

Stena Line Ports Ltd



Port Marine Safety Code  
Annual Performance Review: 2019

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## Introduction

Stena Line is an international transport and travel service company with Europe's most comprehensive route network. Stena Line Ports Ltd. (SLPL) is the Statutory and Competent Harbour Authority for the ports of Holyhead and Fishguard. In addition, SLPL is also the Statutory Harbour Authority for the 'Stena Line Stranraer Harbour' area and Stena Line Ports (Loch Ryan) Ltd is the Statutory Harbour Authority for Loch Ryan Port.

As part of Stena Line's commitment to the Port Marine Safety Code (the Code) this 'Marine Safety Plan for Marine Operations' has been published to inform readers about SLPL's marine safety objectives.

## Commitment to the Port Marine Safety Code

### Stena Line Ports Ltd: Marine Policy

"The 'Stena Line Ports Limited Marine Policy' provides the assurance that SLPL, as the Harbour Authority, consistently and appropriately addresses the requirements laid out in the Department for Transport (DfT) / Maritime and Coastguard Agency (MCA) 'Port Marine Safety Code'. This Marine Policy has been prepared using the latest version of the Code and the Guide to Good Practice.

The Marine Policy describes how the Harbour Authority's overarching responsibilities in respect of the Code are designed and implemented. This Policy is delivered through SLPL's approach detailed within the 'Marine Safety Management System Group Manual' which provides the foundation for ensuring individual SLPL ports and harbours address the Code's requirements. Each port within the SLPL Group supplements this document with a local Marine Safety Management System (MSMS) which incorporates port specific operational manuals and plans."

Issued by the Duty Holder: April 2020

## Audit and Review

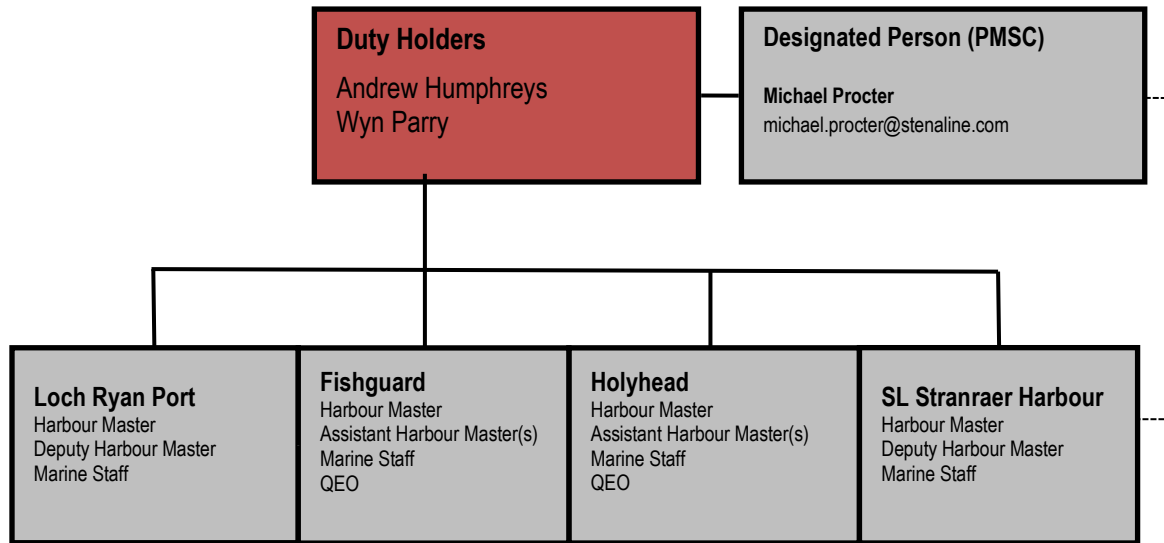
Stena Line recognises that a robust Marine Safety Management System (MSMS) requires external and internal checks to ensure that its policies and procedures are implemented at each port. An annual internal audit is arranged at each port by the Designated Person, with results provided to the Duty Holder. An independent external PMSC audit is conducted every three years, as recommended by the Code; or more frequently if the Designated Person deems it necessary. The last external audit was carried out by an independent marine consultancy, ABPmer, in 2019 for Holyhead and Fishguard. The external audits for Loch Ryan Port and Stena Line Stranraer Harbour were carried out in February 2020.

