

Stena Line Ports Ltd



Port Marine Safety Code
Annual Performance Review: 2024

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. 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 (PMSC) this 'Marine Safety Plan' has been published to inform readers about SLPL's performance against the plan and its marine safety objectives for the coming year.

Commitment to the Port & Marine Facilities Safety Code

Stena Line Ports Ltd: Marine Safety Policy

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

The Marine Safety 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 (MSMS – PMSC-0106)' 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 Marine Safety Management System (MSMS) and a local Marine Operations Manual (MOM) which incorporates port specific operational manuals and plans."

Issued by the Duty Holder March 2022

Audit and Review

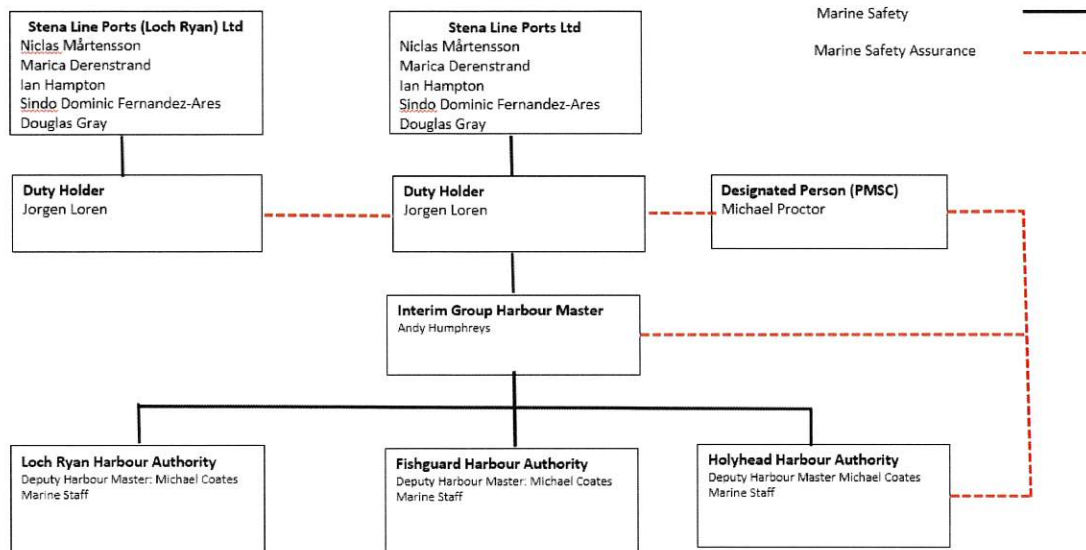
Stena Line recognises that a robust Marine Safety Management System (MSMS) requires external and internal checks to ensure that its policies and procedures are implemented at each port. An annual internal audit is arranged at each port by the Designated Person, with results provided to the Duty Holder. An independent external PMSC audit is conducted periodically 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, Clearwater Marine, in February 2024 for Holyhead, Fishguard and Loch Ryan Port.

MSMS Review and Updates

The current version of the Group MSMS was issued in November 2024 along with the individual port level MOM documents. The MSMS is reviewed regularly to include lessons learnt from other ports, observations identified during audit and to incorporate recommendations and conclusions from relevant Marine Accident Investigation Branch investigations.

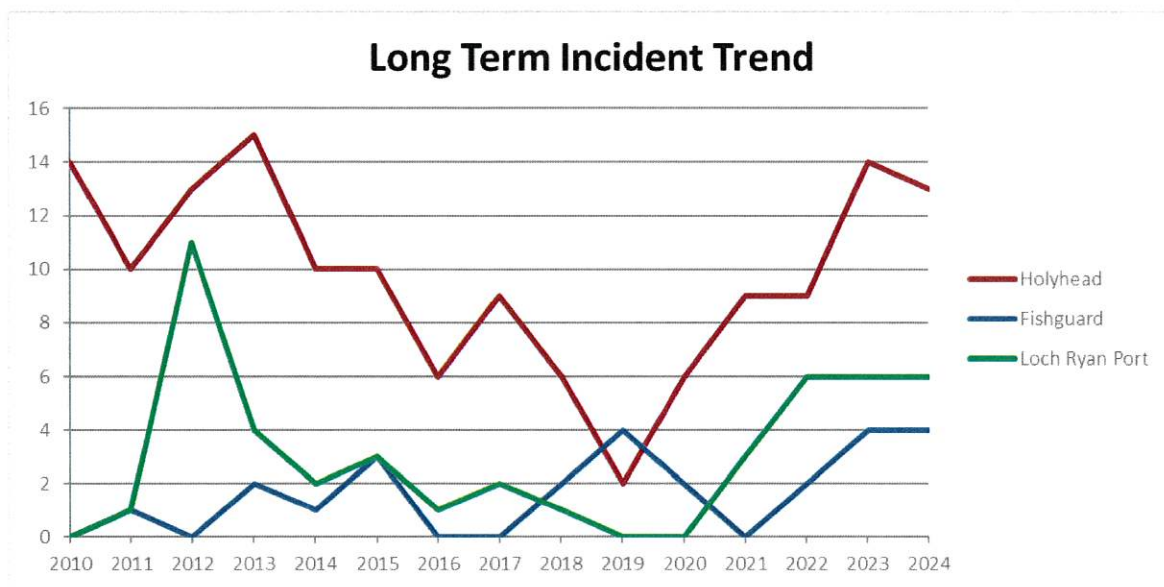
Key Personnel

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 port's 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 2024 there were four recorded incidents at Fishguard, thirteen recorded incidents in Holyhead, and six incidents at Loch Ryan Port. The yearly incident for Holyhead has decreased by one incident from 2023 but is up from the nine in 2022. Ryan Port has remained constant at six incidents and Fishguard has a low fluctuating number of marine incidents but has now had 4 incidents for consecutive years.

