



Port of Workington
Marine Safety Management System
3 Year Safety Plan
1st June 2023 – 31st May 2026

Marine Safety Management System

Safety Plan

Background

The Port Marine Safety Code (the Code) establishes the principle of a national standard for every aspect of port marine safety. It aims to improve safety for those who work in ports, their ships, passengers and cargoes, and the environment. It establishes a measure by which harbour authorities can be accountable for legal powers and duties which they have to run their harbours safely and help to discharge their obligations effectively.

The Code explains that harbour authorities have a general duty of care with regard to nature conservation and other related environmental considerations. The Code also explains that harbour authorities have to comply with The Natural Environment and Rural Communities Act 2006. Under the requirements of the Civil Contingencies Act 2004 harbour authorities as category 2 'cooperating bodies' will be involved in associated planning work and incidents that affect their sector.

The Code is intended primarily for the 'duty holder' – The "Duty Holder" in the case of the Port of Workington is the Director for Resources at Cumberland Council, who is directly accountable for marine safety at the Port of Workington.

Under the Code every port in the UK is required to establish a marine safety management system to manage and control the risks that relate to marine operations, that marine safety management system should be based on an assessment of risks.

The Port of Workington has committed to compliance with the Port Marine Safety Code and will confirm this commitment to the MCA when requested.

Purpose

The Port Marine Safety Code applies to ALL harbour authorities in the UK that have statutory powers and duties. The 'Code' is also applicable to other marine facilities which may not have statutory powers and duties. These are collectively referred to throughout the Code as 'organisations'.

This Code establishes the principle of 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. It applies to port marine operations the well-established principles of risk assessment and safety management systems.

It provides a measure by which harbour authorities can be accountable for the legal powers and duties which they have to run their harbour safely and help to discharge their obligations effectively.

The Code reminds authorities that they have serious legal duties relating to the safety of people who use their harbours and property and to the wellbeing of the environment and community.

To ensure compliance with the code, the Port has developed and implemented a Marine Safety Management System that defines its accountability, general/specific duties, powers and actions. To identify the level of performance and plan for future safety improvements within the system, safety plans must be established that can be measured through annual audits.

Safety plans will be published at intervals not exceeding three years.

Description of the Port of Workington

The Port of Workington is currently the largest port in West Cumbria and forms an important transport hub for the North West delivering a key role in serving the region's industry and agriculture.

The Port is located on the eastern side of the Solway Firth at the mouth of the River Derwent.

Cumberland Council own and operate the Port and has statutory powers and duties as the Harbour Authority under the Workington Harbour Act 1974 and as the Competent Harbour Authority under the Workington (Pilotage) Harbour Revision Order 1988.

The Port handles around 500,000 tonnes of cargo annually, with approximately 300 (in/out) cargo vessel movements. The types of cargo handled are imports & exports of dry and liquid bulks, forest products, aggregate and other general cargo for example, steel pipes & plates. The majority of cargo tonnage is imports from Europe and the United Kingdom. The Port also handles cargo for the Nuclear Industry and is also utilised by the offshore wind industry who undertake their operations and maintenance from the Port.

The Prince of Wales Dock. This modern enclosed dock has a total water area of 2.6 hectares and a quay frontage of 773m providing 7 Berths and a Ro-Ro berth. The Port also offers Rail Freight services via its main line rail connection.

Plan Ownership

The Marine Safety Improvement Plan will be owned by the Duty Holder, identified by the Council as being the ultimately accountable for the Marine Safety at the Port of Workington.

The Duty Holder will receive reports of progress against the safety plan and ensure that objects remain relevant, and that they are adequately resourced to meet the objective.

Safety Plan Objectives

The Harbour Master and Port's Health, Safety & Environment Manager will be responsible for the day-to-day management of the Marine Safety Improvement Plan.

No.	Objective	By when/By Who	Achievement
1.	Marine risk assessments and supporting safe systems of work to be reviewed annually.	June of each year – Port's Health, Safety & Environmental Manager, Harbour Master	
2.	Duty Holder to be made aware of the top four marine hazards and risks.	January of each year – Harbour Master	
3.	Review the training requirements of Marine Operatives.	December of each year – Harbour Master	
4.	To obtain vessel towage endorsement by MCA.	June 2024 – Harbour Master	

5.	To train additional employees and stakeholders in P2 & P4 status for managing oil spill response and management.	July 2024 – Harbour Master	
6.	To under a ‘tabletop’ oil spill response exercise.	April 2024 – Harbour Master	
7.	To undertake a full review of the Ports, Marine Safety Management System and thereafter every three years.	August 2024 – Harbour Master, Port’s H,S&E Manager	
8.	To undertake a full review and update of the Port’s Vessels Shipping Safety Regulations.	February 2024 and thereafter every three years - Harbour Master, Port’s H,S&E Manager	
9.	Ensuring all arriving vessels are provided with a copy of the Port’s Shipping Safety Regulations and Waste Management Regulations.	March 2024 – Harbour Master, Marine Operatives	
10.	To undertake an annual internal audit of a section of the MSMS.	October 2024 – Suitably trained member of the administration team	
11.	To undertake an annual audit of the safety of Pilot transfers, against the control measures identified in the RA/SSoW.	October 2024 – Harbour Master, HS&E Manager	

Review

The Marine Safety Improvement Plan will be subject to frequent reviews by the Port’s management team, at its Operations meetings, chaired by the Port Manager.

Performance will be published on an annual basis via the Port’s website.