

ANNUAL MARINE SAFETY REPORT APRIL 2022 TO MARCH 2023



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1 Executive Summary

The Port Marine Safety Code (PMSC) applies to all UK harbour and other marine facilities, berth and terminals. The Code is primarily intended for the “duty holder”. For Poole Harbour this means Commissioners of the Harbour Board, both individually and severally, who are directly accountable for marine safety within Poole Harbour Commissioners area of jurisdiction.

Within the Code harbour authorities must produce a Navigational Safety Management Plan (NSMP) with associated marine Safety Management System (SMS) that can be measured against the Code. This current version 6 (2019) is due for review in 2022.

The SMS must have a regular and systematic review of performance and this annual report goes some way to achieving this by informing the Board of the work that has been undertaken in the Harbour Master’s Department during the reporting period, with particular emphasis on navigational safety. The report will:

- Confirm PHC continued compliance with the Port Marine Safety Code
- Confirm the continued effectiveness of the NSMP and SMS
- Summarise the activity of PHC vessels
- Provide statistical information on harbour vessel activity
- Consider accident and incident trends against previous period and over 10 years
- Identify and summarise improvement
- Consider Key Performance Indicators
- Update on previous targets
- Set targets for next period
- Advise on audits and review

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2 Safety Management System

The Safety Management System (SMS) aims to confirm the policies and procedures of Poole Harbour Commissioners within the structure of an integrated Navigational Safety Management Plan (NSMP). The SMS has been applied in accordance with the Port Marine Safety Code (PMSC), the standards as published in the NSMP, emergency plans, risk assessments and the Guide to Good Practice (GtGP).

The SMS is a series of dynamic documents that are available to employees and updated regularly to minimise the risk of accidents and incidents in Poole Harbour to As Low As Reasonably Practicable (ALARP).

The PMSC was last updated in March 2019 and the GtGP in February 2018. All Commissioners, as Duty Holders of the Port Marine Safety Code, have signed that they have read and understood the latest versions and as a Duty Holder will comply with the requirements of the Code.

The Safety Management System continues to be dynamic and is regularly updated and improved with the aim of maintaining and if required, improving navigational safety in Poole Harbour.

3 PHC Vessel Activity

Herbert Ballam



Formal risk assessment highlighted the need for Poole Harbour Commissioners to provide a 24/7 towage service to assist with berthing operations at the Port of Poole. The Herbert Ballam is the Poole Harbour Commissioners port tug operating to the MCA Code of Practice for Small Commercial Vessels. This certificate is due for renewal in November 2023. This important asset provides mitigation against vessel and berth damage and reduces the consequences of vessel breakdowns, groundings, and inclement weather.

The Herbert Ballam is also a certified pilot boat and in November 2021 a 5-year survey was completed.

The vessel is scheduled to be lifted out in September 2023 for routine maintenance.

The vessel is also used for the following:

- Aids to Navigation maintenance
- Work platform

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Rough Ryder

This versatile workboat is used on a regular basis, undertaking any task within her capability.

This vessel operates under the MCA Code for Small Commercial Vessels.

The vessel was lifted out in May 2021 for routine maintenance and a 5-year survey and is scheduled to be lifted out in September 2023 for an annual survey.

Tasks include:

- Aids to Navigation maintenance
- Moorings maintenance
- Pollution response
- Emergency response
- Light towage
- Survey work
- Work platform
- DWFRS transportation
- Dorset Police transportation



Barracuda

This vessel is one of two pilot vessels operated by PHC as the Competent Harbour Authority for pilotage in accordance with the Pilotage Act 1987.

This vessel is coded under the MCA pilot boat certificate which is due for renewal in January 2024. The vessel was lifted out in January 2022 for routine maintenance and a 5-year survey.



Barracuda is also tasked with:

- Harbour Patrol duties
- Personnel transfer
- Escort vessel duties

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Vanguard

This is the other vessel used to provide a pilotage service within the Competent Harbour Authority pilotage district.

This vessel is coded under the MCA workboat certificate which is due for renewal in March 2024. The vessel completed a refit and was reengined during April 2022. A 5 year survey was completed at the same time.

Vanguard is also the primary patrol vessel due to her design and rapid response. As such she is coated in more visible colours.

Vanguard is also tasked with:

- Escort vessel duties
- Pollution response
- Personnel transfer
- Emergency response
- DWFRS transportation
- Dorset Police joint patrols
- SIFCA joint patrols



Vixen

This vessel is an Atlantic 75 (ex RNLI Inshore lifeboat) primarily used for patrol work, providing a fast situation response and interception capability, especially in the shallower parts of the harbour and due to low air draft can access the Backwater Channel at all states of tide with bridges down. This vessel was reengined in 2022.

This vessel is also tasked with:

- Emergency Response
- Safety Boat
- Pollution Response
- Survey Work
- Byelaw Enforcement
- Moorings Inspection Work
- DWFRS Transportation



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Viper

This Personal Watercraft (PW) is a very effective resource for PW Byelaw enforcement and is normally only used during the busy season from Easter through to the end of September but can be made available throughout the year.



The vessel is also useful as a first responder to any reported incident.

This is the replacement vessel in 2022 in line with the plant replacement programme.

Sir William

This vessel is the hydrographic survey vessel used by PHC's contracted hydrographer to supply the Harbour Master's department and the UK Hydrographic Office with data throughout the year.

This data is used to inform masters, pilots and Harbour Control of the latest known depths especially in the main shipping channels. The UKHO update Admiralty charts based on this supplied information.



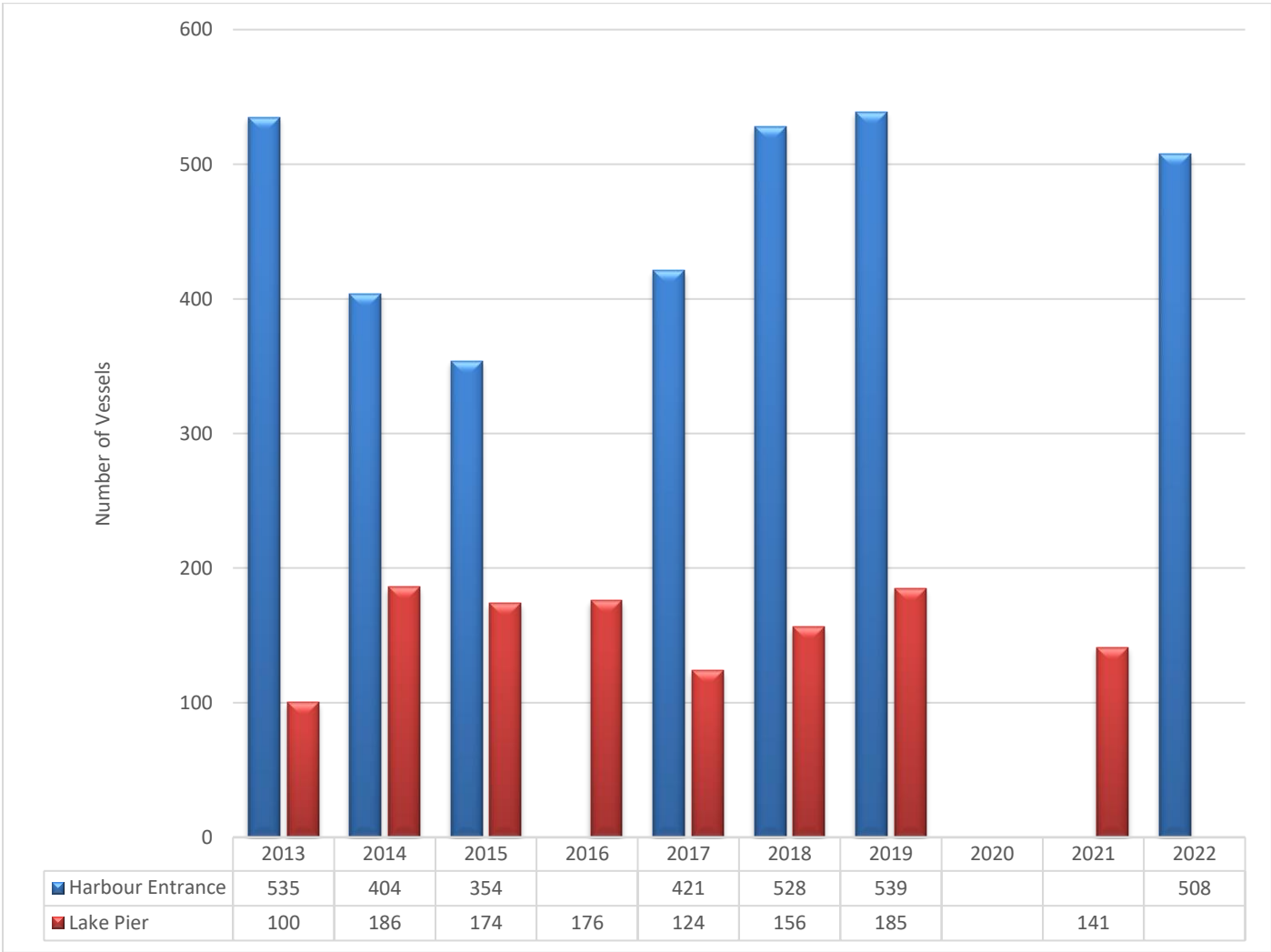
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4 Harbour Vessels Activity

A recreational boat survey is normally undertaken annually during a 31-day period over the summer from two points in the Harbour (Harbour Entrance and Lake Pier). A variety of vessel types are counted over the same pattern of days each year (3 Mondays, 3 Tuesdays, 4 Wednesdays, 4 Thursdays, 5 Fridays, 7 Saturdays and 5 Sundays). This survey provides a snapshot of vessel activity only.

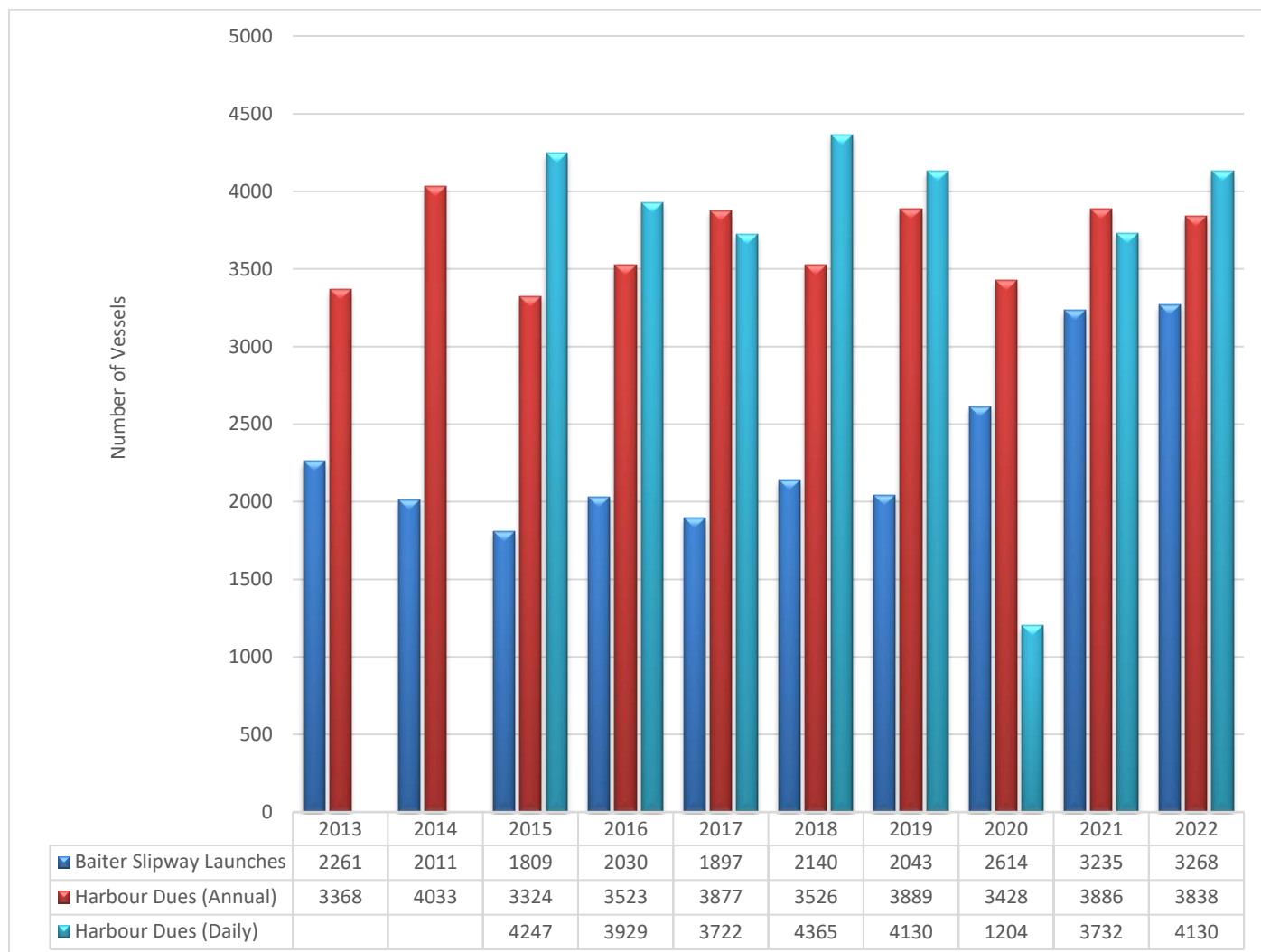
The 2020 survey did not take place due to Covid-19 restrictions.
The 2016 and 2021 surveys included observations from Lake Pier Only.
The 2022 survey included observations from the Harbour Entrance only.