### MSMS Review and Updates

The MSMS is regularly reviewed with the Group MSMS issued in April 2020 and Port Level MSMS documents issued in March 2020. The MSMS is reviewed regularly to include lessons learnt from other ports and to incorporate recommendations and conclusions from relevant Marine Accident Investigation Branch investigations.

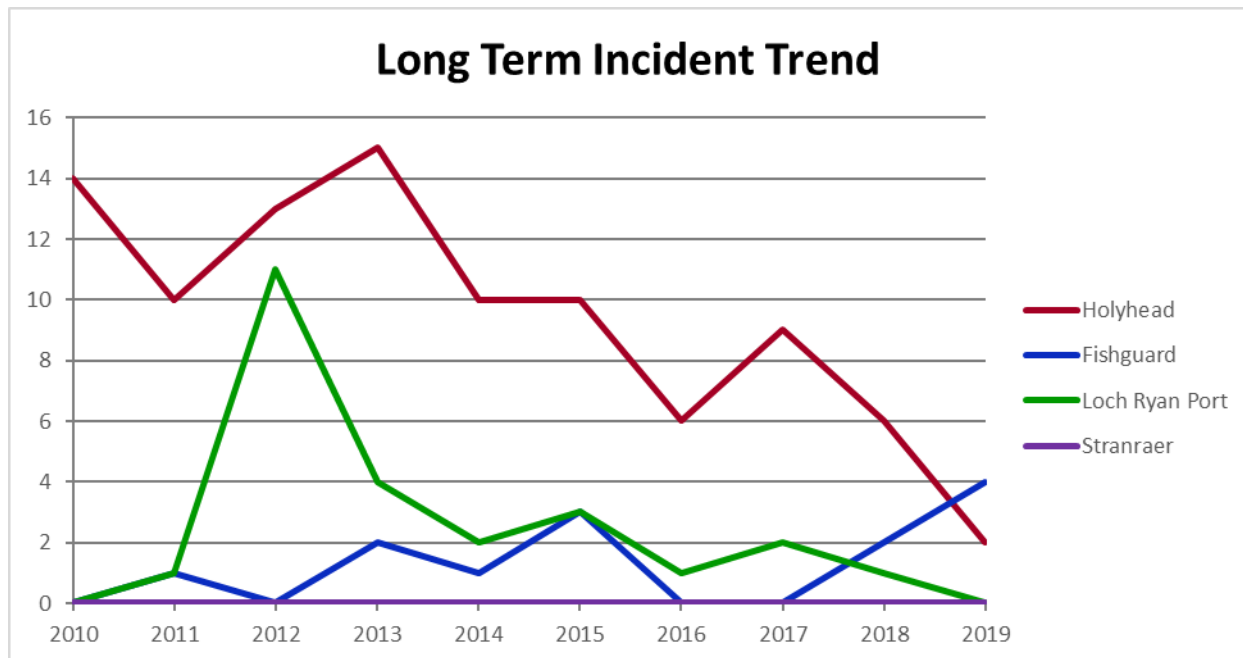
## Key Personnel

The following groups and key personnel are responsible for the discharge of duties under the Code within the Stena Line Group.



## Incident Statistics: Long Term Trend

Incident statistics and trends are key indicators of the effectiveness of a ports safety management system, and as such, these numbers are regularly reported to the Duty Holder.



