



Newlyn Pier and Harbour Commissioners

Marine Safety Plan Review

2023 - 2026

Introduction

The first NPHC Marine Safety Plan period is now complete and this brief document reviews the performance of Newlyn Harbour against the ongoing and specific targets identified in the outgoing plan.

Quantifiable Ongoing Targets

MSMS

- Conduct an annual internal audit of the MSMS and compliance with the PMSC (GTGP 5.2.1)
- Conduct a three yearly external audit (DP) and report (GTGP 5.2.1). Prior to this:
 - Conduct a three yearly review of the NPHC policies
 - Conduct a three yearly review of the NPHC powers
 - Conduct a three yearly review of the MSMS Lead Document
 - Conduct a three yearly review of the NPHC Emergency Response Procedures
 - Conduct a three yearly review of the OSCP and ensure approval by MCA
 - Conduct a three yearly review of the NPHC Fire Management Plans
 - Conduct a three yearly review of the PWMP and ensure approval by MCA
- Complete an annual review of the NPHC Risk Register
- Conduct an annual review of the incident and near miss reports, identifying and approaching any patterns that may be forming.
- Ensure the Duty Holder publishes a signed commitment to the Code every three years
- Conduct a three yearly review into the need for pilotage

External Stakeholders

Ensure monthly meetings are undertaken with the Advisory Board

Advisory Board meetings have been officially reduced to once every other month alongside the Board of Commissioners meetings however, they have unofficially kept to undertaking one each month. The connection between the AB, the Board of Commissioners and the Harbour Master has remained strong.

External Training

Ensure that all employees working for NPHC have received adequate training and have the relevant experience to undertake their roles safely and efficiently. External training may include:

- Oil Spill Contingency (2p/4p/5p)
- RYA Power Boat level 2/Advanced (Commercially Endorsed)
- Fork Lift Truck
- Shore Mounted Crane
- First Aid at Work
- VHF Short Range Certificate

All external training has been kept up to date and there have been movements to introduce further training for reception staff to enable better performance of marine duties (radio cover and berthing)

Internal Training

Ensure internal training is considered a matter of importance, and that every year the following are undertaken and recorded by those who need them:

- Annual oil spill recovery exercise x2
- Annual fire drill
- Annual fork lift truck – if not used regularly
- Annual shore mounted crane – if not used regularly

All internal training has been kept up to date for those which it applies to.

Periodic Reporting

- Undertake the monthly completion of all maintenance schedules, keeping all equipment in good and serviceable order.
- Ensure an annual PMSC compliance audit is undertaken by the Designated Person and that the DP reports back to NPHC (see section above)
- Complete an annual Oil Spill return form and send to the MCA

The introduction of Harbour Assist software has enabled much better record keeping and prompting for general maintenance schedules. The assets within Newlyn Harbour are subject to very heavy wear by the great many people that use the port and in some circumstances as soon as an item is fixed, it appears to be damaged again. It can be difficult to keep certain assets serviceable. Constant small changes to processes or assets aim to minimise this issue as far as is practical and this is seen as an ongoing project.

Compliance and Oil Spill Returns have been completed on time and it is noted that during the period, the Port Marine Safety Code has undergone some changes, one of which is compliance promulgation.

Environmental

- Research and use environmentally aware practises when undertaking tasks associated with harbour operations
- Record no major pollution incidents

Over the period NPHC have responded to six instances of pollution, all from spillages of engine oil or diesel. All instances have been dealt with using our Tier 1 response equipment however, our Tier 2 responder was called to attend one spill as the clean up did use the entire Tier 1 stock of absorbents.

Incidents and Near Miss

- Record no major incidents or injuries

As would be expected, operations within a busy fishing Harbour will produce incidents and the reporting of these incidents has significantly improved over the review period. 2023 saw recorded incidents with one of these involving NPHC operations and infrastructure namely, the failing of one wooden fender pile. It is well noted that the original wooden fender piles had reached the end of their serviceable life some years ago and that changing the (iro 350) of them requires significant financial investment. At the start of the review period NPHC begun a cyclical replacement of ten piles each year and have, within the period, successfully installed 33 new steel fender piles, with basic survey completed on all.

2024 again saw five recorded incidents with just one involving NPHC operations and infrastructure namely the failing of a mooring bollard at the end of the North Quay. Alongside this, 2025 saw another report for bollard failure and since this time, we have fitted 23 new mooring bollards and 7 new rings along the Mary Williams Pier.

2025 saw a lot more recorded incidents at fourteen with just two involving NPHC operations and infrastructure. Aside from the bollard failure mentioned above, a davit cable broke. It is believed that the cable was overloaded. The cables are inspected monthly, with correct signage, and operating instructions visible.

During the review period NPHC have introduced further access controls on both vehicles and traffic around the site which will both be in force by the time the next review period starts. It is hoped that these measure will further reduce the risk of incident to those who use the port.

Specific Targets for Period

- Conduct internal review of all MSMS documents
- Create user friendly NPHC computer files to accommodate PMSC documents
- Develop and use periodic maintenance schedules for harbour assets
- Undertake full review of slipway hardware and operating procedures and create a slipway management plan
- Implement nominated berths on pontoon and dispense with over subscription
- Bring LATN to GLA standard
- Conduct internal audit of relevant documents followed by review by DP
- Invite MCA for Health Check

All the specific targets for the period have been completed successfully with exception to inviting an MCA Health Check. There have been constant improvements to documentation, marine assets and procedures during the period.