A Mean Daily Recreational Activity



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B Annual Craft Activity (Harbour Dues)

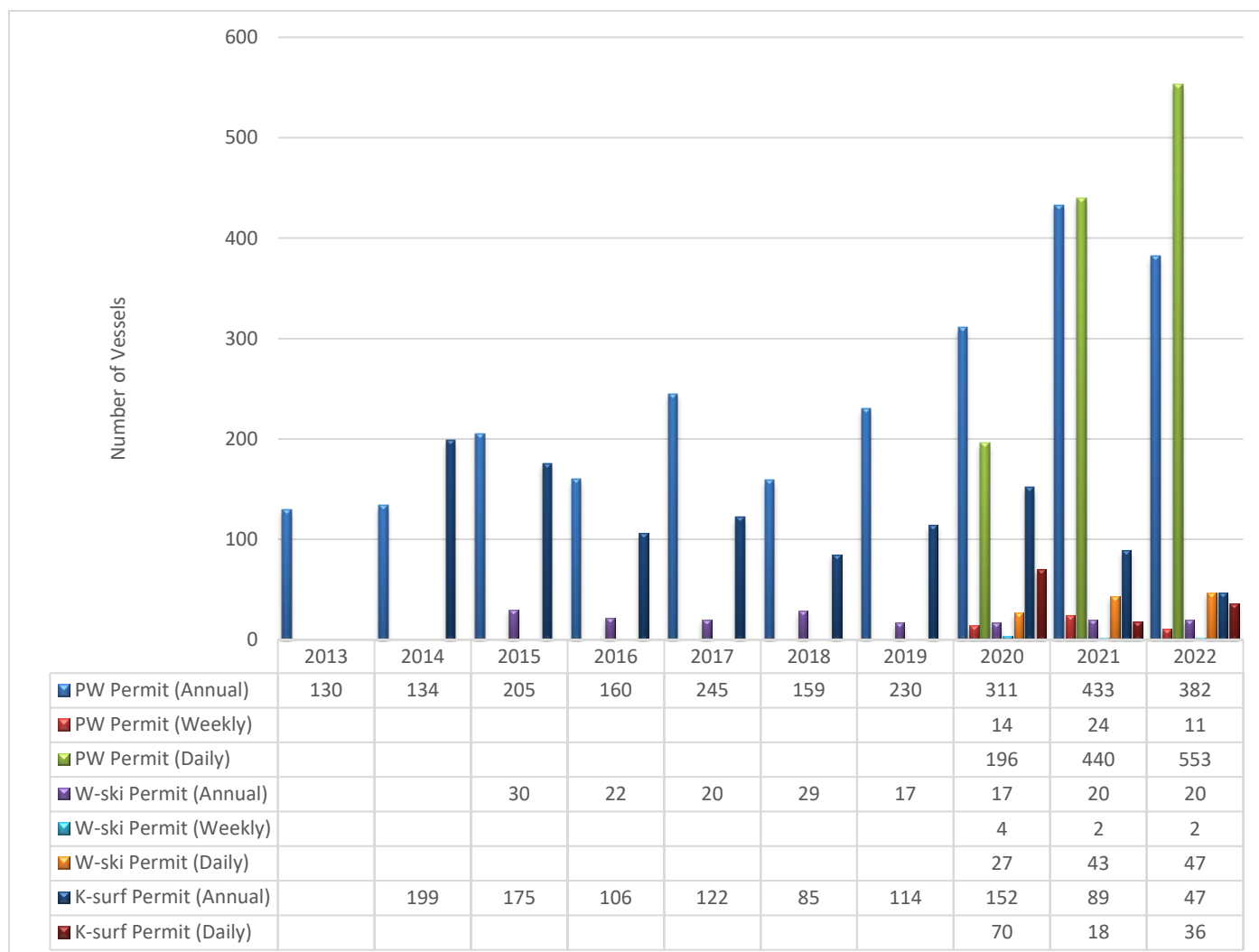


These figures do not include shipping movements.

- 1% increase in number of recorded launches from Baiter Slipway
- 1% decrease in number of annual harbour dues
- 11% increase in number of daily harbour dues

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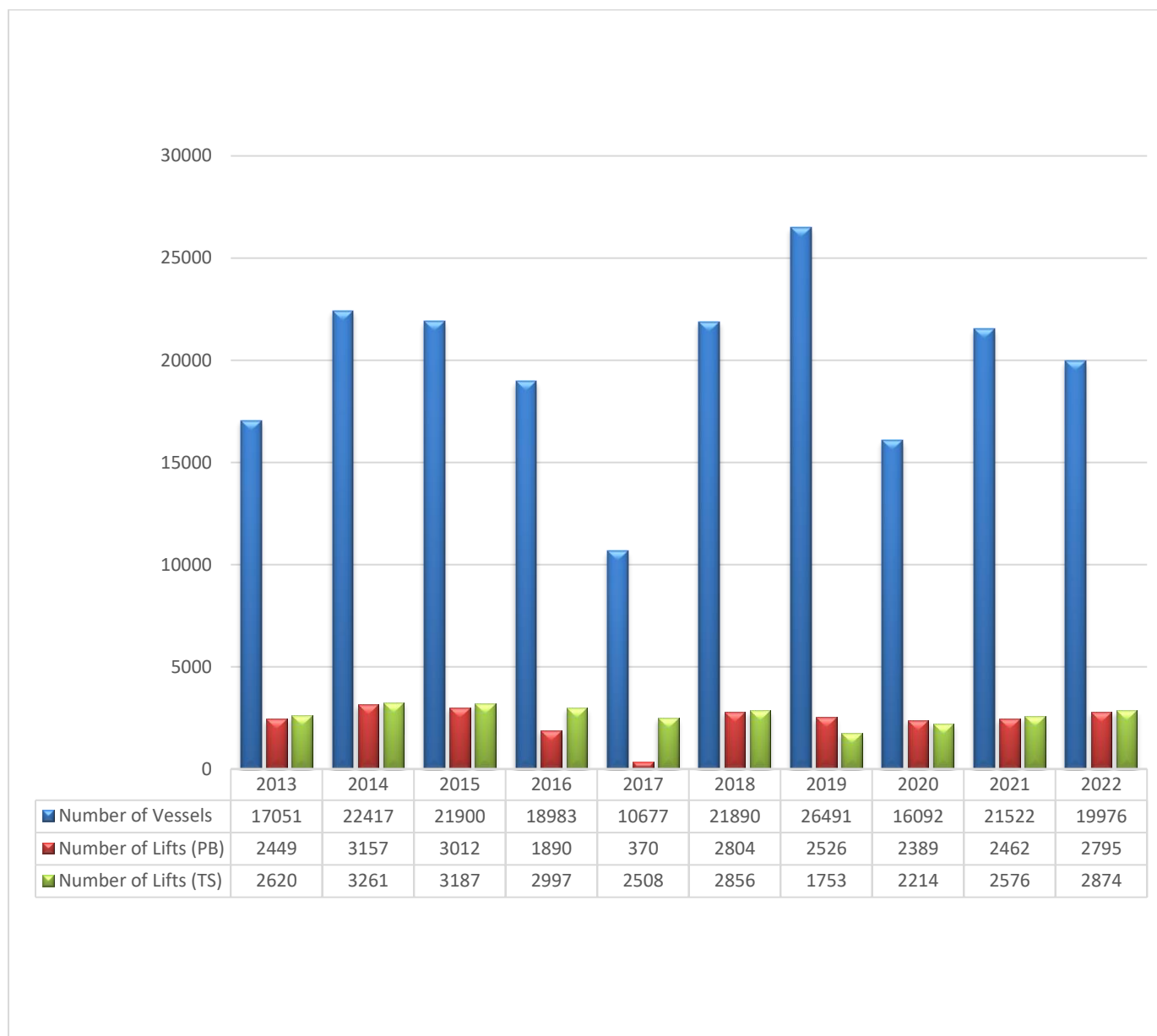
C Annual Craft Activity (Permits)



- 12% decrease in number of PW annual permits
- 26% increase in number of PW daily permits
- No change in number of Water-ski annual permits
- 9% increase in number of Water-ski daily permits
- 47% reduction in number of Kitesurf annual permits
- 100% increase in number of Kitesurf daily permits

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D Poole Bridges Vessel Activity



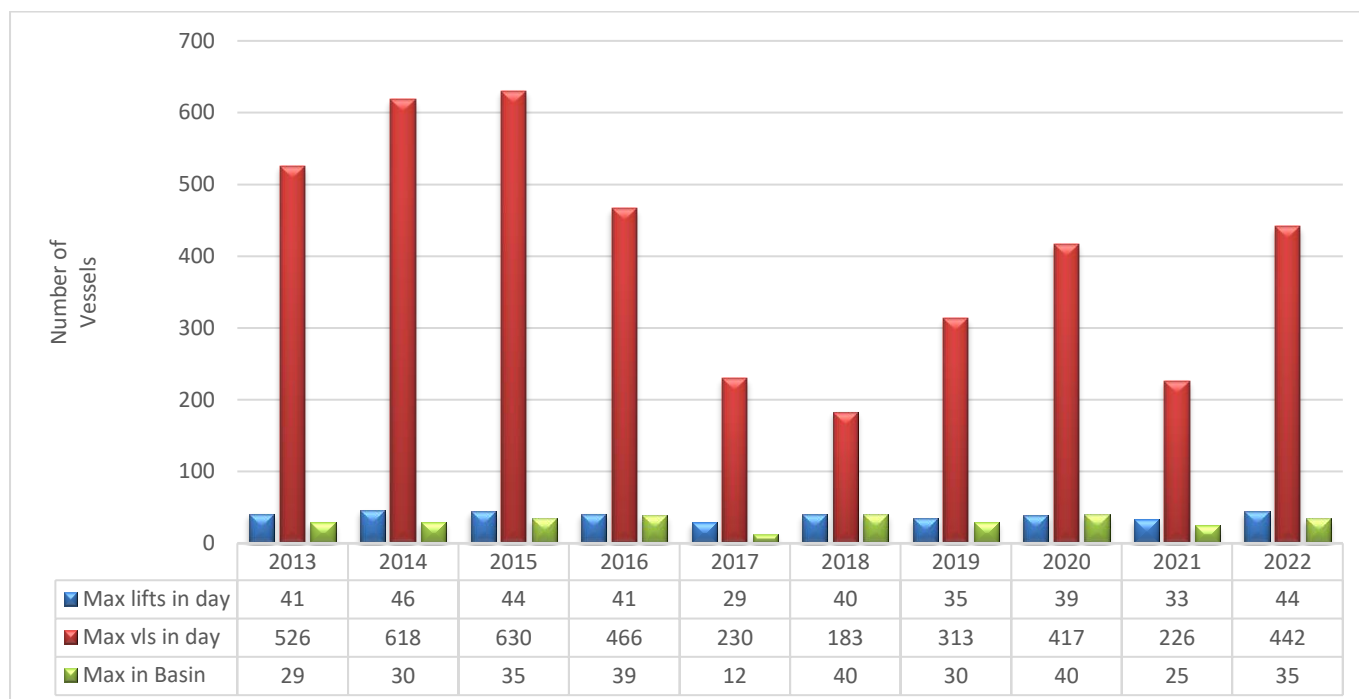
The number of vessels transiting Poole Bridges (high and low air draft) decreased by 7% according to statistics received from BCP Council.

Poole Bridge lifts increased by 14%

Twin Sails Bridge lifts increased by 12%

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E Poole Bridges Peak Activity



By formal risk assessment, prior to the Twin Sails bridge opening, the maximum number of vessels permitted in the holding basin in perfect conditions was deemed to be 60. The highest recorded figure since opening was 46 in 2012. The busiest lift includes low air draft vessels passing through as directed by the Bridges Operator.

During the reporting period, the maximum number of vessels in the basin, between the bridges, at any given time, was 35.

In accordance with the Poole Harbour Opening Bridges Order 2006, the Harbour Master may, at any time, instruct the Council to open the bridges due to stress of weather conditions, or in an emergency, or if in the reasonable opinion of the Harbour Master the opening of the bridges is required to preserve safe navigation within the Back Water Channel.