The graph shows the long-term incident trend at each Stena Line port. During 2019 there were three recorded incidents in Holyhead and four incidents at Fishguard. No incidents were recorded at Loch Ryan Port or Stena Line Stranraer Harbour. The Incident rate for Holyhead and Loch Ryan Port have seen a consistent decrease since 2017, while Fishguard has seen an increase of four incidents. In the ten-year data record, the largest annual incident count occurred in 2012 with 24 incidents.

The table of incidents below provides the amalgamated incident classification from all four ports in the Group. This shows that the largest occurring incident type is 'impact with structure', the peak count of which occurred in 2012 with 14 recorded incidents. Other types of incidents demonstrate a low and fluctuating pattern throughout the ten-year period.

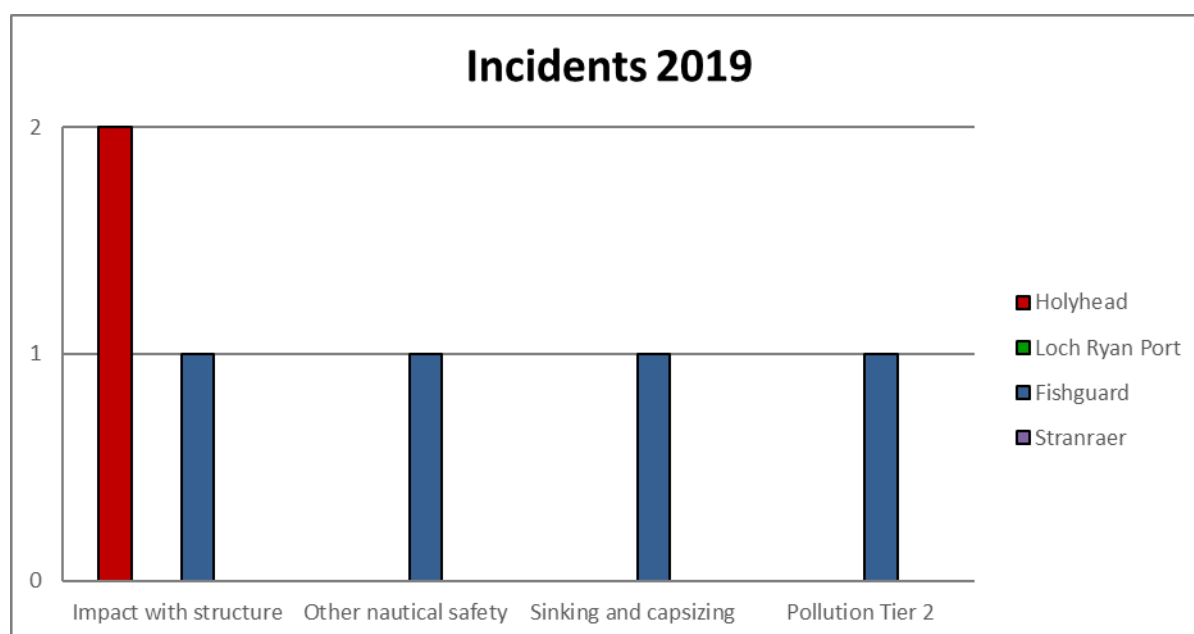
Incident Type	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Close Quarters Situation				1	2	2				
Collision ship - ship	5	1	1	1	1					
Debris in water / seabed				1						
Equipment failure (port)			2	1						
Equipment failure (vessel)	4	1	1	1		1				
Fairway obstruction		2	2							
Fire/Explosion		1			1					
Fouled Propeller			1							
Grounding				1	1				1	
Impact with structure	5	5	14	9	5	6	4	6	3	3
Injury - Harbour Works			1							
Mooring				2			1	2		
Mooring Breakout				2		1				
Other nautical safety		1				1	1		1	1
Pilot Boat Availability		1								
Pilotage Incident				1						
Pollution (Minor)					1	1	1			
Pollution Tier 1									1	
Pollution Tier 2			1						2	1
Reported Fender Damage						1				
Sinking and capsizing			1	1		1		1		1
Stranding						1				
Striking with ship (moored)					2	1		2	1	
<b>Annual Total</b>	<b>14</b>	<b>12</b>	<b>24</b>	<b>21</b>	<b>13</b>	<b>16</b>	<b>7</b>	<b>11</b>	<b>9</b>	<b>6</b>

