<b>265,405.714</b>	<b>416,616.699</b>	<b>522,390.370</b>	<b>575,120.295</b>	<b>579,559.728</b>	<b>616,929.792</b>
Outward	2010	2011	2012	2013	2014	2015	2016	2017
Q1	5,155.000	44,171.000	27,107.392	39,344.210	37,519.757	19,310.247	11,915.687	35,978.920
Q2	55,133.000	78,374.000	59,266.910	61,668.150	57,124.070	67,707.571	72,746.892	63,741.190
Q3	96,135.000	30,569.000	70,474.130	59,449.340	53,161.142	76,909.303	54,119.076	88,195.512
Q4	12,692.000	13,439.000	18,746.990	16,304.200	16,172.229	9,444.855	15,355.067	30,445.482
<b>Total</b>	<b>169,115.000</b>	<b>166,553.000</b>	<b>175,595.422</b>	<b>176,765.900</b>	<b>163,977.198</b>	<b>173,371.976</b>	<b>154,136.722</b>	<b>218,361.104</b>
<b>Aggregate</b>	<b>407,047.000</b>	<b>448,517.000</b>	<b>441,001.136</b>	<b>593,382.599</b>	<b>686,367.568</b>	<b>748,491.295</b>	<b>733,696.450</b>	<b>835,290.896</b>

## Water Patrols

Operated and managed by the Port of Sunderland, the Water Patrol Service was introduced in 2012 and is a Sunderland City Council initiative aimed at improving safety on the River Wear.

Initially aimed at curbing misuse of fast leisure craft by promoting best safety practice and compliance with port byelaws, water patrols have been extremely well received within the marine community, while at the same time providing reassurance to river users and others visiting the waterfront.

Using the 5.3 metre patrol vessel "Sentinel," supplement by "Patrol," a 4.7-metre rigid inflatable boat, crews operate on weekends, public and school holidays between Easter and the end of September. While interaction with leisure boat and craft users is a key component of water patrol duties, a considerable amount of time is spent targeting others at potential risk of drowning in support of the Port of Sunderland's commitment to back the UK Drowning Prevention Strategy, which aims to reduce accidental drowning fatalities in the UK by 50% by 2026.

Although not a designated rescue boat – that is the job of the RNLI – the presence of patrols has often prevented a situation from escalating into a serious incident.

One disturbing safety issue is the vandalism and misuse of public rescue equipment along the river corridor, with patrols having dealt with numerous instances of lifebuoys having been removed from housings or wilfully thrown into the river.

Establishment of partnership working with the police, other enforcement agencies and emergency services, together with search and rescue assets is a further aspect of water patrol work which is constantly being developed to the mutual benefit of all parties.

Water Patrols Officers - Statistics of seasonal activities													
Incident, occurrence or event type	Month							Totals					
	Mar	Apr	May	Jun	Jul	Aug	Sep	2017	2016	2015	2014	2013	2012
Days on patrol	0	16	12	10	17	31	10	96	101	101	91	98	xx
Animals / wildlife	0	0	0	0	2	1	3	6	4	5	4	2	No data
Complaints attended	0	1	0	1	0	0	1	3	11	9	1	3	2
Event related	0	0	0	0	4	0	0	4	8	10	6	7	No data
Hazards / obstruction to navigation	0	8	9	4	10	10	6	47	47	62	65	23	14
Legal and/or safety advice provided	0	16	14	30	98	50	23	231	149	144	158	97	69
Liaison visits / public relations	0	19	21	13	16	29	13	111	105	84	103	51	23
Marine casualty response	0	4	0	0	8	4	2	18	25	16	10	25	12
Miscellaneous assistance to river users	0	2	5	8	12	7	4	38	17	28	17	15	No data
Persons in danger or restricted area on shore	0	18	13	7	22	43	5	108	60	60	51	10	No data
Port operations - assistance provided	0	12	8	5	11	26	7	69	68	40	38	18	12
Anti-social behaviour	0	2	2	2	0	2	0	8	13	2	2	No data	No data
Property recovered or located	0	2	3	2	4	3	0	14	14	7	13	6	2
Public rescue equipment	0	10	19	13	14	12	7	75	66	54	30	14	10
Fires ashore	0	2	0	1	0	4	1	8	3	5	4	2	No data
Small craft adrift	0	1	0	4	0	2	2	9	4	16	4	7	4
Police referrals or attendance	0	2	4	1	0	4	0	11	14	11	10	12	1
Miscellaneous reports attended	0	2	5	1	1	1	0	10	15	11	14	No data	No data
Environment Agency referrals	0	0	1	0	0	1	0	2	6	10	9	0	No data
RSPCA referrals	0	0	0	0	0	0	0	0	0	0	1	0	0
Riverside infrastructure defects	0	5	8	1	1	4	1	20	14	13	No data	No data	No data
ISPS related duties	0	0	0	1	1	0	0	2	3	10	No data	No data	No data
Official notices served	0	1	1	0	2	0	0	4	11	20	No data	No data	No data
NEIFCA referrals	0	0	0	0	0	0	0	0	0	1	No data	No data	No data