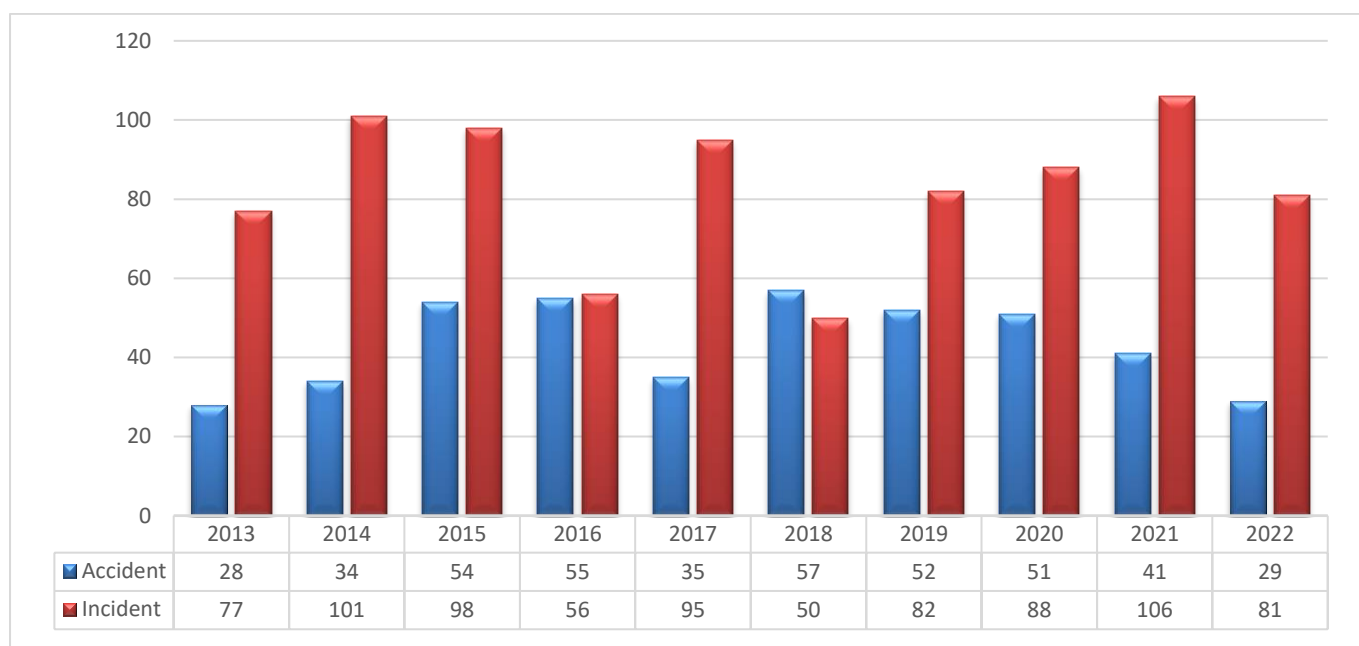
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5 Accidents and Near Miss Incidents

Marine Accidents, which include near miss incidents, are defined in The Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

A Near Miss Marine Incident is defined as an event or sequence of events which has occurred directly in connection with the operation of a vessel that endangered, or if not corrected would endanger the safety of a vessel, its occupants or any other person or the environment.

F Total Reported Accidents and Near Miss Incidents

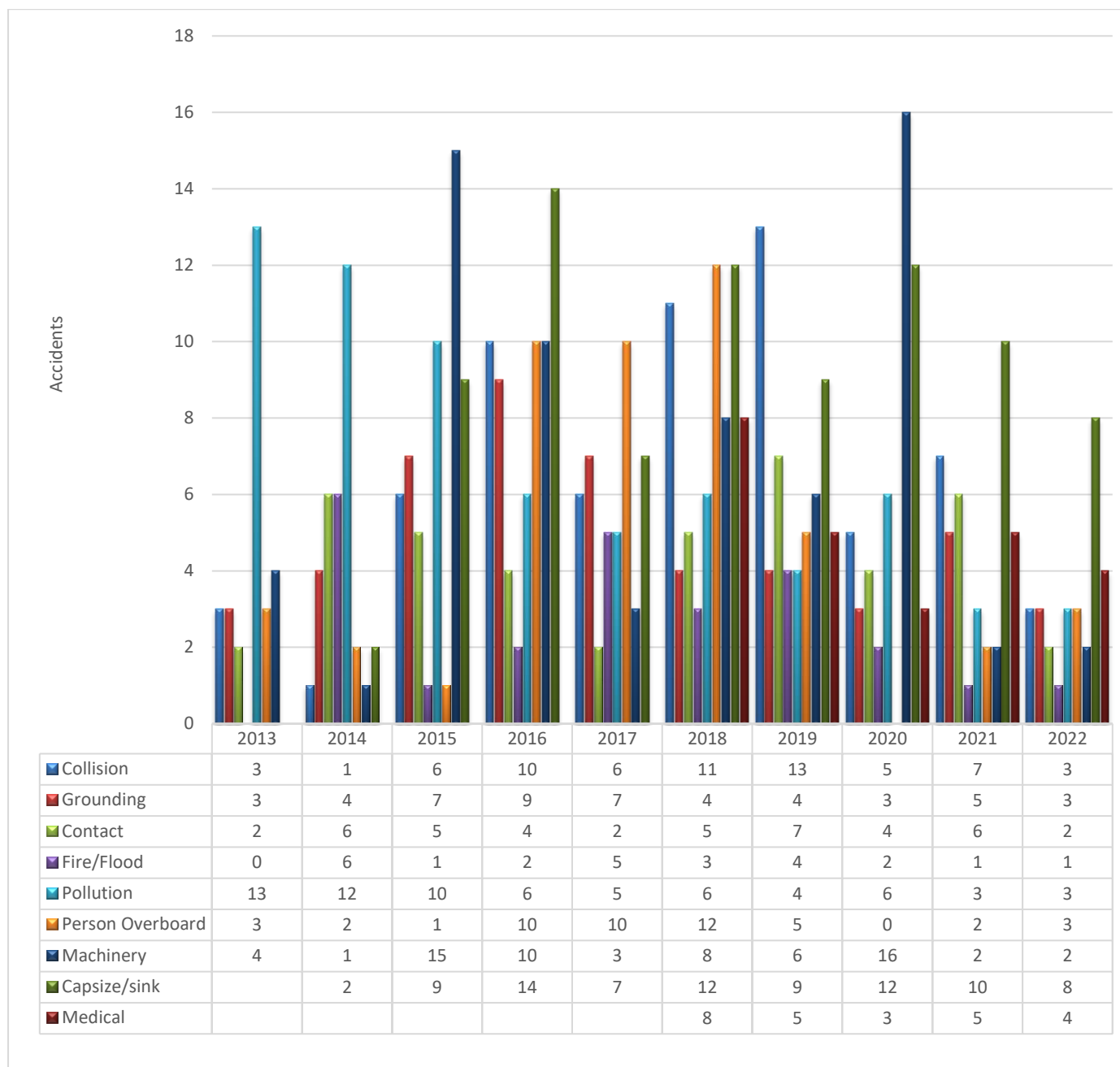


Notes

- Accidents involving commercial shipping 2
- Accidents decreased by 29%
- Accidents 10-year average 44
- Accidents 5-year average 46
- Near Miss Incidents involving commercial shipping 9
- Near Miss Incidents which are legislation infringements 74
- Near Miss Incidents decreased by 24%
- Near Miss Incidents 10-year average 83
- Near Miss Incidents 5-year average 81

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G Breakdown of Reported Accidents



The above table provides a breakdown of the 29 reported accidents.

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Collision – definition - a casualty caused by vessel striking or being struck by another vessel, regardless of whether the vessels are underway, anchored or moored. This type of casualty event does not include vessels striking underwater wrecks. The collision can be with other vessel or with multiple vessels or vessel not underway.

There were 3 reported collisions that did not result in injury.

- 14.6.22 Between motor boat and chain ferry
- 12.8.22 Between motor boat and moored moored boat
- 12.11.22 Between cargo vessel and moored cargo vessel

Grounding – definition - Grounding/stranding - a moving navigating vessel, either under command, under power, or not under command, drifting, striking the sea bottom, shore or underwater wrecks.

Every year there are a number of groundings due to vessels breaking free from moorings and drifting before running aground. Occasionally the vessels are recovered before grounding. These are considered not to be a “moving navigating vessel” and have been recorded as near miss incidents.

Vessels that have gone aground whilst manned have been recorded as accidents. There were 3 accidental groundings.

- 24.4.22 Motor boat in Rockley Channel
- 14.6.22 Yacht South of Middle Ship Cannel near No.24 buoy
- 18.8.22 Yacht on South side of Poole Quay Boat Haven breakwater

Contact – definition - a casualty caused by vessels striking or being struck by an external object. The objects can be floating (cargo, ice, other or unknown); fixed object, but not the sea bottom; or flying object.

There was 2 contact accidents reported.

- 2.5.23 Motor boat heavy contact with navigation mark (Person overboard – drowning)
- 28.5.22 Dinghy contact with radar relay station

Fire/Flood – There was one reported fire incident.

- 17.6.22 Motor Yacht fire

Pollution – Three attributable oil pollution incidents were reported. Each were assessed with the necessary course of action and response agreed and carried out.

- 1.9.22 Minor Diesel from motor boat in marina
- 26.3.23 Minor Diesel from Motor Boat sinking
- 26.3.23 Major Oil release from oil field pipeline – Tier 2 response

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Mechanical Failure – Breakdowns can potentially have serious consequences when it results in a loss of control of navigation. There were 2 mechanical breakdowns reported.

- 15.7.22 Motor Boat at Harbour Entrance
- 15.11.22 Cargo Ship loss of pitch control entering Swash Channel

Capsize / Sink / List – Due to the number of yacht and dinghy racing events it is likely there are a number of capsize situations, with persons in the water, that go unreported. These incidents are dealt with efficiently by the trained safety boat crews that volunteer to assist in risk mitigation during the events or indeed by the crew of the capsized vessel as part of their training. It is a regular occurrence and considered part of the sport controlled by risk mitigation. The accidents reported are those that involved a rescue or could have led to a secondary accident/near miss incident.

There were 8 sinking accidents reported with a total of 2 persons rescued.

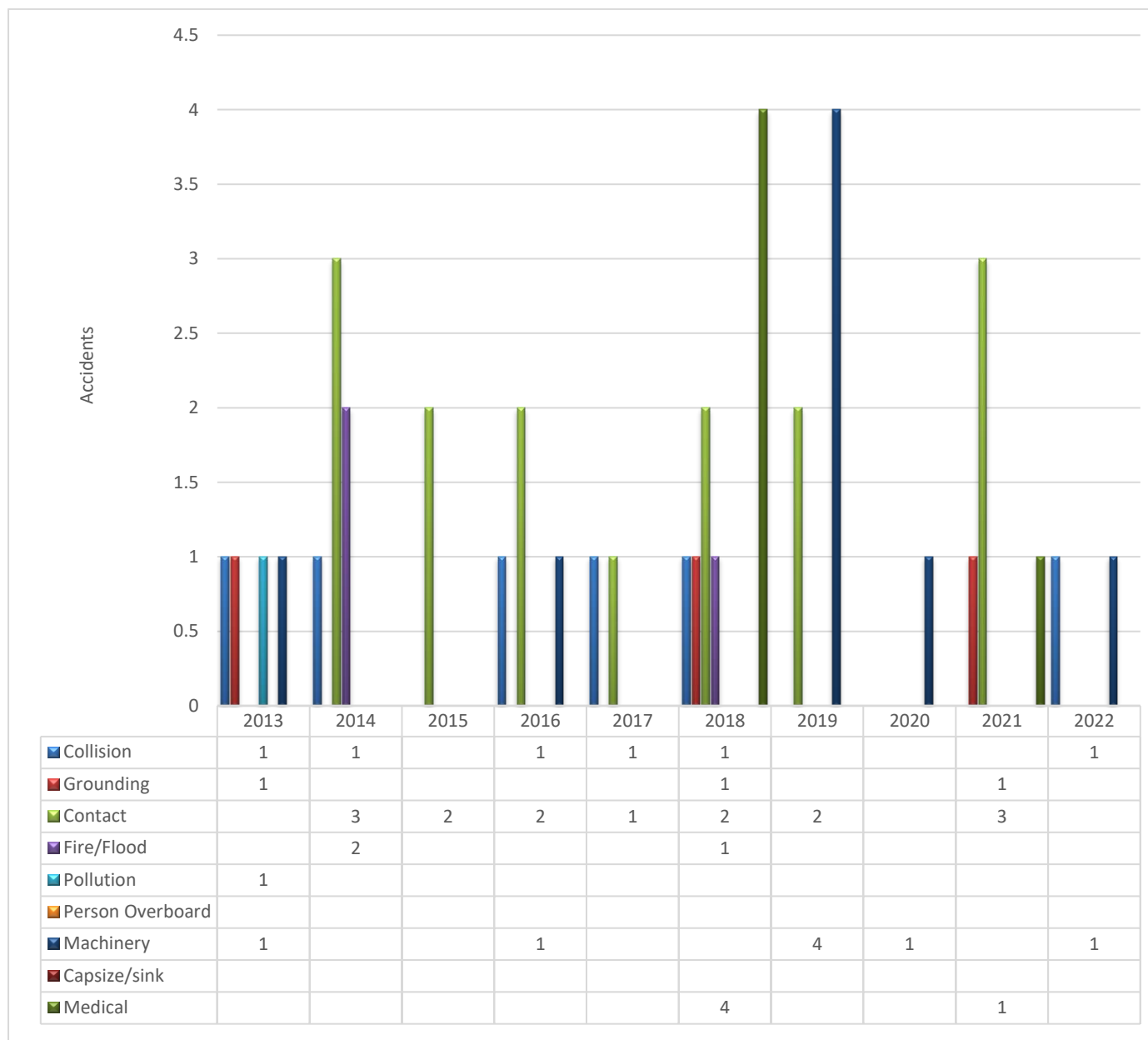
- 11.4.22 Yacht sinking on mooring (0 POB)
- 7.6.22 Motor boat sinking (0 POB)
- 28.6.22 Canoe capsized (1 POB)
- 24.7.22 Yacht sinking (1 POB)
- 1.10.22 Motor boat sinking (0 POB)
- 2.12.22 Motor boat sinking on mooring (0 POB)
- 24.2.23 Motor boat sinking (0 POB)
- 25.3.23 Motor boat sinking on mooring (0 POB)

Medical – During the reporting period there were 4 medical accidents including 3 fatalities.