Stena Line places particular emphasis on reporting potential incidents (including near miss and close-quarters situations) which are investigated and followed-up using the same procedure as actual incidents. This enables a review and/or creation of risk assessments with associated risk control measures to reduce the potential for an actual incident. The long-term incident per 1,000 vessel moves is shown in the table below.

Year	Holyhead	Fishguard	Loch Ryan Port	SL Stranraer
2015	1.490	1.473	0.244	0.000
2016	0.653	0.000	0.240	0.000
2017	1.377	0.000	0.967	0.000
2018	0.302	1.549	0.243	0.000
2019	0.168	2.136	0.000	0.000

## Incident Statistics: 2019

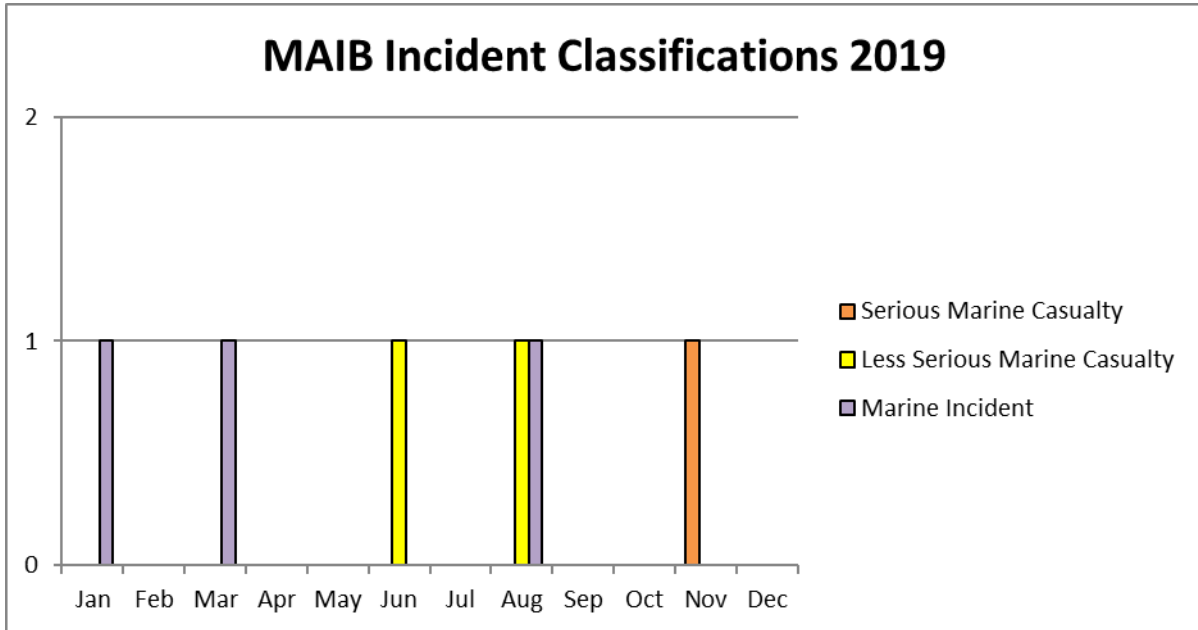
Incident statistics for 2019 are shown in the graph below.



The most common type of incident at Stena Line Ports is 'impact with structure'. This is typically vessels making heavy contact with fendering during berthing/unberthing operations.