## Wear Boat Safe Scheme

Launched as a marine safety initiative in April, 2017, the scheme offers 50% discount on harbour dues to all recreational craft provided owners evidence having participated in the RNLI “Advice on Board” and HM Coastguard “Voluntary Safety Identification (CG66)” Schemes and declaring that they carry a minimum level of safety equipment (as specified by the Harbour Master). An additional condition is the use of lifejackets / buoyancy aids by minors and all those using tenders for boarding purposes. Although Initial participation is encouraging (approximately 100 signed up), it is hoped that take-up will increase in future years.

## Dredging and surveying

Maintenance dredging campaigns were conducted as follow:

08/03/2017 – 13/03/2017

Trailing suction hopper dredger UKD Marlin  
Survey vessel UKD Resolution

02/09/2017 – 08/09/2017

Trailing suction hopper dredger UKD Marlin  
Multi-cat plough vessel UKD Seahorse  
Survey vessel UKD Resolution

A Vibrocore and grab survey campaign was carried out by the survey vessel Flat Holm (operated by CMS GeoTech Ltd) between 09/03/2017 and 20/03/2018 on behalf of Sunderland City Council in connection with The Tall Ships Races Sunderland 2018.

## Port Control

A Port Information Service designated at Local Port Services (LPS) is housed at Port Control, Greenwells Quay. Maintaining a 24-hour watch, five LPS officers work in shift rotas handling port marine operations communications. The centre is the first point of contact for port related emergencies, incidents and occurrences.

The LPS suite is equipped with a wide range of equipment, including 4 telephone line, fax, 3 marine VHF radios (generally listening channels 11, 14 and 16), digital UHF radio, RADAR, AIS, weather station, CCTV, Navcare remote port signalling unit, tide gauges, recording equipment, etc.

## Incidents and occurrences

Statistical information is collated and disseminated by means of the Port Operations Database at LPS. This assists in the identification of trends in certain types of incidents, allowing corrective action to be taken where appropriate. See table below:

PMSC - Incidents and Occurrences											
Category	2012	2013	2014	2015	2016	2017	% inc/dec 2012/13	% inc/dec 2013/14	% inc/dec 2014/15	% inc/dec 2015/16	% inc/dec 2016/17
1 Close quarters situation	1	1	2	1	1	0	0	100	-50	0	0
2 Debris/flotsam in river/dock	16	13	3	4	6	2	-18.75	-76.92	33.33	50	-66
3 Environmental complaint	5	4	3	1	0	0	-20	-25	-67.67	-100	0
4 Fire - Vessel	0	1	0	0	0	1	100	-100	0	0	100
5 Fishing vessel incident - Non SAR	1	2	2	2	3	1	100	0	0	-50	-66
6 Groundings	0	0	1	2	1	1	0	100	100	-50	0
7 Loss of anchor/cable	1	0	0	0	0	0	-100	0	0	0	0
8 Mooring problems	9	2	8	2	2	5	-77.78	300	-75	0	150
9 Obstruction to vessel - Shore infrastructure	0	1	1	0	0	0	100	0	-100	0	0
10 Recreational craft incidents/complaints (Non-SAR)	9	3	3	4	2	3	-66.67	0	33.33	-50	50
11 Search & Rescue (RNLI launched on service)	98	89	54	70	100	74	-9.18	-39.33	29.63	42.86	-26
12 Ship defect/MCA detention	1	3	4	1	2	1	200	33.33	-75	100	-50
13 Sinkings	4	1	0	0	0	1	-75	-100	0	0	100
14 Training incident	0	1	2	0	0	0	100	100	-100	0	0
15 Unsafe access - Vessel	1	0	1	2	4	3	-100	100	100	100	-25
16 Vessel contact with structure	4	7	0	6	2	0	75	-100	600	-66.67	-100
17 Vessel contact with vessel	1	1	0	0	2	0	0	-100	0	200	-100
18 Vessel failure to report to LPS	3	0	1	0	1	0	-100	100	-100	100	-100
19 Black / Grey flag vessel notified to MCA			2	7	0	1			250	-700	100
20 Vessel - accident on board					2	1					-50
21 Reported ordnance					2	0					-100
22 SAR (RNLI not tasked /dealt with by other agencies)					4	4					0
23 Roker Pier incident					9	1					-88.8