- 2.5.22 Person overboard – body later recovered Drowning
- 1.9.22 Person missing – body later recovered Drowning
- 29.3.23 Person missing – body later recovered Drowning
- 4.3.23 Crew member fall from seat Minor injury

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H Reported Accidents involving Commercial Shipping



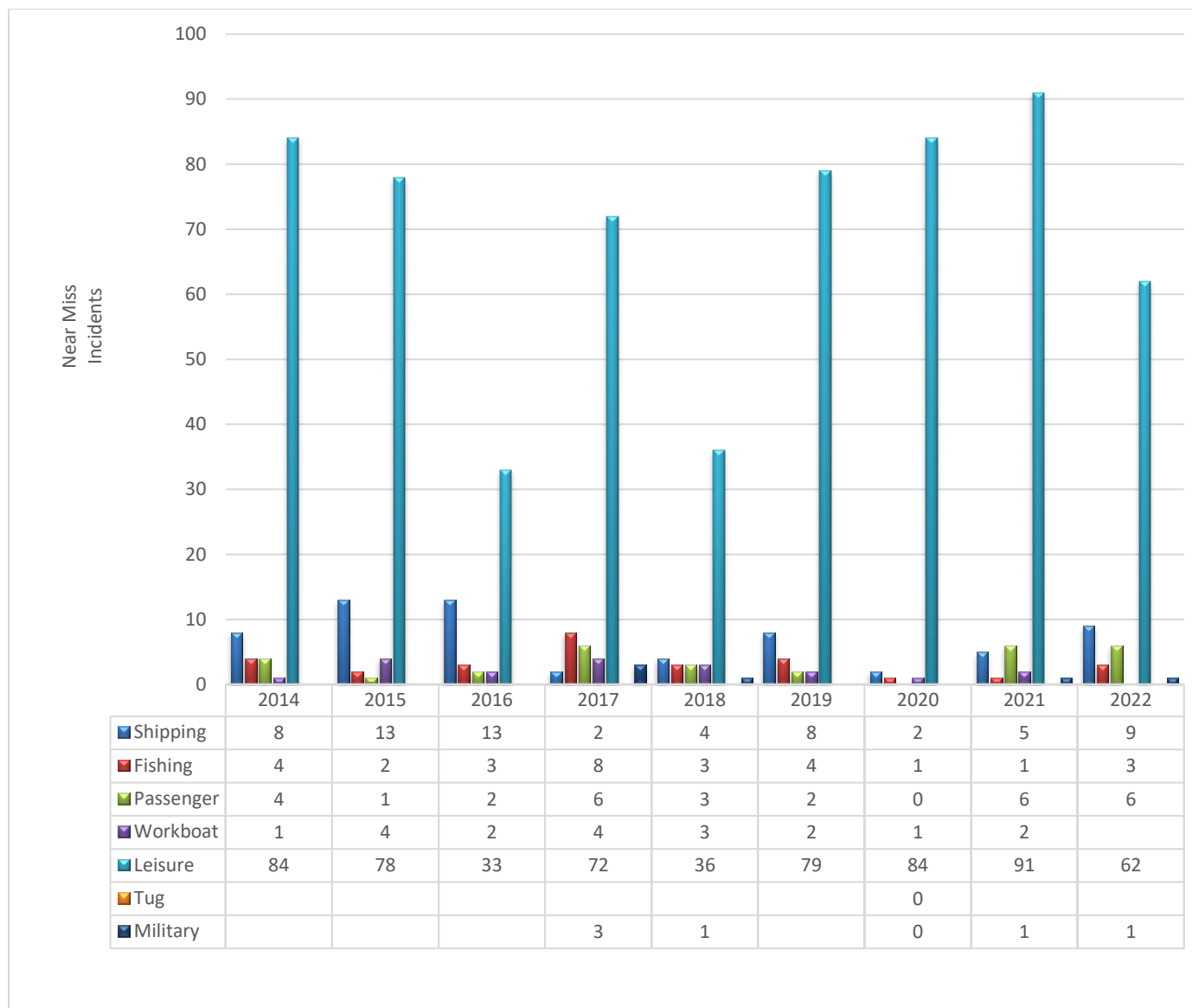
There were 2 reported accidents involving commercial shipping as follows:

Collision	12.11.22	Cargo ship with berthed cargo ship.
Mechanical	15.11.22	Cargo ship loss of pitch control in Swash Channel.

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I Breakdown by vessel type involved in reported Near Miss Incidents

The near miss incidents are broken down into vessel type as per the Port Skills & Safety reporting format prepared from the The Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.



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Near Miss Incidents – Reporting of all Near Miss Incidents is encouraged at harbour user liaison meetings, as this provides a good trend indicator giving valuable input to the risk assessment review process.

There were 81 near miss incidents including 74 legislation infringements that could have potentially resulted in an accident.

There were 9 near miss incidents involving commercial shipping:

16.4.22	Cargo ship impeded by commercial motor boat.
22.5.22	Passenger Ferry impeded by leisure motor boat.
14.6.22	Close Quarters – Cargo ship and leisure yacht.
20.6.22	Cargo ship impeded by leisure yacht in Swash Channel.
2.7.22	Cargo ship deviation from Pilotage Plan.
30.7.22	Close Quarters - Cargo ship and leisure motor boat.
5.8.22	Passenger Ferry impeded by leisure motor boat.
21.8.22	Passenger Ferry impeded by leisure yacht.
26.8.22	Passenger Ferry impeded by leisure motor boat.

Yacht/Dinghy Racing in the harbour is closely monitored and a strict set of procedures is in force for all those concerned including racing participants, race officers, escort vessel and safety boat crew, harbour patrol officers, pilots and masters. The agreed Poole Harbour Sail Racing Procedures has improved the safety of racing competitors in the harbour. Procedure, monitoring and liaison continue to reduce the risk of an accident to **As Low As Reasonably Practicable (ALARP)**.

Poole Bridges – Since the Poole Bridges Byelaw came into force, the number of traffic light infringements have significantly reduced over the years. One infringement was reported during the 12 month period.

Navigating without Due Care & Caution – There were 29 reports to include 6 for excessive wash, 9 impeding, 1 yacht racing, 8 Close Quarters and 6 Dangerous Navigation.

Speeding – Accounted for 43 of the 81 near miss incidents. The majority (38) were reports received regarding PW (jetski) byelaw infringements.

A Local Notice to Mariners (LNTM) is promulgated every year prior to the relaxation of the speed limit and again before the relaxation is lifted. The LNTM explains clearly when and where the speed limit is relaxed and again when it is lifted.

Other – The remaining Near Miss Incidents were predominantly unmanned vessels adrift in the harbour having come free from their mooring of which there were 5. This is a significant reduction from 36 in previous report.

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6 Harbour Master Investigations

All reported accidents and incidents are recorded by the duty Harbour Control Officer onto the cloud-based Safety Management System and investigated by the Harbour Master or duty Assistant Harbour Master in accordance with the PHC Navigational Safety Management Plan. The time taken for any investigation depends on the information available and severity of consequences or potential consequences. Changes to procedures and risk assessments are made where necessary and enforcement action taken in accordance with the PHC Enforcement and Prosecution Policy.

The table below highlights the accidents and incidents that required lengthy correspondence, full written report of findings or legal proceedings.

J Investigations

Year	Date	Accident / Incident	Brief Description	MAIB / MCA
2022	16.4.22	Near Miss	Cargo ship and motor boat	No
	22.5.22	Near Miss	Passenger Ferry and motor boat	No
	14.6.22	Collision	Motor boat and Chain ferry	No
	14.6.22	Near Miss	Cargo ship and leisure yacht	No
	20.6.22	Near Miss	Cargo ship and leisure yacht	No
	28.6.22	Capsize	Canoe between bridges	No
	2.7.22	Near Miss	Cargo ship deviation from Pilotage Plan	No
	18.7.22	Speeding	Prosecution – PW (Jetski)	No
	18.7.22	Speeding	Prosecution – PW (Jetski)	No
	30.7.22	Near Miss	Cargo ship and leisure motor boat	No
	5.8.22	Near Miss	Passenger ferry and motor boat	No
	21.8.22	Near Miss	Passenger ferry and leisure yacht	No
	24.8.22	Speeding	Prosecution – Motor Boat	No
	26.8.22	Near Miss	Passenger ferry and leisure motor boat	No
	1.9.22	Pollution	Diesel from motor boat in marina	No
	12.11.22	Collision	Cargo vessel and moored cargo vessel	No
	15.11.22	Mechanical Failure	Cargo ship loss of pitch control	No
2023	26.3.23	Pollution	Diesel from sinking motor boat	MCA
	26.3.23	Pollution	Oil release from oil field pipeline	MCA
	2.5.23	Contact	Motor boat heavy contact with navigation mark	MAIB
	28.5.23	Contact	Dinghy contact with radar relay station	No

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7 Enforcement

All legislation infringements are investigated, and action is taken in accordance with the PHC Enforcement & Prosecution Policy. The following options are available depending on the evidence and other circumstances:

- Education
- Deterrent
- Verbal warning
- Written warning
- Written request for full report with possible interview
- Prosecution proceedings

There were 3 prosecutions during the reporting period.

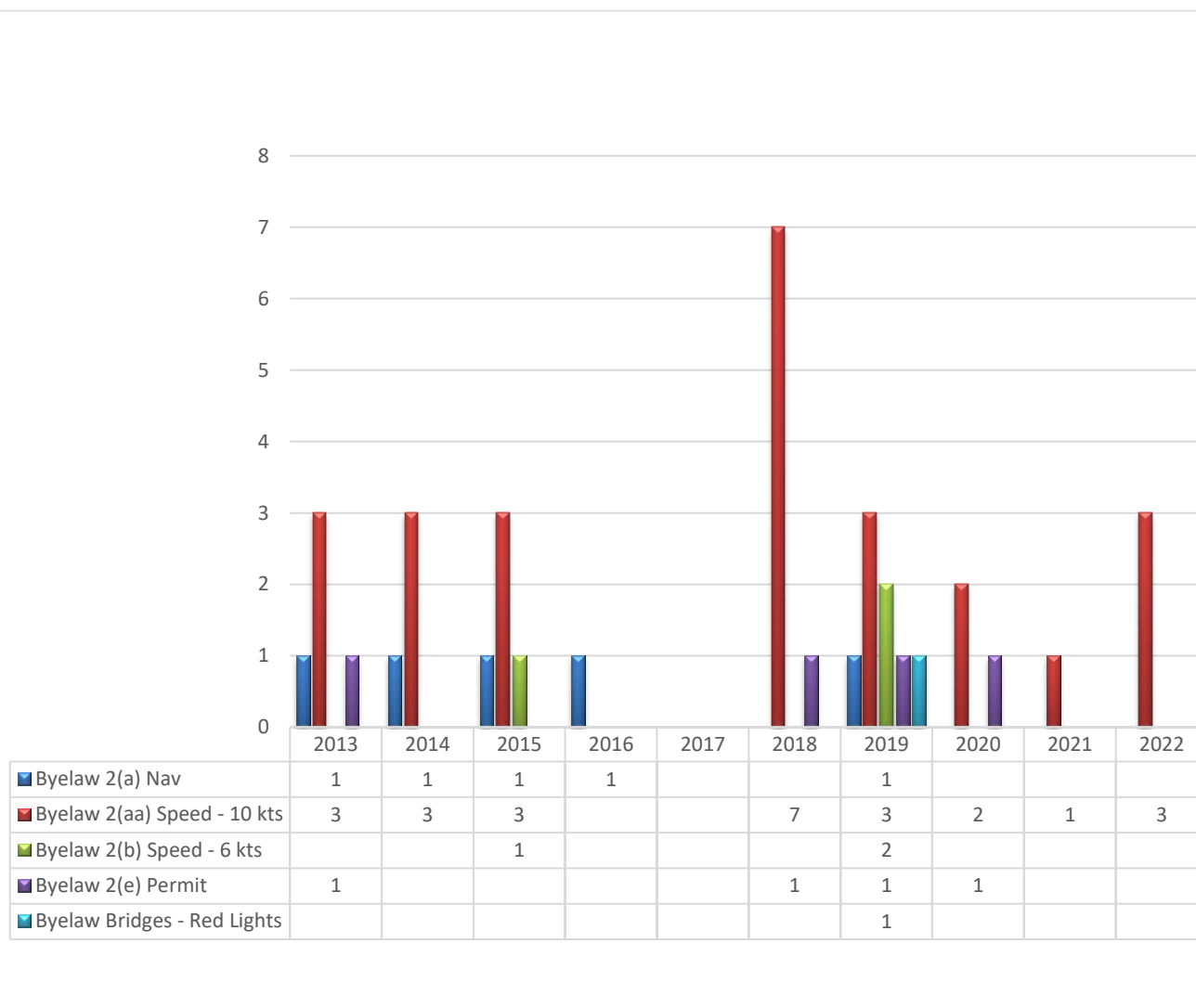
K Prosecutions

Incident Date	Name	Vessel	Prosecution Date	Legislation		Fine	Costs
18.7.22	Scott Goldson	PW Jet bike	18.11.22	2(aa)	Speeding > 10 knots	£400 +VS £160	£400
18.7.22	Adam Roberts	PW Jet bike	18.11.22	2(aa)	Speeding > 10 knots	£400 +VS £160	£400
24.8.22	Rafferty Martin	Motor Boat	28.11.22	2(aa)	Speeding > 10 knots	£500	£2,760