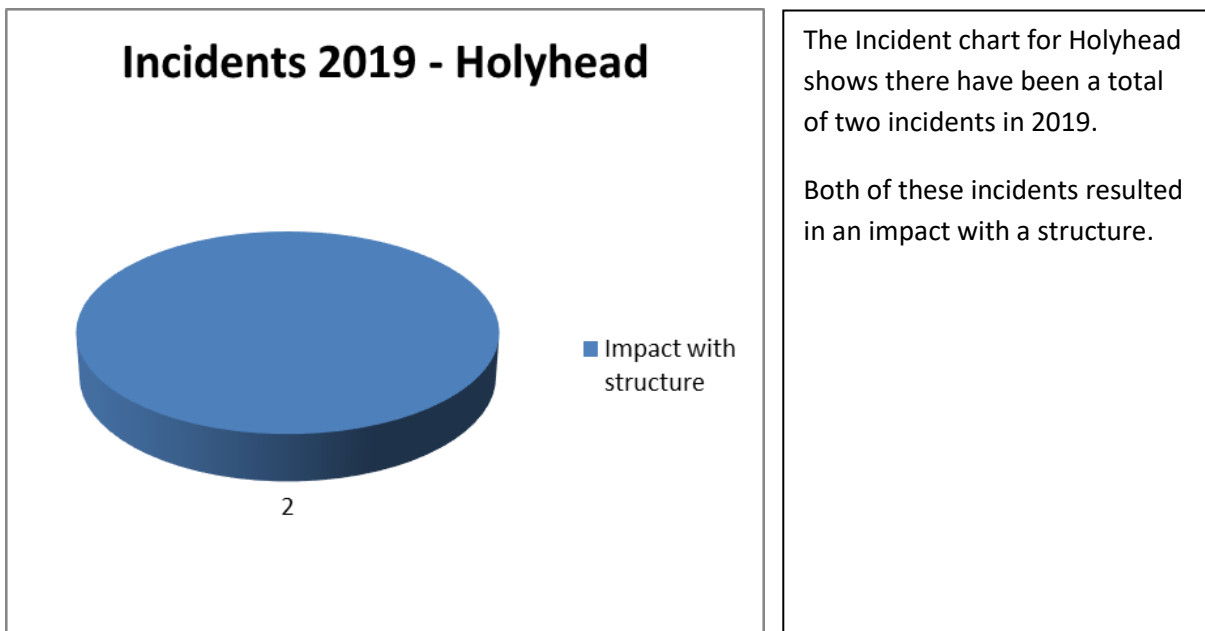
Port	Number of Incidents	Number of Vessel Movements	Incidents per 1,000 Vessel Movements
Holyhead	2	9,924	0.168
Fishguard	4	1,815	2.136
Loch Ryan Port	0	4,124	0.000
SL Stranraer	0	0	0.000

The above table shows the incident rate per 1,000 ship movements for each port, presented alongside the corresponding vessel movement totals for each port. It should be noted, that Stena Line Stranraer Harbour (the pier structures) are prohibited for mooring; vessels transiting through the Statutory Harbour Authority area do not appear in the port's statistics.