There were very few incidents/occurrences involving merchant shipping and none of a serious nature, although a continuing trend in unsafe gangway access requires to be monitored.

Most incidents related to recreational craft. Such incidents are generally attended and investigated by the Harbour Master's assistants with Water Patrols playing a key role in educating leisure boat users.

Notable incidents and events during 2017 included:

- An ex-fishing vessel purchased by two individuals with the intention of converting her for residential purposes was relocated to North Hylton from the Fish Quay due to access concerns for the family's three young children. Once at North Hylton, the vessel/family was subject of systematic damage and intimidation which has been investigated by Northumbria Police. At one stage, the vessel's mooring broke causing her to almost capsize with the family of five on board. Fortunately, they were able to escape ashore without injury prior to arrival of emergency and search and rescue services, which were tasked to the scene. While this incident is not thought to have been caused by malicious action, the Harbour Master issued instructions that no persons were to reside on board. Subsequently, the vessel was sold to another person after which the moorings were deliberately cut causing her to drift upstream and run aground. An attempt to refloat her failed due to the falling tide and the vessel was secured to trees. Overnight, she capsized and has remained in situ ever since despite to efforts of salvors to refloat her. Sunderland City Council and the Port of Sunderland are considering legal options to secure the boat's removal.
- January, 2017 saw the transit of the 100 metre x 33 metre pontoon barge Louis from Greenwells Quay to the New Wear Crossing (Northern Spire) construction site. The barge was carrying the central support pylon for the bridge and was towed upriver by two low-draught tugs. The operation involved exhaustive planning to ensure a safe passage. This included the removal of boats from floating river moorings, pilotage and the provision of support/escort vessels. The barge was towed upriver without incident, allowing the pylon to be erected as part of the bridge construction project.

### **Notices to Mariners**

24 Notices were issued during 2017, these being circulated to stakeholders by email and published on the Port of Sunderland website. Cancellations are issued when there is no clear end date on the original Notice. See below for a list of Notices issued during the year.



Ref.	Date issued	Title	Date cx.	Cx. Ref.
01/17	09.01.17	Transit of barge and removal of small craft	N/A	N/A
02/17	05.02.17	New Wear Crossing - Closure of river to navigation	20.5.17	09/17
03/17	07.02.18	Pyrotechnics (Fireworks) Display - Roker Pier	N/A	N/A
04/17	16.02.17	Pyrotechnics (Fireworks) Display - Roker Pier (Rescheduled)	N/A	N/A
05/17	21.02.17	Vibrocore and grab sampling, River Wear	N/A	N/A
06/17	21.02.17	Dredging operations - River Wear	N/A	N/A
07/17	9.03.17	Downriver transit of barge and removal of small craft	N/A	N/A
08/17	06.04.17	Water Patrol Service - Port of Sunderland	N/A	N/A
09/17	20.05.17	New Wear Crossing - Bridge construction update	27.06.17	12/17
10/17	13.06.17	Sunderland International Air Show and fireworks display	N/A	N/A
11/17	15.06.17	Zip-slide event - River Wear	11.07.17	13/17
12/17	27.06.17	New Wear Crossing - Bridge construction update	03.10.17	19/17
13/17	15.06.17	CANCELLATION: Zip-slide event - River Wear	11.07.17	13/17
14/17	17.07.17	Ground survey works - riverside quays, River Wear, Sunderland	N/A	N/A
15/17	27.07.17	New Wear Crossing - Diving Operations	03.10.17	19/17
16/17	29.08.17	Dredging operations - River Wear	N/A	N/A
17/17	20.09.17	Zip-slide event - River Wear	N/A	N/A
18/17	29.09.17	Bridge inspection - Cox Green Footbridge	N/A	N/A
19/17	03.10.17	New Wear Crossing - Bridge construction update	21.12.17	24/17
20/17	30.10.17	Pyrotechnics (Fireworks) display - Roker Pier	N/A	N/A
21/17	31.10.17	Isolated danger buoy reinstated - Whitburn Bents	19.03.18	05/18
22/17	11.11.17	Cable spooling operations, Greenwells Quay	N/A	N/A
23/17	02.12.17	Lighted buoy missing from station - New South Pier		
24/17	21.12.17	New Wear Crossing - River works layout	24.02.18	01/18