VS = Victim Surcharge

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L Prosecutions Trend

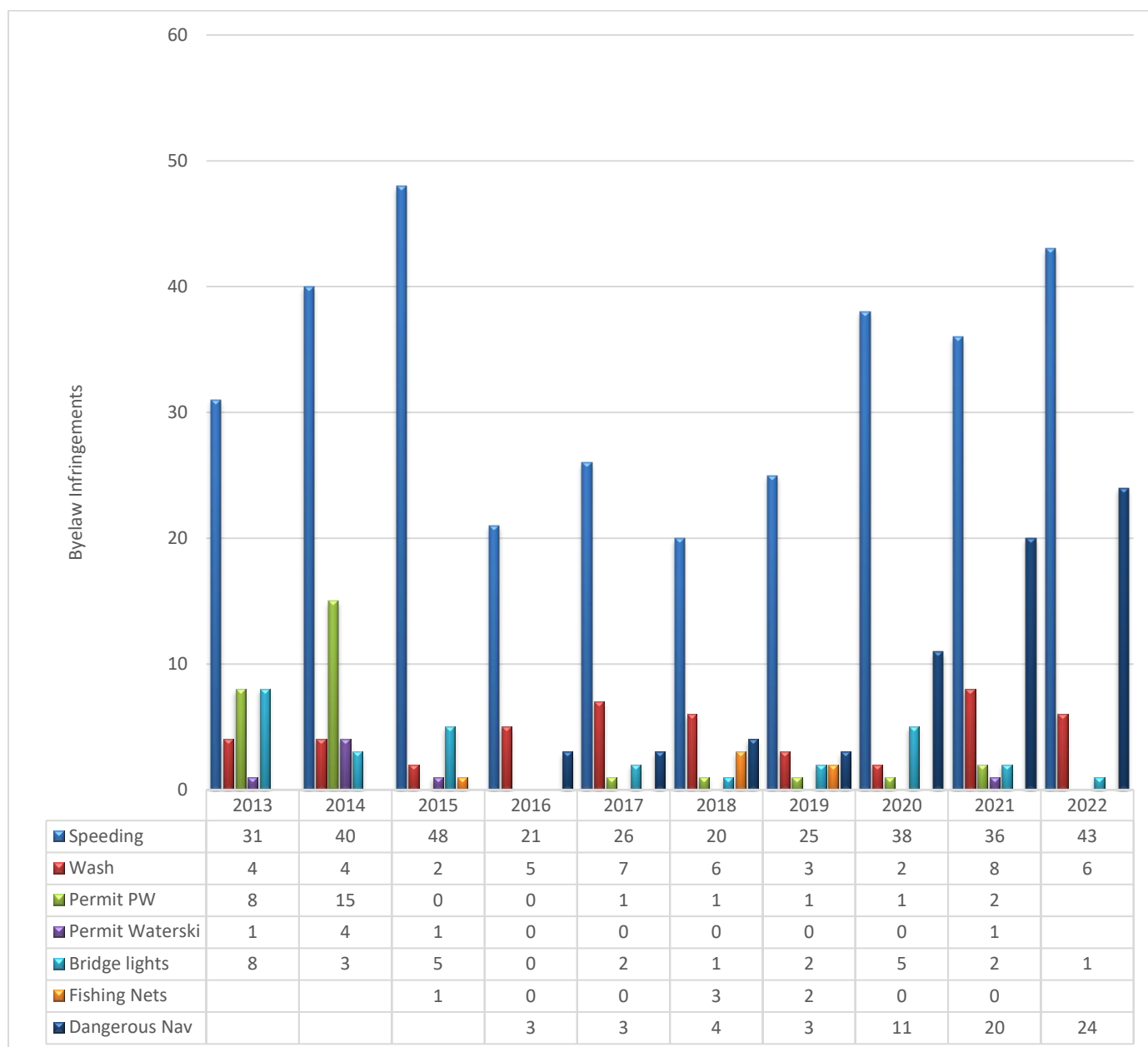


Within the Port Marine Safety Code (PMSC) Harbour Authorities are well advised to secure powers of General Direction, to support the effective management of vessels in their harbour waters. Poole Harbour Commissioners secured these powers in 2012. Two General Directions are currently in force.

- Permitting kite surfing
- Small Commercial Craft Registry

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M Byelaw Infringements



The PHC Enforcement & Prosecution Policy is exercised on every occasion that offender identification is made. The details of some of the offenders of incidents above were unfortunately not obtained. During the period 1st April 2022 to 31st March 2023 there were 74 recorded legislation infringements which is a 7% increase on the previous reporting period.

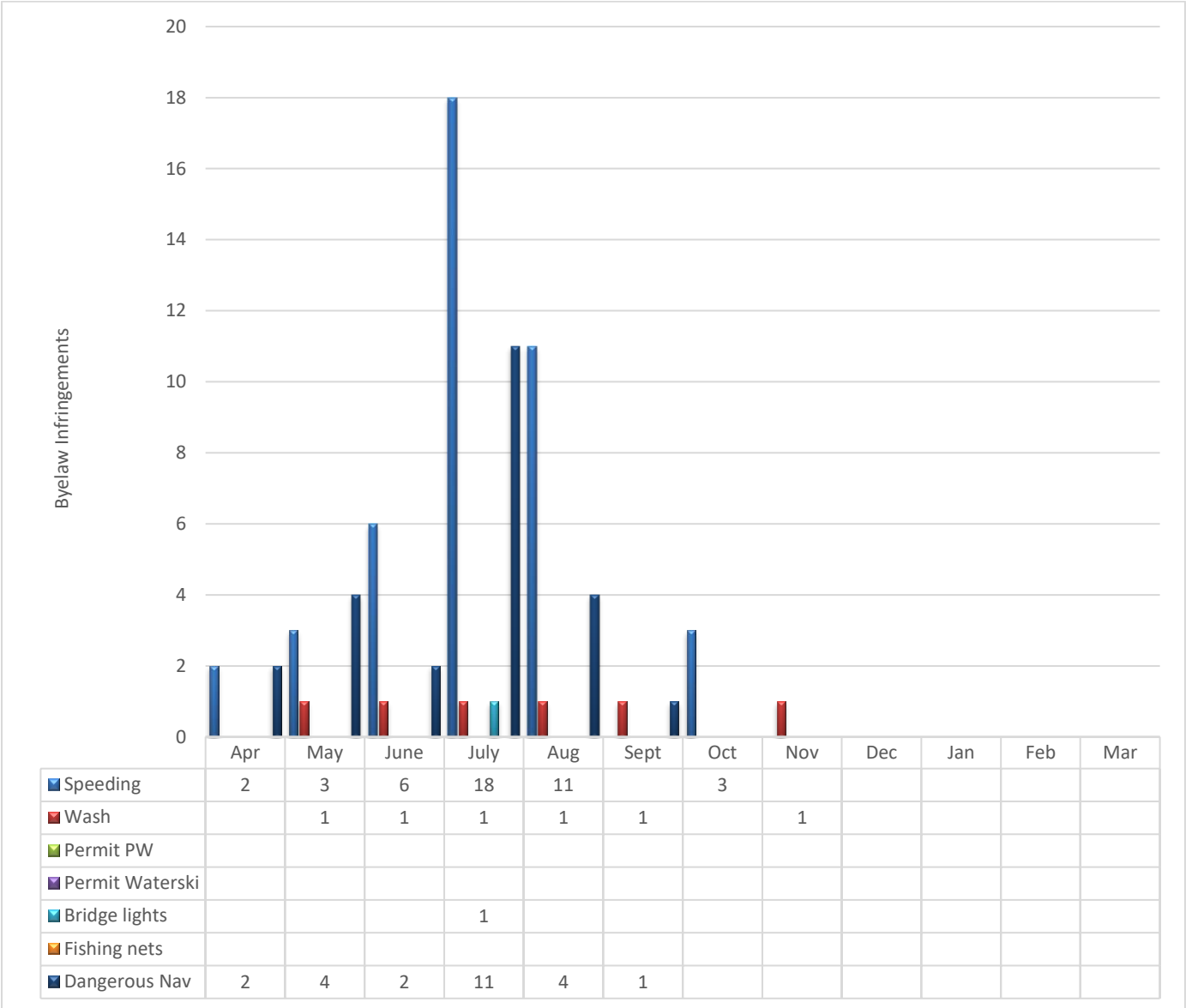
3 Byelaw infringements resulted in successful prosecution.

28 Warning letters were issued by the Harbour Master.

Remaining received verbal warnings or No ID resulting in no further action.

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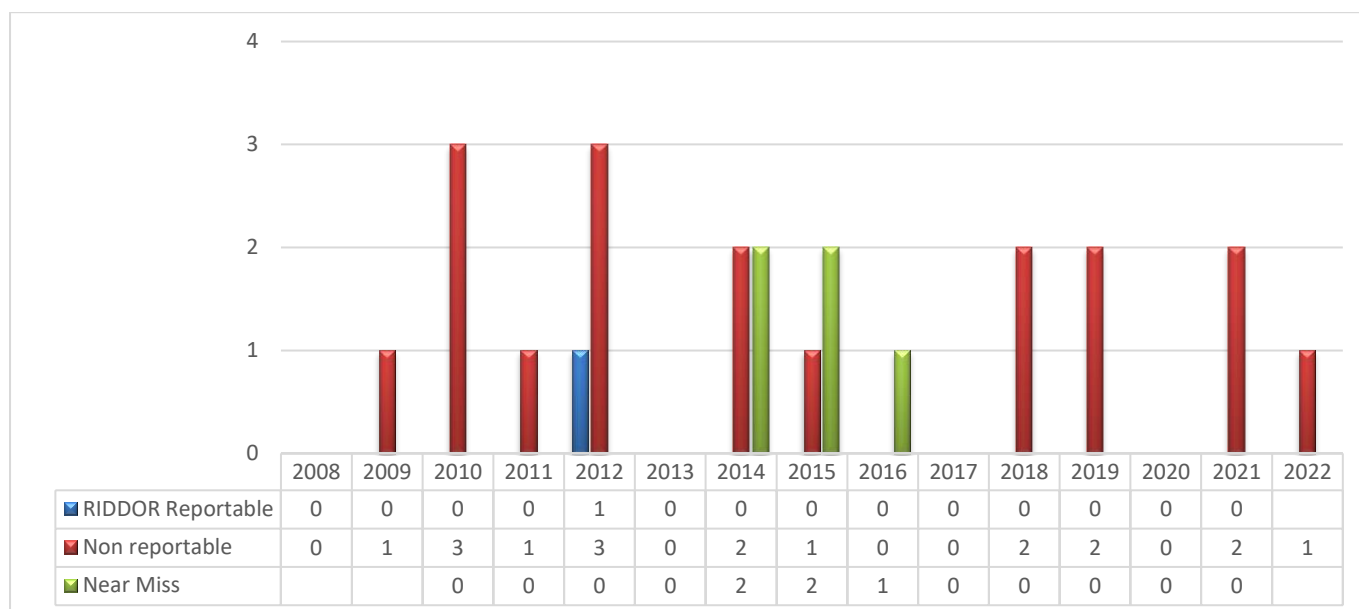
N Byelaw Infringement – Monthly Breakdown



Most infringements occur in the summer months when leisure traffic density is greatest. Most of the reported speeding byelaw infringements (38 of 43) were committed by PW operators.

8 Personnel Safety

O Personnel Safety Record (Harbour Master Department)



There was one non-reportable and no reportable accidents under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR).

One accident is considered one too many and therefore all Harbour Department employees are regularly advised to keep concentration levels high and never to be complacent. Safety toolbox talks are required and are regularly carried out and documented. Monthly safety days are scheduled to supplement routine checks and drills to ensure full participation within the department.

P Personnel Accident/Near Miss Summary

	Accident / Near Miss	Detail	Action	Days off work
4/3/23	Accident	Deckhand incorrectly secured workboat seat resulting in seat collapse and minor injury.	Toolbox Talk	0

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Safety Days

One half day per month per team (subject to pilotage, towage and emergencies) is scheduled by the Duty Harbour Master to concentrate solely on all our safety responsibilities, ensuring they are addressed over a 12-month period. Department Safety Representatives ensure that these important safety days do not normally lapse; however, due to Covid-19 restrictions and organisation restructuring, safety days were not scheduled for some months during 2020. All routine safety checks were completed.

Safety days include:

- Man Overboard Drills.
- Fire drills on vessels and at work places.
- LSA & FFE checks on vessels and at work places.
- Review of COSSH Assessments.
- Review of Risk Assessments.
- Review of training requirements.
- Health & Safety Inspection.
- Outstanding items on Safety Inspection Action Plan.
- Safety Equipment Checks.
- Equipment Checks.
- Oil spill Response Equipment Checks.
- General Housekeeping.
- Other.

All HM Department staff must contribute to the Safety Days.

A record of safety days is maintained on the PHC Safety Management System cloud-based software.

The Safety Days do not exonerate any employee from their normal safety checks and routines.

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9 Notices & Memos

All Harbour Masters memos are promulgated and displayed on relevant notice boards. They form part of SMS operating procedures and are included in operation manuals as part of any review process.

Safety Notices are generally directed at harbour users and are promulgated using LNTM, social media networking and mail.

Q Harbour Master Safety Notices and Memos

Year	Month	Notice / Memo	Title
2022	April	Memo	Wearing of Safety Helmets – Roping Gang
	June	Memo	Overdue SMS Actions
	June	Memo	MAIB annual Report and CHIRP digest
	July	Memo	Banning of E-Scooters

A total of 39 Local Notices to Mariners were published during the period which were made available to the public via the PHC website and in hard copy at PHC reception. The notices are also emailed automatically to anyone subscribing to the distribution list.

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10 Training

Training is an integral part of any Safety Management System to ensure that competence levels are kept to the required standard with the overall aim of reducing risk to personnel, navigational safety and the marine environment whilst maintaining business continuity.

