



JERSEY HARBOURS

Audit of Marine Operations in relation to
Safety Management System:
Port Marine Safety Code

23rd – 25th July 2008

Image NASA

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EXECUTIVE SUMMARY

The audit examined both the documented intent of the SMS and the active operational management of the harbours. Reference was made to a comprehensive SMS and Specific Operational Procedures (SOPs) that had been recently written in conjunction with a firm of external consultants. The main task of the audit therefore was to establish how well the written and practised procedures conformed with each other.

Nothing was observed that could be classed as a non-compliance with the code but seven observations were raised, all except one of which were accepted and acted upon. The exception concerned communication policy and a case for an alternative was submitted by the Master Pilot. This alternative was accepted as it provided for constant recording of communications and when examined closely, conformed to the SOP on the subject. The second part of the same observation, concerning distractions remains in place and was accepted by the staff. The suggested new arrangement was put to the test on the day of the de-briefing by a pilot who left the meeting for a vessel arriving in the port.

The early stages of the audit included a review of the procedures with key staff. The system was found to define legislative background, powers and jurisdictions in considerable detail such that it could be considered a very adequate reference document.

Duties of specific individuals applicable to the PMSC have been clearly defined and this was consistently reflected in the observations of practice that followed. Staff members were well acquainted with their duties, which suggests that either the new SMS has been written around what have been the established practices of the port, or the staff have been extremely well briefed. From acquaintance with the port dating back a number of years the auditor concludes the former.

The port of St Helier was unfortunate to suffer a series of collisions and contacts during 2007, one of which drew criticism from the UK MAIB, who were contracted to carry out the investigation of the incident. The subject of the criticism was examined during the audit and the items covered would appear to have been fully addressed. The criticisms were concerned in particular with towing policy and communications between pilots, tugs and shore personnel. There have been significant changes in the procedures associated with these topics and these changes were seen to be familiar to all staff consulted on the subject.

The objective of the audit agreed with the States of Jersey, Regulatory Services, Economic Development Department was to reach a point at which the auditor could advise that authority that the port operations were in full compliance with the Code. Whilst the audit will only ever be a small sampling of such activities and their documentation the evidence presented by the Jersey Harbours was sufficient to convince the auditor that this assurance could be given.

1 CONCLUSION

The audit concludes that:

- The Safety Management System now being operated by Jersey Harbours is in compliance with the requirements of the Port Marine Safety Code in both its documentation and its operational activity. The SMS conforms to the UK Guidelines on the code, in particular the system of audit and review is comprehensive and transparent;
- Jersey Harbours actions listed in Section 4 of the MAIB Report on LOGOS II have been fully implemented. In the case of the final point regarding the use of Ch14, its use is continued as described above, to maintain recorded communications, interference and distraction having been minimised by the exclusive use of VHF without UHF and eliminating all unnecessary sources of radio communications;
- The implementation of the PMSC has been given priority in Jersey Harbours. In particular the clarification and better identification of tasks at senior level has introduced transparency into the system that meets the requirements necessary for independent audit; and
- We are satisfied that the Harbour Master can advise the Minister that a Statement of Compliance can be issued.