## Aids to Navigation

Aids to navigation are checked by LPS staff on a daily basis, assisted by other marine services personnel as necessary. Results are recorded within the Port Operations Database, with defect and inspection reports being generated and circulated by email for appropriate action.

Notices to Mariners informing mariners of defects are published when required.

The list of aids to navigation remains unchanged from last year, although it is intended to install such aids at the New Wear Crossing.

Navigational Aids maintained by the Port of Sunderland as Local Lighthouse Authority (LLA) are subject to inspection and audit by Trinity House as General Lighthouse Authority (GLA).

The Port Aids to Navigation Availability Reporting (PANAR) database is utilised to maintain records of A to N availability and to provide summaries of these to Trinity House.

A physical inspection of seamarks by Trinity House in November, 2017 reported as follows:

**Inspection of Local Aids to Navigation, Merchant Shipping Act, 1995, Section 198(1)**

We wish to advise you that the local aids to navigation at Sunderland and River Wear, under the management of Port of Sunderland Authority, were inspected on 07/11/2017 by an Officer of Trinity House and found to be in good and efficient order, except for the following: -

Place	AtoN No	Aid To Navigation	Location	Aid Type	Defect
P1928	N19211	New Wear Bridge BPOP Light	River Wear	Lighted Beacon	Not Yet Established
P1928	N19272	New Wear Bridge Port Marker	River Wear	Unlighted Beacon	Not Yet Established
P1928	N19273	New Wear Bridge Starboard Marker	River Wear	Unlighted Beacon	Not Yet Established

In August, 2017 A Trinity House inspector conducted an audit of the Port of Sunderland's navigational aids to measure compliance with the PMSC and procedures for notification and rectification of defects. A summary of the audit report is shown below:

***Audit Date***

***Thursday 10th August 2017***

***Authority / A Number***

***Port of Sunderland Authority A3040***

***List of Attendees***

***K Markwell – DHM, J Anderson – Trinity House***

***Scope and Purpose of Audit***

*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).*

*To assess the suitability and availability of the Aids to Navigation against applicable elements of the Port Marine Safety Code (PMSC) 3.6, 3.7, 4.1, 4.21, 4.22, 4.23, 4.24 As stated in the Merchant Shipping Act (MSA) 1995 Sections 193 / 195 / 198 / 199 / 201*

*To assess the response to Aids to Navigation Inspection/Defect reports and confirm rectification of deficiencies.*

### **Audit Report**

*Port of Sunderland Authority is the CHA responsible for AtoN in Sunderland and its approaches. The port enjoys healthy commercial and leisure traffic. The use of LED and Solar power has resulted in a decrease in AtoN casualties.*

*DHM was well experienced and knowledgeable and presented the required records. TH ACTION: Correspondence update – Add phone number ‘0191 5532149 – port control’ and email cc ‘portmarineoperations@sunderland.gov.uk’*

### **Emergency and Contingency Planning**

<b>Port Emergency Plan</b>	Revised: March, 2017
<b>Oil Spill Contingency Plan</b>	Approved by MCA: 26/06/2017
<b>Port Facility Security Plan</b>	Revised: October, 2017
<b>Marine Safety Management System</b>	Reviewed: March, 2018
<b>Waste Management Plan</b>	Approved by MCA: 26/04/2016; Reviewed May, 2017
<b>Business Continuity Plan</b>	Revised: November, 2017

### **Port Byelaws**

The lengthy process to introduce updated byelaws to replace the Port of Sunderland Byelaws, 1978 continues.