R Courses and Training

Employee	Number	Course / Training	Requirement
HCO	3	V103/1 Refresher	MCA
Pilot	3	Pilotage Standards (Operational) – Simulator	PHC/MCA
Pilot	3	Maritime Immediate Emergency Care	PHC
Pilot	1	Master's COC Revalidation	MCA
HM Workshop	9	Oil Pollution Response Equipment Training	PHC/MCA
HM Workshop	1	Small Craft Radar Operator	PHC
HM Workshop	4	Personal Watercraft	PHC
HM Workshop	2	Pilot Boat Coxswain	PHC
HM Workshop	3	Advanced Powerboat	PHC
HM Workshop	1	BML Tier 1	MCA
HM Workshop	1	Cutting Equipment Inspection Certificate	PHC
HM Workshop	5	2P Oil Pollution Response Refresher Course	MCA
HM Workshop	1	Maritime Immediate Emergency Care	PHC
HM Workshop	1	Hot Works and Safe use of Burning Equipment	PHC
HM Workshop	1	Manual Handling of Loads	PHC
HM Workshop	1	Grinding and Cutting	PHC
HM Workshop	1	B1 Forklift	PHC

A continued programme of cross training and familiarisation exists for all tasks required to carry out the Harbour Master Departments overall function. As a result, the department has continued to be more flexible with all employees able to multi-role in their abilities through gained competence and experience.

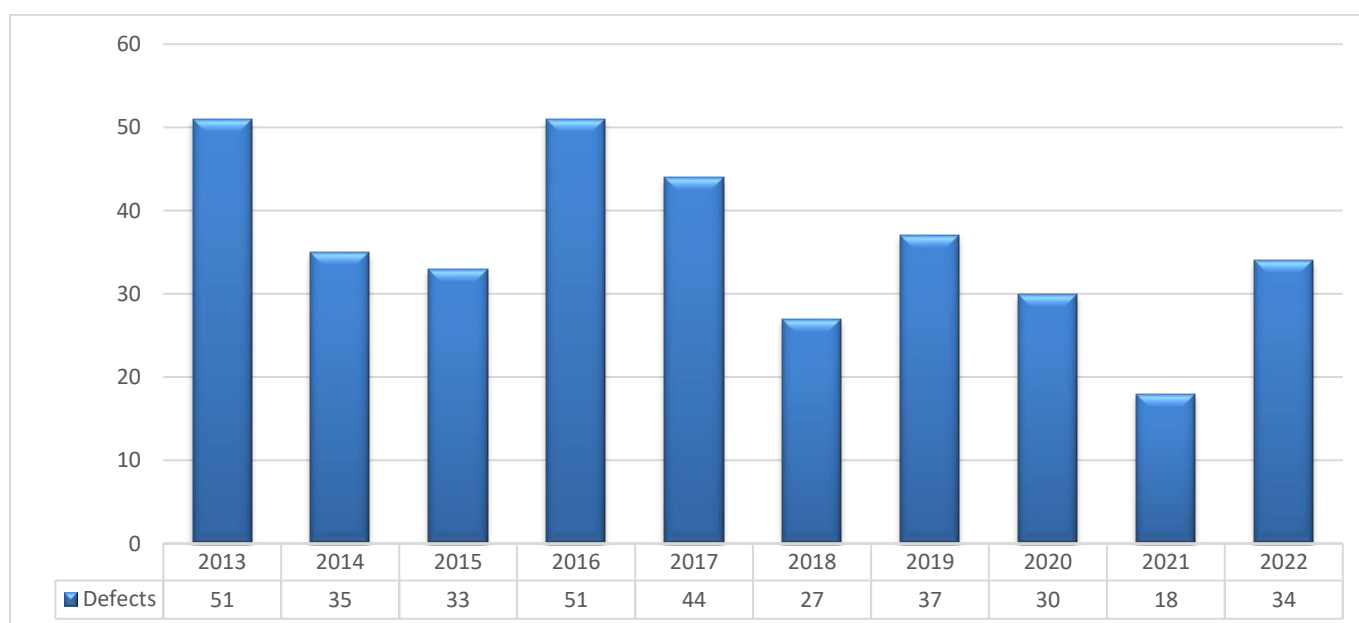
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11 Aids to Navigation

Poole Harbour Commissioners are the Local Lighthouse Authority (LLA) for Poole Harbour and have the power to maintain the marking or lighting within the harbour. The General Lighthouse Authority (GLA) has a duty to inspect all navigation marks under the management of the LLA (**Section 201 of the Merchant Shipping Act 1995**).

Trinity House, the General Lighthouse Authority, considers the availability of lights as a measurement of good management. The numbers of light defects during any year are not necessarily of concern unless due to lack of maintenance which is not the case. What would be of concern is the time taken to address a defect which could affect the safety of navigation.

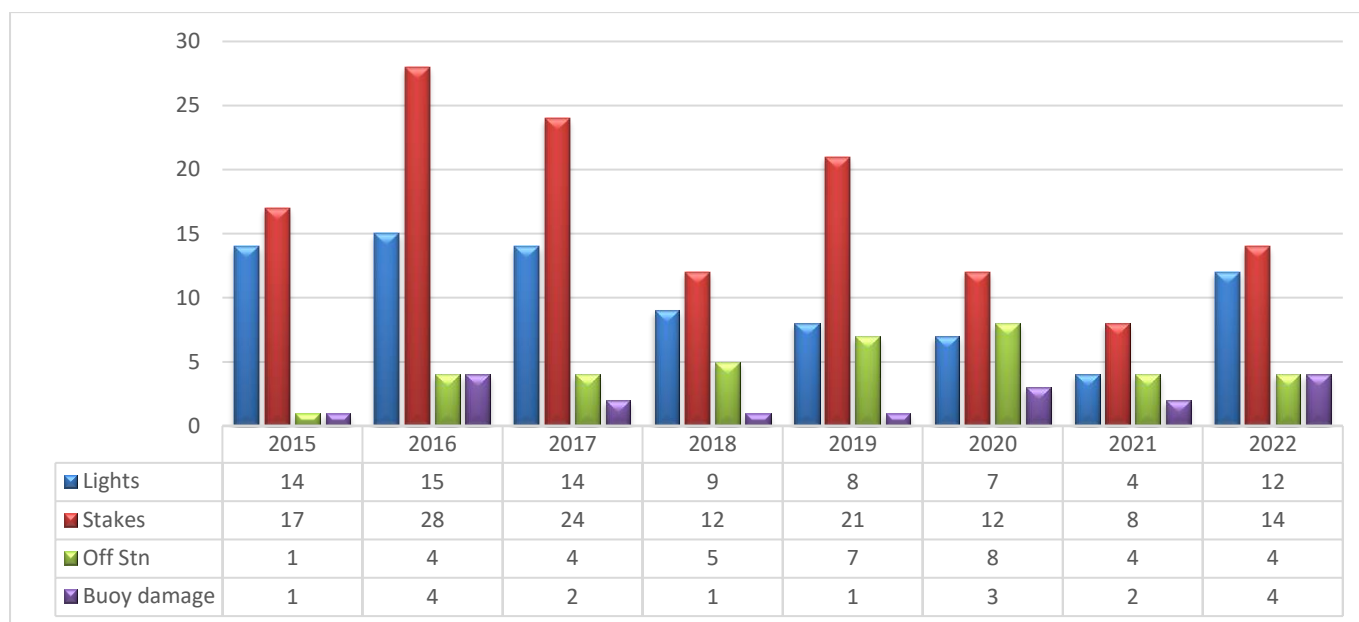
S Aids to Navigation Defects



Aids to Navigation deficiencies increased by 89% compared to previous reporting period and 6% below the 10-year average of 36.

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T Breakdown of Aids to Navigation Defects



Most deficiencies are stakes used to mark minor channels. Stakes that are leaning do get recorded as a deficiency even though they still mark the channel. Over a period, the many stakes around the harbour, marking the many minor channels, get worn or get knocked over. They are repositioned or replaced at the earliest opportunity following a reported defect.

A large proportion of the light deficiencies are due to reduced solar light in the winter months causing lights to be diminished or extinguished.

Occasionally buoys get damaged by vessels or move off station due to strong weather/tidal conditions.

Aids to Navigation are routinely serviced on a rotational basis, some more frequently than others. The following table below shows the Aids to Navigation serviced over the reporting period.

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U Aids to Navigation Serviced

Date	AtoN	Maintenance
As required	Stakes	Replaced as necessary
04/04/2022	W5	Re-Lit
30/04/2022	No.3 Swash	Re-Lit
13/05/2022	No.28	Recovered to Yard and Replaced
13/05/2022	WH4	Recovered to Yard and Replaced
13/05/2022	WH2	Recovered to Yard and Replaced
13/05/2022	WH1	Recovered to Yard and Replaced
13/05/2022	No.16	Recovered to Yard and Replaced
13/05/2022	No.14	Recovered to Yard and Replaced
20/05/2022	No.8 Swash	Recovered to Yard and Replaced
20/05/2022	No.9 Swash	Recovered to Yard and Replaced
20/05/2022	No.1 Bar	Recovered to Yard and Replaced
20/05/2022	No.3 Swash	Recovered to Yard and Replaced
20/05/2022	Stone Island	Serviced On Station
24/05/2022	No.16	Re-Lit
31/05/2022	No.26	Painted on Station
31/05/2022	Haven Beacon	Painted on Station
16/06/2022	Purdy's Pole	Replaced
16/06/2022	No.3 SD Beacon	Replaced
16/06/2022	Goathorn Beacon	Replaced
16/06/2022	East Transit	Re-Lit
04/08/2022	No.3 Swash	Re-Lit
10/10/2022	NC 12	Buoy Replaced
10/10/2022	NC 6	Buoy Replaced
28/11/2022	NC 2	Buoy Replaced
28/11/2022	Basket Boom	Buoy Replaced
21/11/2022	Hamish	Re-Lit
21/11/2022	No.10	Re-Lit
04/12/2022	No.16	Re-Lit
18/01/2023	No.8 Swash	Re-Lit
27/01/2023	Bullpit Beacon	Serviced On Station
03/02/2023	WH9	Re-Lit
10/02/2023	No.32	Re-Lit
20/02/2023	WH7	Remove, service ashore and replace
05/03/2023	WH9	Remove, service ashore and replace
15/03/2023	No.7 Swash	Recovered to Yard and Replaced
15/03/2023	No.15	Recovered to Yard and Replaced
15/03/2023	No.18	Recovered to Yard and Replaced
15/03/2023	No.34	Recovered to Yard and Replaced
15/03/2023	No.36	Recovered to Yard and Replaced

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12 Hydrographic Surveys

All surveys have been completed in accordance with a planned monthly programme. The following plan as of March 2023 shows the timescale, frequency and priority. All data is sent to the Admiralty Hydrographic Office for inclusion in local charts. Surveys are also shared with pilots and PEC holders.

V Survey Programme March 2023

Survey Area	Scale	Priority	Date completed	Frequency	Date due
Backwater Channel - Twin Sails MB	1250	2	Oct-22	12 month	Sep-23
Baiter	2500	4	Jan-23	36	Jul-26
Between the Quays MB	1000	2	Sep-22	12	Sep-23
Blood Alley	2500	3	Jul-21	36	Jun-24
Blue Lagoon	1000	4	Sep-19	5yr	Sep-24
Brownsea East	2500	4	Jul-21	36	May-24
Chain Ferry - Main MB	1000	1	Mar-23	6	Sep-23
Chapman's Peak MB	1250	1	Nov-22	6	May-23
East Looe	2500	2	Apr-22	12	Apr-23
Havens MB + Brownsea Roads	2500	1	May-22	12	May-23
Holes Bay	2500	3	Jan-23	36	Dec-25
Hook Sands	2500	4	Jun-22	36	Sep-25
Little Channel \ Working Quays MB	500	1	Mar-23	6	Sep-23
Middle Channel (East) MB	2500	1	Mar-23	6	Sep-23
Middle Mud	2500	4	Jan-20	36	Nov-23
Middle Ground	2500	4	Jan-23	36	Nov-26
North Channel	2500	2	Feb-23	12	Dec-23
Parkstone Bay	2500	4	Apr-21	36	Aug-24
Poole Quay Boat Haven MB	500	2	Sep-22	12	Aug-23
Port of Poole Marina MB	500	2	Sep-22	12	Aug-23
Red Horn Lake	1250	3	Sep-22	36	Jun-25
Ro/Ros MB	500	1	Mar-23	6	Sep-23
Rockley Channel	1250	3	Jul-22	36	Jul-25
Sandbanks Inner shore	1250	4	Jul-21	36	Feb-24
Shell Bay	1250	4	Sep-22	36	Sep-25
Silt deposit area A MB	500	3	Mar-23	6	Sep-23
South Deep East/White Ground	2500	2	Jul-22	36	Jul-25
South Deep West & Rams Horn Lake	2500	3	May-22	36	May-25
South Quay (Berth 1) MB	500	1	Mar-23	6	Sep-23
Stone Island Lake	2500	4	Apr-21	36	Apr-24
Swash Channel (North) MB	2500	1	Nov-22	6	May-23
Swash Channel (South) MB	2500	1	Nov-22	6	May-23
Swanage Disposal site	5000	4	Aug-19	36	Aug-23
Turning Basin and MSCW MB	2500	1	Mar-23	6	Sep-23
Wareham Channel (lower)	2500	2	Mar-22	36	Dec-24
Wareham Channel (middle)	2500	3	Mar-22	36	Dec-24
Wareham Channel (upper)	2500	3	Mar-22	36	Dec-24

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Whitley Lake + Eel grass	2500	4	Nov-22	36	Sep-25
Wills Cut	1250	3	Jul-22	36	Mar-25
Wrecks Protect (Studland Bay / Swash)	500	3	Nov-22	6	May-23
Wych Channel (Lower)	2500	3	Feb-21	36	Feb-24
Wych Channel (Middle)	2500	3	Mar-21	36	Mar-24
Wych Channel (Upper)	2500	3	Apr-21	36	Apr-24

Note: MB = Multibeam Survey

13 Dredging & Disposal

In line with the Poole Harbour Maintenance Dredging Protocol and statutory requirements, the Commissioners continue to monitor the entire dredging and disposal operation within the Harbour. The following relates to the 2022 calendar year.