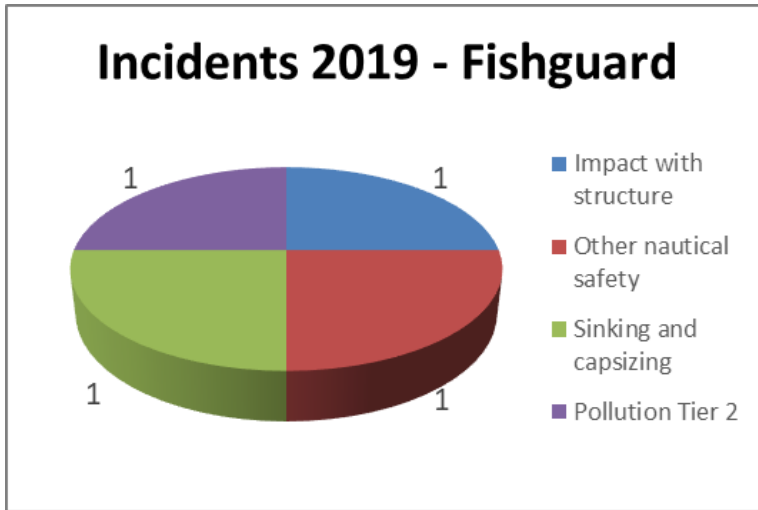


The MAIB incident classification for the six records from 2019 shows there was one 'Serious Marine Casualty' two 'Less Serious Marine Casualties' and three 'Marine Incidents'. A breakdown of incident type is shown in the following charts.

### Holyhead 2019



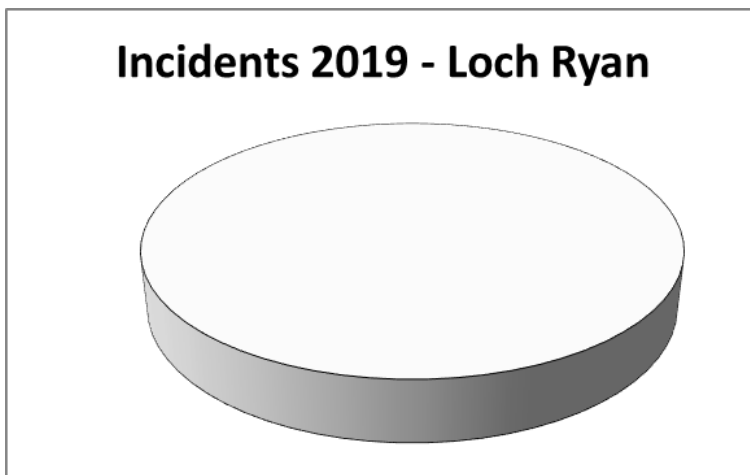
### Fishguard 2019



The incident chart for Fishguard identifies four incidents during 2019.

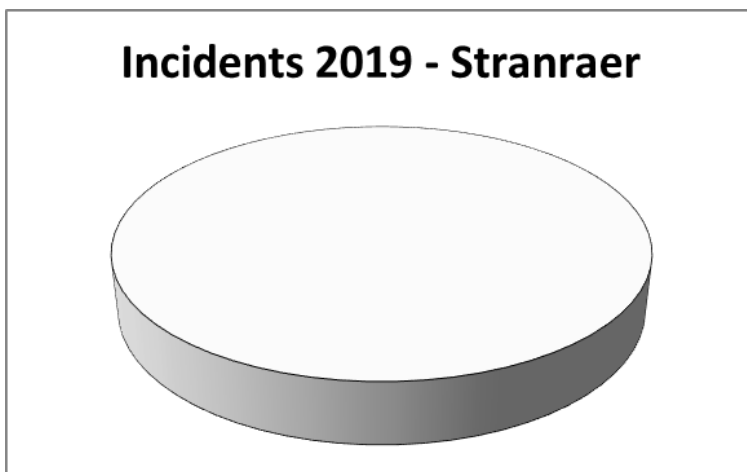
Four incidents were recorded at Fishguard in 2019, these included 1 impact with structure, 1 sinking/capsize, 1 pollution incident and 1 'other nautical safety' incident.

### Loch Ryan Port 2019



There were no reportable incidents recorded in Loch Ryan Port during 2019.