After a second round of informal consultation with stakeholders, the draft currently sits with the Department of Transport for informal comment.

### **Prosecutions and enforcement**

Ten persons were reported for breaches of the Port of Sunderland Byelaws during 2017 (six for unlawful access / fishing within the port estate and four for navigational offences – excess speed / PWC).

The unlawful access / fishing offences were dealt with by Sunderland Magistrates, with the offenders receiving financial penalties totalling £1,090. In addition, four persons convicted of similar 2016 offences received penalties amounting to a total of £728.

The four persons reported for navigational offences each received a formal warning letter.

## Training

While 2017 generally fell outside of due dates for revalidation of statutory and mandatory training qualifications, on-the-job and other training was regularly undertaken by marine staff and documented within personal log books. Examples include Man Overboard, Fire Drills / Shutdown, Restricted Visibility / Fog Operation, Abandon Ship.

## Health and Safety

Regular meetings of the Port of Sunderland Health and Safety and Premises Management Committee are held involving senior management, Sunderland City Council Health & Safety advisors and the port workforce.

Any critical issue can be fast-tracked for consideration by the Port Board.

The Marine Safety Management Group meets annually and is chaired by the Harbour Master also being attended by pilots/Deputy Harbour Masters, Marine Services Manager, port marine staff, together with ship-repair, towage and foyboatmen representation.

The broad objectives of the group are to stimulate effective communication on marine safety issues, contribute to the development of the safety management system, review incidents and advise on safety improvement and training development measures.

As part of a continuous assessment, risks and potential hazards and dynamically evaluated with fully documented risk assessments being circulated to appropriate staff members.

Additionally, the Marine Navigation and Information Services (MarNIS) Port Assessment Toolkit – Operational Risk Management module is used extensively to monitor marine safety risks.

During the year, two accidents involving port marine staff were reported as follows:

15/03/2017	Neck / shoulder strain while lowering fender chain (no work lost)
11/10/2017	Back injury moving fenders (27 days absent)

Alerts having a bearing on port and marine safety are periodically received from Port Skills and Safety (PSS). Where relevant, these are circulated to staff with appropriate guidance.

Accident Investigation Reports are also regularly received from the Marine Accident Investigation Branch (MAIB) and circulated to staff where lessons can be learned. No incidents took place requiring referral to the MAIB.

## Marine Safety Partnerships

The Port of Sunderland actively engages with groups and organisations involved in the promotion of marine safety and best practice. These groups are represented in the following table:

Port Skills and Safety (PSS)	The UK's professional ports health and safety membership organisation; existing to promote and raise health, safety and skills standards in ports.....
UK Harbour Masters Association (UKHMA)	Encouraging the safe and efficient conduct of marine operations in ports .....
British Ports Association (BPA)	Dedicating resources to representing a wide variety of UK port interests to government in the UK, Europe and internationally.....
North East Ports Marine Group	Providing a forum for open discussion with regard to marine related operational, safety and environmental matters .....
Tyne and Wear Search & Rescue Liaison Group	Chaired by HM Coastguard, bringing together all organisations involved in SAR, liaison, awareness of capability and enhanced joint working being high on the agenda.....
Wear Water Sports Clubs Association	Working collectively in partnership with local water sports organisations to develop and promote water-based sports and leisure activities .....
River Responders Group	Working in partnership with search and rescue and emergency services to ensure and effective an appropriate response to incidents on the Rivers Tyne and Wear.....
Merchant Navy Welfare Board – Tyne Port Welfare Committee	Providing a forum where members can meet regularly to share information and best practice, together with providing opportunities to brief members on national policies and issues that may be relevant to seafarers .....
Port of Sunderland Marine Safety Management Group	Providing a forum for stakeholders to discuss and resolve port marine safety and operational issues within the Port of Sunderland .....

## Port Marine Safety Code and Safety Management System – Audit

AFS Consultants conducted a Port Marine Safety Code compliance check audit. The audit was carried out on 25th April, 2017 following a desk based review of documentation provided by Harbour Master, Captain Kevin Ullah.

The scope of the audit related to compliance with the PMSC and the Port of Sunderland Safety Management System (SMS). The audit was conducted using the (PMSC) GTGP (February 2017), Annex B – SMS Information Notes and Annex C Port Marine Safety Code Aide-mémoire.

**See the full audit report which is appended.**