Disposal to Brownsea Roads

During the year, 25,216 m³ of clean silt was disposed at Brownsea Roads in-harbour site. The majority of boatyards and marinas around the harbour carried out maintenance dredging using local or external dredge companies. This included 2,225 m³ being removed from Poole Quay Boat Haven.

Disposal to Swanage

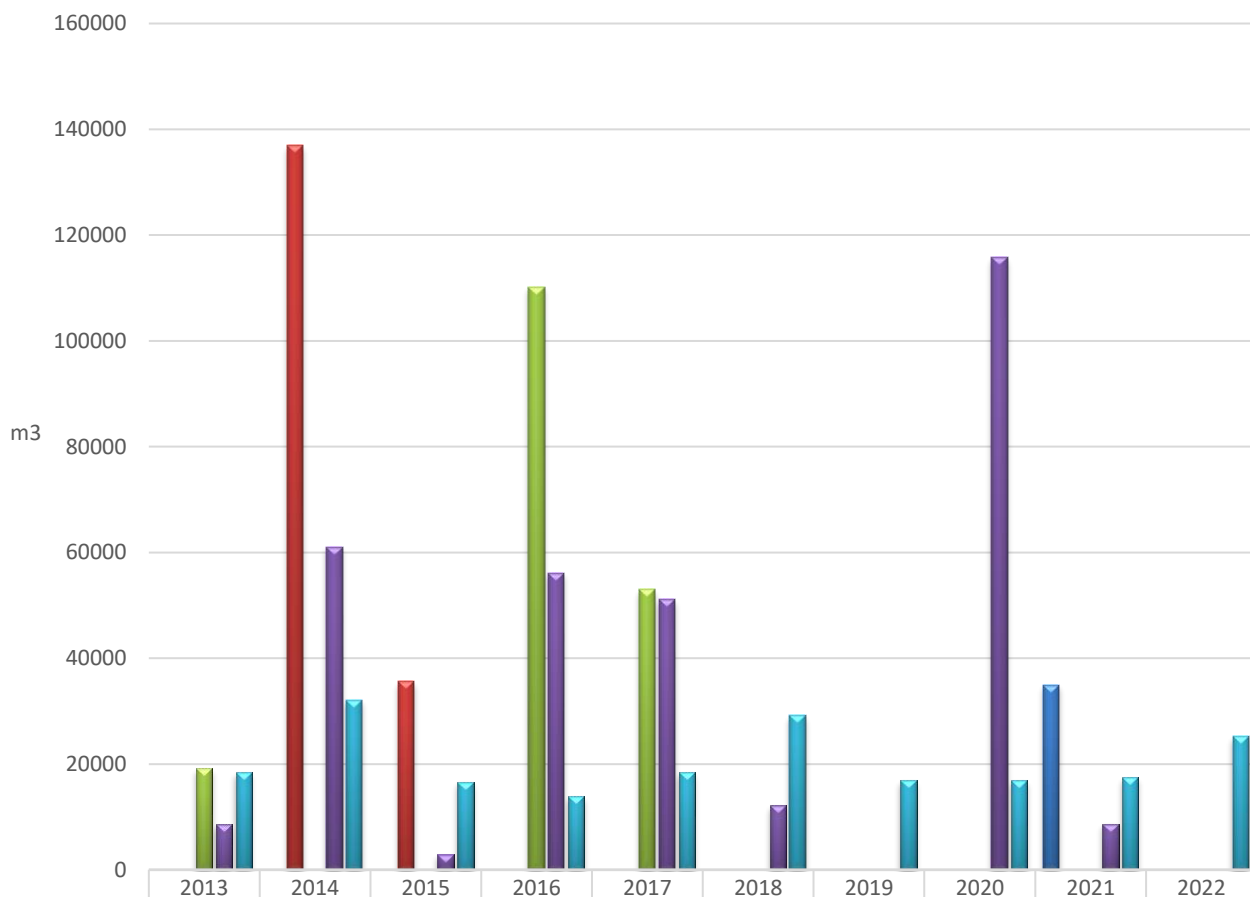
During 2022 there was no disposal to the Swanage grounds under Poole Harbour Commissioners MMO licence.

Beneficial Use/Reclaim

No material was used for beneficial use or reclaim during 2022.

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W Maintenance Dredging Disposal (2022 Calendar Year)



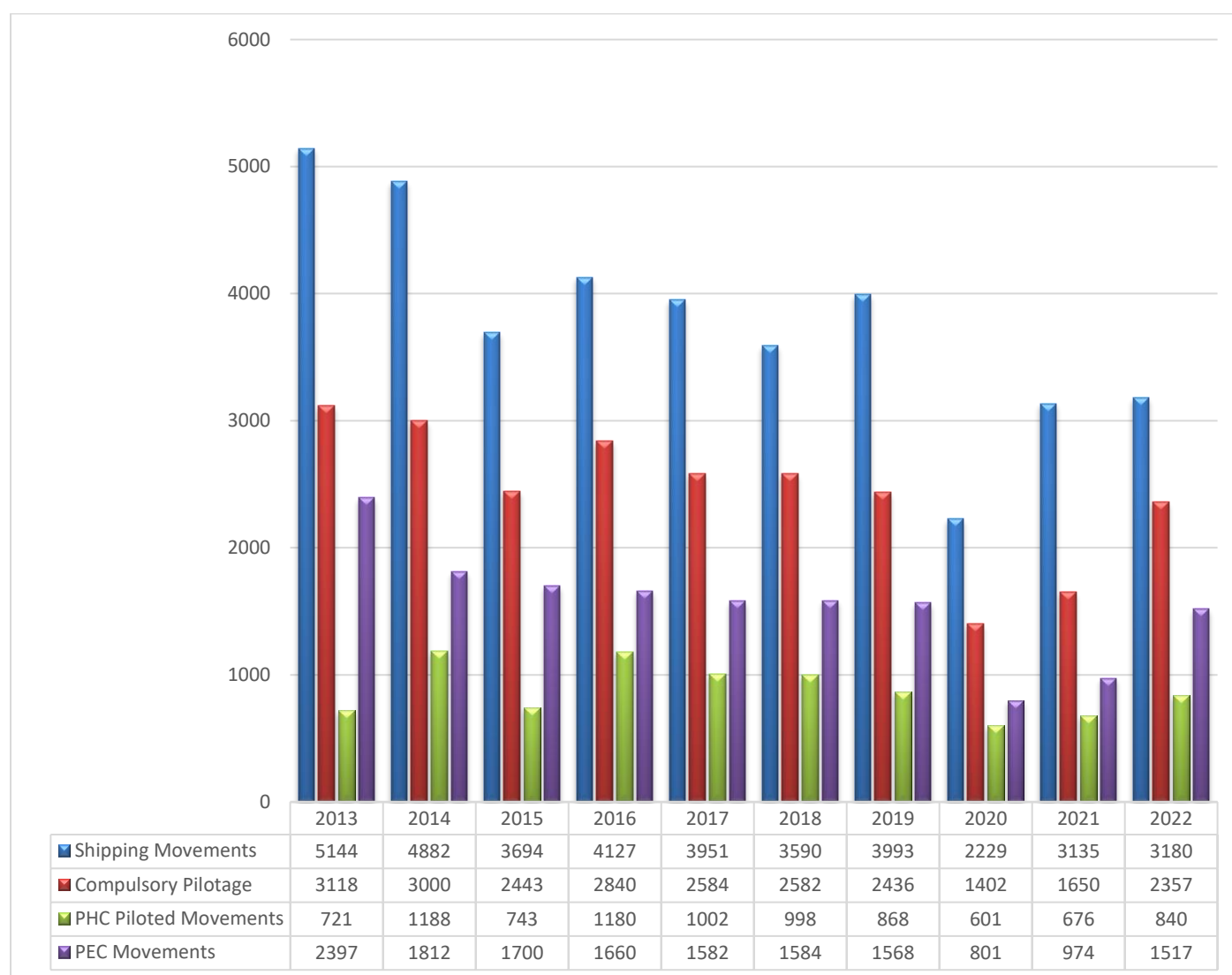
B'mouth Beach									34917	
Poole Beach		136968	35555							
Reclaim	19175			110190	53000					
Swanage Bay	8545	61026	2875	56121	51060	12130		115723	8715	
Brownsea Roads	18491	32081	16592	13871	18435	29122	16950	16846	17489	25216

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14 Pilotage

Pilotage is compulsory for vessels of 50 metres or over in overall length. The current number of pilots is considered sufficient to safely provide a pilotage service for the current volume of traffic. There are three fulltime pilots who are also Assistant Harbour Masters. Each have additional management roles including Moorings, Aids to Navigation, Pilotage Service and Safety Management System. Two self-employed authorised pilots are contracted to cover holidays and sickness.

X Pilotage Statistics



Note: Shipping movements includes, non-compulsory pilotage, commercial movements.

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The number of shipping movements has increased significantly although still 21% below pre pandemic statistic.

Shipping movements increased by 1%

Vessels subject to compulsory pilotage increased by 43%

PHC piloted vessels increased by 24%

PEC piloted vessels increased by 56%

15 Poole Harbour Control (VTS)

Poole Harbour Control operates a Vessel Traffic Service (VTS) which is defined by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) as a service, implemented by a government with the capability to interact with vessel traffic and respond to developing situations within a VTS area to improve safety and efficiency of navigation, contribute to the safety of life at sea and support the protection of the environment.

Harbour Control is an essential 24/7 service for shipping movements and other marine activities in the Harbour. Throughout the reporting period the Harbour Control Officers have continued to manage marine traffic safely and professionally in a manner as defined above.

The majority of incidents and complaints are reported direct to Harbour Control and recorded within the Safety Management System. This in turn is interrogated to identify trends, to inform document review including risk assessments and to assist with investigation and provide statistics for marine safety reports.

The efficiency of the VTS depends on the reliability and continuity of communications and monitoring equipment to provide accurate and unambiguous information to the HCO and harbour users.

The equipment available to the trained Harbour Control Officers includes Radar, AIS, CCTV, VHF, tidal and weather inputs and 3D vessel monitoring equipment. These resources help contribute to safety of life at sea and efficiency of navigation and support the protection of the environment within the VTS area by mitigating the development of unsafe situations.

All equipment is recorded and used to assist with incident investigation and legislation enforcement.

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16 Risk Assessment

The identification and assessment of navigational hazards is central to the effective maintenance of the Navigational SMS. Currently a Hazard Management database is used as the basis for its continuing review of both new and existing hazards and their preventative control measures.

In reviewing identified hazards and risk control measures PHC management will involve PHC marine staff and active harbour users as appropriate. It may also, on occasions, involve external specialist consultants.

The review of hazards and control measures are prompted by three circumstances:

- Planned, periodic, formal review of established hazards and risk controls, initiated by the risk assessment software;
- Review of hazards and associated risk controls following an incident including near miss; and
- The identification and assessment of any potential hazards arising from changes to circumstances including the introduction of a new trade and/or marine operation. The process used to implement, modify or develop the Navigational SMS is included in the Navigational Safety Management Plan.

Risk assessments are also carried out for PHC waterborne tasks and for land-based personnel safety which are reviewed on the same basis as above using the PHC Safety Management System cloud-based software.

17 Document Review

Documents and procedures are the basis of a good Safety Management System and in order for the system to be dynamic and current, it is essential that the documents and procedures are being referenced and followed and that there is a regular review process. The table below highlights the Safety Management System documents have been reviewed during the reporting period.

Y Document Review

Month	Review Completed
May 22	Pilotage Directions
June 22	PHC Emergency Plan
Sept 22	Navigational Safety Management Plan
Sept 22	MOU – PHC / Hamworthy Barracks
Dec 22	Oil Pollution Preparedness and Response Plan
Mar 23	Poole Harbour Sail Racing Instructions
Mar 23	Navigation Risk Assessment Review
Mar 23	Harbour Patrol Instructions
All	SSOW and Risk Assessments

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18 Targets

Z Current Reporting Period

Complete all progressed targets from previous reporting period	Completed
Complete consultative review of Navigational Risk Assessment	Completed
Review local legislation with a view to change Byelaws to General Directions	Progressed
Complete review of Navigational Safety Management Plan	Completed
Complete review of Poole Harbour Sail Racing Instructions	Completed
Complete review of Patrol Instructions and patrol resource	Completed
Complete review of Harbour Control Procedures and manning levels	Completed
Produce and implement a Mooring Operations Plan	Progressed
Improve dissemination of educational material to PW operators	Completed
Complete review of Small Craft Emergency Protocol	Progressed
Complete internal review of Oil Spill Contingency Plan	Completed
Review procedure for dealing with abandoned vessels	Completed

AA Next Reporting Period

Complete all progressed targets above
Complete review of Oil Pollution Plan following Major Incident on 26 th March 2023
Complete tender process for Designated Person provision – To be approved by the Board
Complete review and reformatting of Harbour Control Procedures Manual
Review of Waste Management Plan
Review Stakeholder meeting programme

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19 External Audits

Safety Management System and Port Marine Safety Code Compliance Audit

PHC require a practical, pragmatic, and cost-effective Designated Person (DP) in order to provide independent assurance directly to the Duty Holder (Board members individually and collectively).

In meeting this obligation under the Port Marine Safety Code, the PHC Board contracted the services of Marico Marine Ltd who have provided an independent Designated Person since 2011. Since then the DP has been replaced twice to ensure a “fresh pair of eyes”. The latest DP was appointed in 2018 who continues to have direct access to the Duty Holder.

During 2023, DP providers, including Marico Marine Ltd, will be invited to tender for a 3-year period.

The main role of the Designated Person is to:

- Determine through assessment and audit that PHC has an effective and appropriate Navigational Safety Management System.
- Provide the PHC Board with independent and professional advice regarding PHC overall compliance with the requirements of the Port Marine Safety Code.