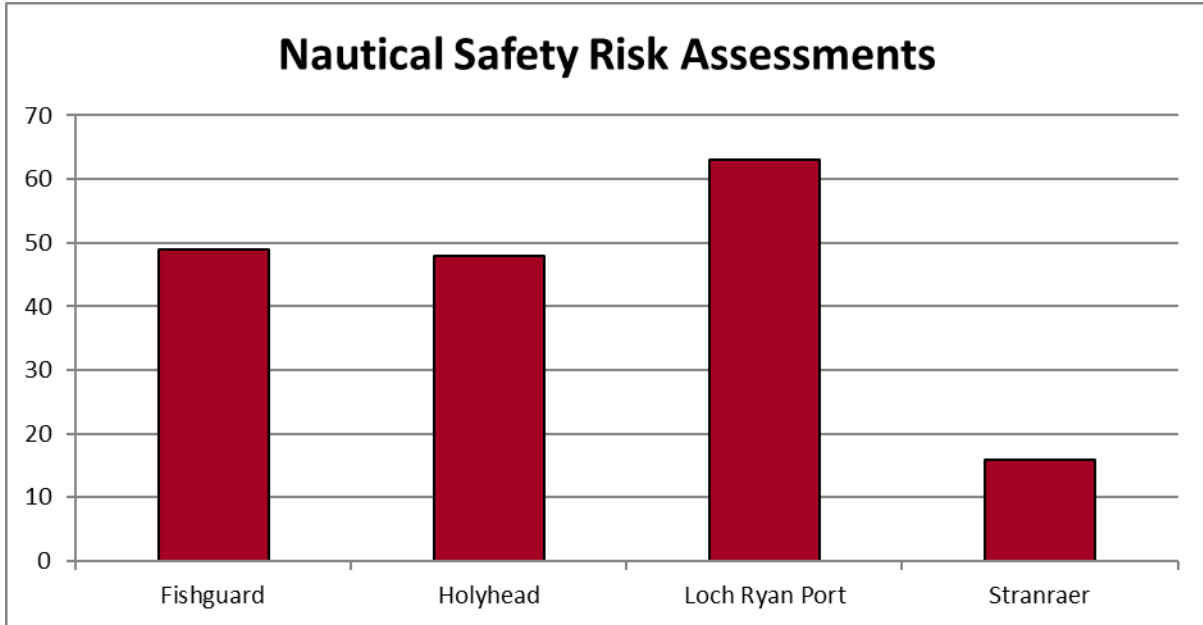
### Stranraer 2019



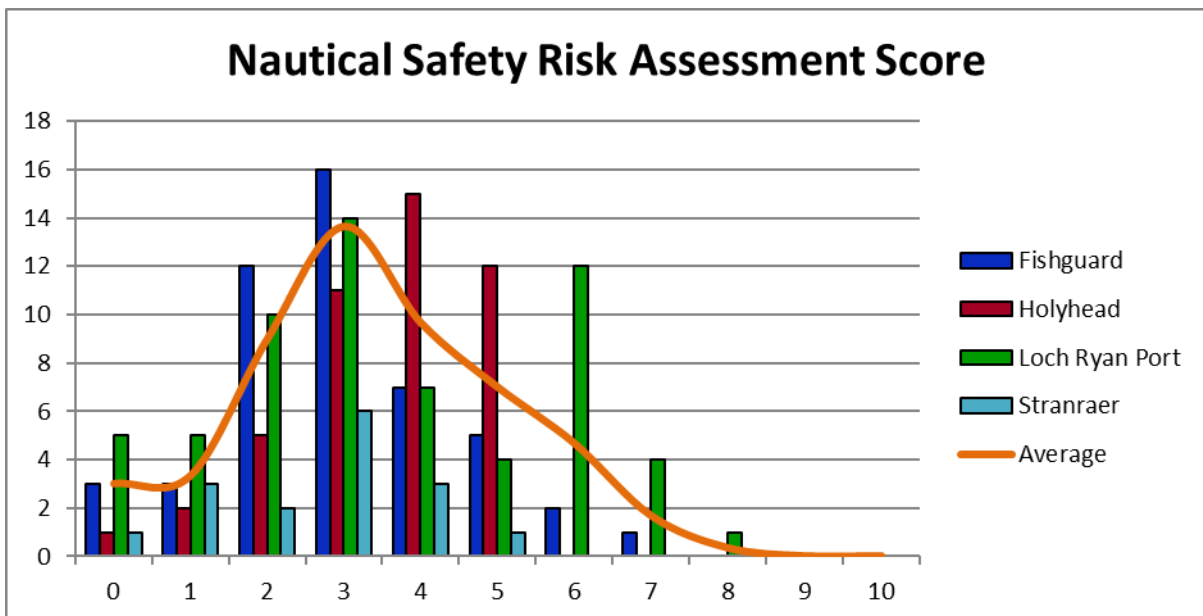
There were no reportable incidents recorded in Stena Line Stranraer Harbour during 2019.

## Managing Marine Risk

The chart below shows the number of nautical safety risk assessments at each of the Stena Line ports.



The chart below plots the frequency of risk assessments arranged by risk assessment score. The distribution shows that a large proportion of scores site at a mid-risk range of 3 to 5.





## Aids to Navigation

SLPL is the Local Lighthouse Authority (LLA) for its statutory harbour areas. As such, SLPL has a duty to maintain marine Aids to Navigation and report performance to the General Lighthouse Authority (GLA). In discharging this duty in our ports, SLPL is inspected by the respective GLA and provides availability statistics. The following table summarises the three-yearly availability statistics for each port in the Group.

IALA Category	Loch Ryan Port	Fishguard	Holyhead	SL Stranraer Harbour	Target Availability (%)
Category 1*	100%	100%	99.9%	n/a	99.8
Category 2**	n/a	100%	n/a	n/a	99.0
Category 3***	100%	100%	98.4%	95.7%	97.0
<p>* <i>Category 1. An aid to navigation that is considered by the GLA to be of primary navigation significance. It includes the lighted aids to navigation and racons that are considered essential for marking landfalls and primary routes.</i></p> <p>** <i>Category 2. An aid to navigation that is considered by the GLA to be of navigational significance. It includes lighted aids to navigation and racons that mark secondary routes and those used to supplement the marking of primary routes.</i></p> <p>*** <i>Category 3. An aid to navigation that is considered by the GLA to be of less navigational significance than Category 1 and 2.</i></p> <p>GLA <i>Holyhead and Fishguard are located within Trinity House Lighthouse Authority (THLA) area; Loch Ryan Port and Stena Line Stranraer Harbour are located within the Northern Lighthouse Board (NLB) area.</i></p>					

All ports in the Group meet or exceed, the target availability for all category of Aids to Navigation; with the exception of Stena Line Stranraer Harbour, where the extended outage of a pile marker light has affected the availability. As this situation has been resolved, it is anticipated that the availability statistics of this light will meet the target availability in 2021 on the basis that there are no further outages.

## Future Plans and Objectives

The future plans and objectives are published, in accordance with the requirements of the PMSC. This plan covers the current year, with a forward look at objectives to enhance or improve marine safety culture, understanding and delivery.

The following table identifies currently planned objectives and replaces the previously published version.

Number	Description	Objective	Timescale	Progress
1.	Review of individual Port Marine Safety Management Systems (MSMS)	Continual Improvement	March 2020	Updated by Harbour Masters and Duty Holders, updated actioned by ABPmer
2.	Review of Group Marine Safety Management System (MSMS)	Continual Improvement	April 2020	Updated by Duty Holders, updated actioned by ABPmer
3.	External PMSC Audit of owned ports	Compliance with PMSC	Q3 2022	External Auditors
4.	Upgrade the Risk Management and Incident reporting software.	Continual Improvement	Q2 2020	Scheduled annual update
5.	Circulate MAIB and industry 'lessons learnt'	Disseminate safety lessons to port users	Quarterly / Continuous	Summarised and distributed by the Designated Person

## Summary

This statement demonstrates that Stena Line Ports Ltd, as the Statutory Harbour Authority, is commitment to operating in compliance with the requirements of the PMSC. Our development plan highlights our continuing dedication to continual improvement through an increase in safety levels at our ports and within our marine operational teams.