Designated Person Audit

The Designated Person submitted an audit report to the Board on the 30th September 2022 following a visit on the 7th September. The DP confirmed to the Board (Duty Holders) “in summary, no nonconformities with the Port Marine Safety Code were noted, and many areas of good practice were observed”.

Poole Harbour continues to be fully compliant with the Port Marine Safety Code.

PHC confirmed, to Government, its compliance with the requirements of the PMSC in March 2021 following a report by the independent Designated Person. This compliance exercise is required every 3 years.

OPRC Audit

The Maritime & Coastguard Agency (MCA) last conducted an Oil Pollution Preparedness Response & Co-Operation (OPRC) Regulations audit on the 19th October 2021.

There were no Non-Compliance Notices (NCN) issued.

The MCA auditor concluded, “Poole Harbour demonstrates good incident preparedness and there is ample evidence that the Incident Management Team (IMT) and responders are regularly and effectively drilled”.

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Trinity House Audit

The annual inspection of Aids to Navigation was carried out by Trinity House on the 26th April 2023. They were found to be in “good and efficient order” with no nonconformities or PIN’s (Potential Improvement notices) issued.

Aids to Navigation average availability of lights continues to be above the required Trinity House minimum standard.

The Aids to Navigation lights availability is the average percentage of all lights over a 3-year period, our lowest being 99.53% and highest being 100% for individual lights. Trinity House requires a minimum standard of 97% to 99% depending on the category of light, which is based on location.

For the period 1st April 2020 to 31st March 2023 the overall average availability across all categories of lights was 99.83%

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20 Emergency Exercises

Training is about raising the awareness of all staff about what emergencies they may face and giving them confidence in Poole Harbour Commissioners procedures and their ability to carry them out successfully. It is also about developing competencies and skill-sets through training, so that staff can fulfil key roles.

There are various emergency exercises that take place throughout the year including Fire, Security, Lone Worker, Abandon Ship and Man Overboard. Some emergency training is required through legislation and one such area is Oil Pollution Preparedness. This involves refresher training and conducting scenario exercises.

The Oil Pollution Contingency Plan went through a full consultative review in 2021. The Plan was approved by the MCA on the 31st August 2021 and is valid until the 30th August 2026.

It is a requirement to plan and execute a major oil pollution exercise every three years.

The next major exercise was scheduled for October 2023; however, due to the successful response to a major oil pollution incident on the 26th March 2023, the MCA have formally confirmed the next major exercise will be due 26th March 2026.

It is also a requirement to conduct a tabletop exercise during intermediate years, and this was last completed in October 2022.

BB Summary of Emergency Oil Pollution Response Exercises

Date	Exercise
5 th May 2022	Notification Exercise (Call out procedure)
14 th October 2022	Notification Exercise (Call out procedure)
26 th October 2022	Equipment Deployment & Familiarisation – Group 1
17 th November 2022	Equipment Deployment & Familiarisation – Group 2
3 rd March 2023	Equipment Deployment & Familiarisation
26 th March 2023	Equipment Deployment – Tier 2 Oil Spill Incident
26 th March 2023	Notification (Call out procedure) – Tier 2 Oil Spill Incident

Poole Harbour Commissioners and Perenco UK have an agreement in place which requires trained personnel from the Harbour Masters department to respond to any pollution incident in Poole Harbour attributed to Perenco UK. The callout procedure for this agreement is tested on a weekly basis.

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21 SMS Key Performance Indicators (KPI)

The PHC performance-monitoring programme is designed to progressively improve navigational safety. By measuring key indicators, which reflect both the performance of PHC and that of harbour users, appropriate measures can be added to the Safety Management System.

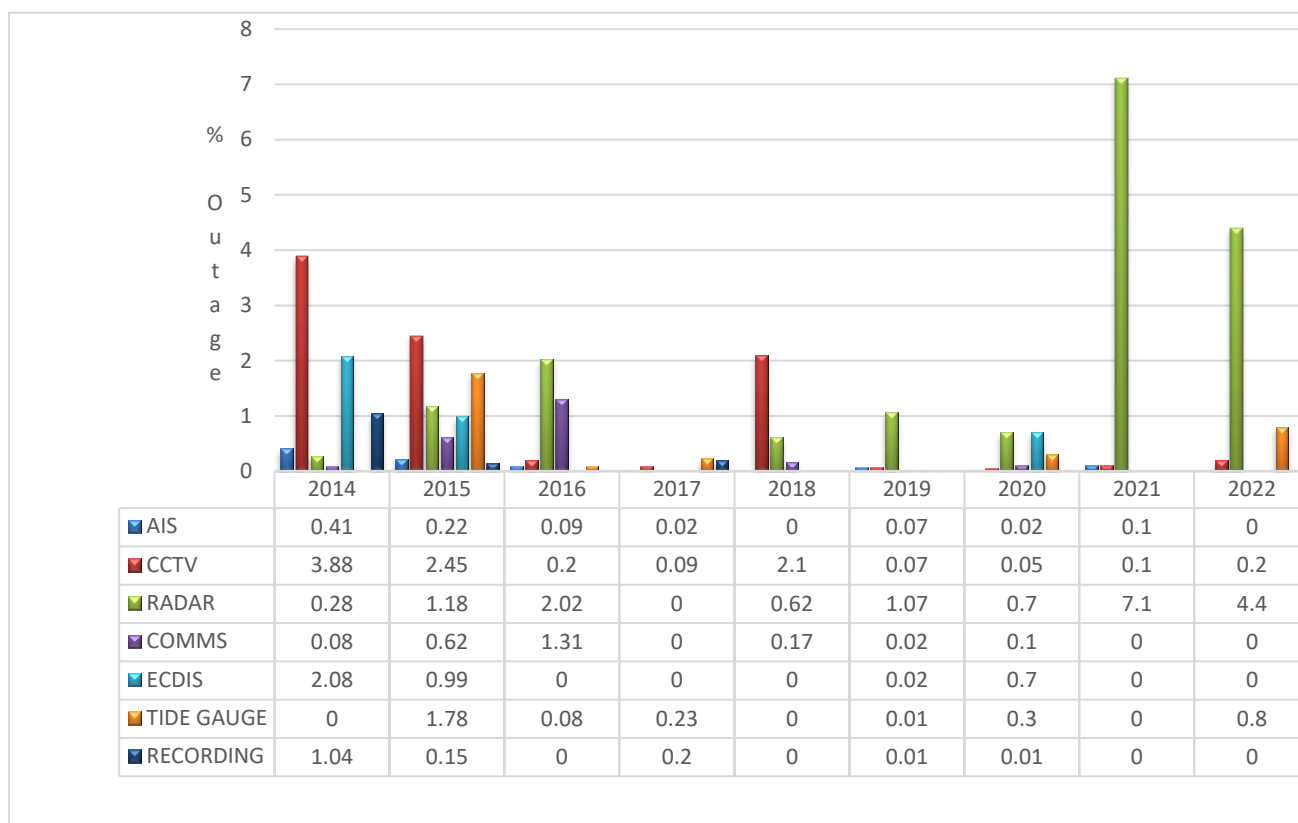
Five-year average figures have been rounded up to nearest whole number.

CC Key Performance Indicator Results

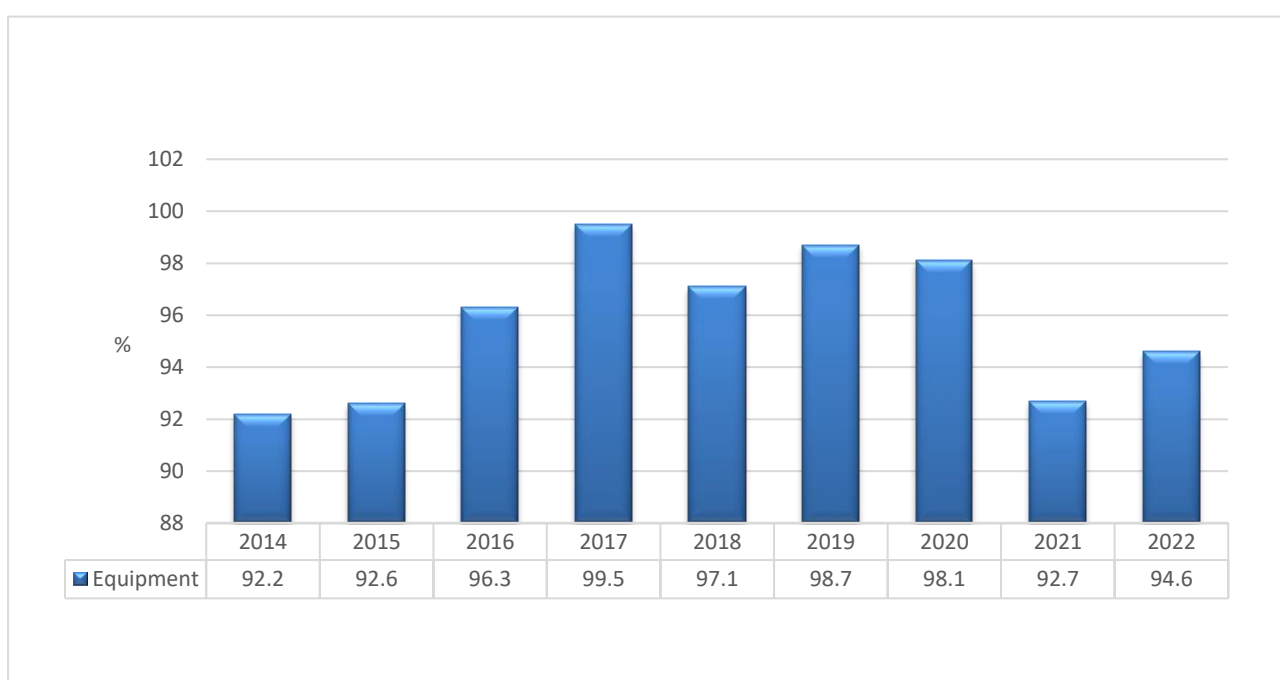
Key Performance Indicator results	5 Year Ave	2018	2019	2020	2021	2022
Accidents (Compulsory Pilotage)	5	9	6	1	5	2
Accidents per 1000 piloted acts	2	3	2	1	3	1
Near Miss Incidents (Compulsory Pilotage)	5	4	7	1	5	9
Near Miss Incidents per 1000 piloted acts	3	2	3	1	3	4
Harbour Master written warnings issued	20	18	17	16	22	28
Prosecutions	4	7	5	2	1	3
Pollution incidents	4	6	4	6	2	4
Harbour Control equipment availability	96.25%	97.11%	98.73%	98.12%	92.7%	94.6%
AtoN lights availability (3-year average)	99.83%	99.96%	99.98%	99.30%	99.97%	99.83%
Hydrographic info not published	0	0	0	0	0	0
MAIB reports	1	1	0	0	1	1
Attributable ship delays	0	0	0	0	0	0
PHC craft overdue for inspection	0	0	0	0	0	0

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DD Harbour Control Equipment Outage (excludes planned maintenance outages arranged around shipping)



EE Harbour Control Equipment Availability



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22 SMS Improvement

The Safety Management System continues to be audited on a regular basis to ensure compliance with the Port Marine Safety Code. The internal review process encourages the Harbour Masters Department to seek out improvement either to improve safety or to reduce administration burden without compromise to safety. The following table summarises some of the improvements made within the SMS during the reporting period.

FF Summary of SMS Improvements

Number	Improvements
1	Increase in number of staff using the SMS portal via mobile device
2	Improved Near Miss / Hazard reporting
3	Timescale improvement for incident investigation, submission and approval
4	Increase in MOP using the SMS portal via PHC website
5	Increased use of defect reporting within the SMS
6	Increased use of Action Manager within the SMS
7	Timescale improvement for SMS Action completion

23 Stakeholder Meetings

Feedback from both PHC staff and other Harbour users provides a vital Navigational SMS component. All are actively encouraged to be involved in the management of navigational safety. This includes input into the development and implementation of the Navigational SMS and its operational risk management controls. Examples of consultation, involvement and communication employed by the Harbour Masters Department in the maintenance of the Navigational SMS include:

- Stakeholder liaison meetings
- Hazard identification consultations
- Risk assessment consultations
- PHC staff appraisal process
- PHC staff group meetings
- Legislation & Enforcement consultation process
- Strategic planning consultation process
- PHC website
- Social Media Network

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It is important that regular stakeholder meetings take place to bring people together to pool knowledge, experience, and expertise to co-create solutions that will minimise health and safety risk, navigational risk, and risk to the environment because of commercial and leisure activities in the Harbour. These meetings provide regular updates on Harbour matters and offer those who will affect or be affected by proposals a chance to voice their opinions.

GG Stakeholder Liaison Meetings

The below list reflects the regular stakeholder meetings organized prior to the COVID-19 pandemic. Since then, meetings have been more ad hoc and in many cases more individual. From late 2023, a new programme will be implemented.

Frequency	Meeting
6 Monthly	Poole Harbour Steering Group (PHSG)
6 Monthly	Kite surfing Group
6 Monthly	Poole & District Fisherman's Association (PDFA)
6 Monthly	Poole Yachting Association (PYA)
As required	Poole Yachting Association Sub Group
Monthly	Poole Harbour Commissioners Board
6 Monthly	Passenger Boat Operators
6 Monthly	HM Department
6 Monthly	Harbour Patrol
6 Monthly	Harbour Control
6 Monthly	Pilotage
6 Monthly	Boatyard and Marina Operators
6 Monthly	Harbour Safety
Annual	Open Meeting
Annual	Southern Inshore Fisheries & Conservation Authority (SIFCA)

Harry Gregory
Harbour Master

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