Incident Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Close Quarters Situation	1	2	2						3	1	1	
Collision ship - ship	1	1									1	1
Debris in water / seabed	1											
Equipment failure (port)	1									2	2	2
Equipment failure (vessel)	1		1					1			2	1
Fairway obstruction												
Fire/Explosion		1										
Fouled Propeller										1		
Grounding	1	1				1			2	1	2	
Impact with structure	9	5	6	4	6	3	3	1	4	2	7	9
Injury - Harbour Works												
Mooring	2			1	2							1
Mooring Breakout	2		1						1	1		2
Other nautical safety			1	1		1	1	1	1	1	4	
Pilot Boat Availability												
Pilotage Incident	1											
Pollution (Minor)		1	1	1						3	1	3
Pollution Tier 1						1					2	1
Pollution Tier 2						2	1					
Port Infrastructure Delay										1		
Reported Fender Damage			1									
Sinking and capsizing	1		1		1		1	3		2	1	1
Stranding			1									1
Striking with ship (moored)		2	1		2	1			1			
Cruise Vessel										1		
Port Infrastructure Condition										1	1	
Terrorist Threat												1
Annual Total	21	13	16	7	11	9	6	6	12	17	24	23

The table of incidents provides the amalgamated incident classification from all three ports in the Group. This shows that the largest occurring incident type is ‘impact with structure’, the peak count of which occurred in 2013 and 2024 with 9 recorded incidents. Other types of incidents demonstrate a low and fluctuating pattern throughout the 12-year period.

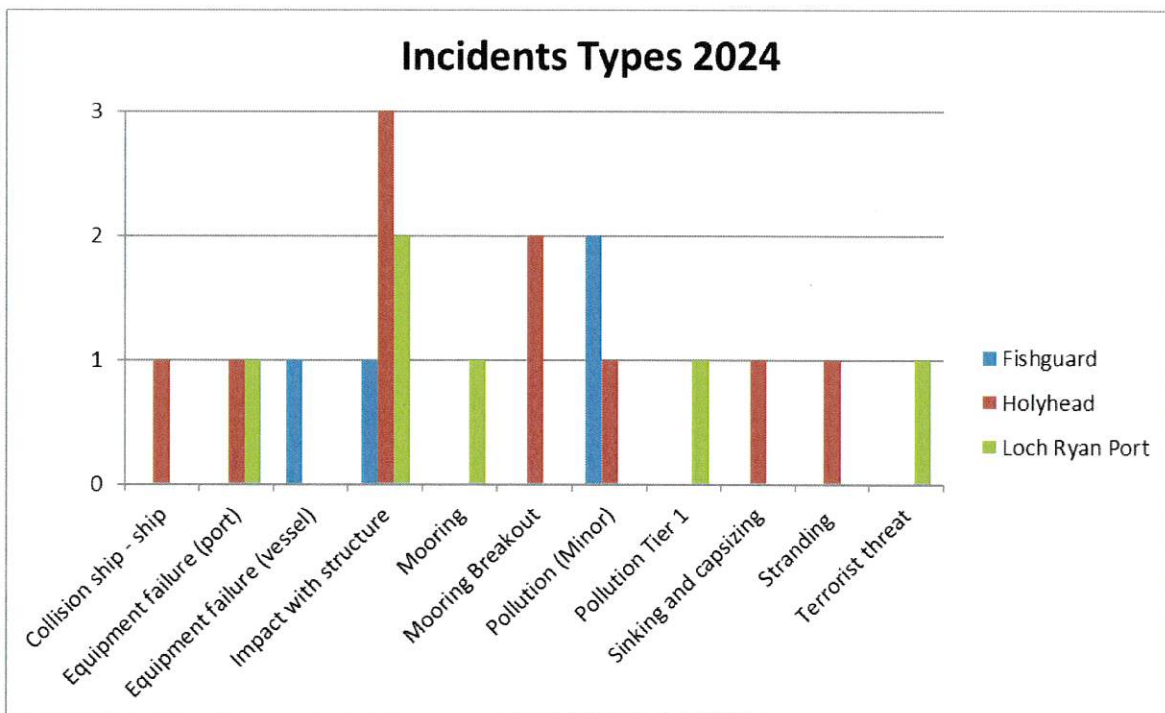
Incidents per 1,000 vessel movements is a standard industry measure of incident levels at ports. By using incidents per 1,000 moves there can be a comparison between ports and previous years despite varying marine traffic levels. The long-term incident per 1,000 vessel moves is shown in the table below.

Year	Holyhead	Fishguard	Loch Ryan Port
2015	1.490	1.473	0.244
2016	0.653	0.000	0.240
2017	1.377	0.000	0.967
2018	0.302	1.549	0.243
2019	0.168	2.136	0.000
2020	0.716	1.536	0.000
2021	0.987	0.000	0.743
2022	1.267	1.250	1.401
2023	1.763	0.338	1.475
2024	2.604	2.597	1.476

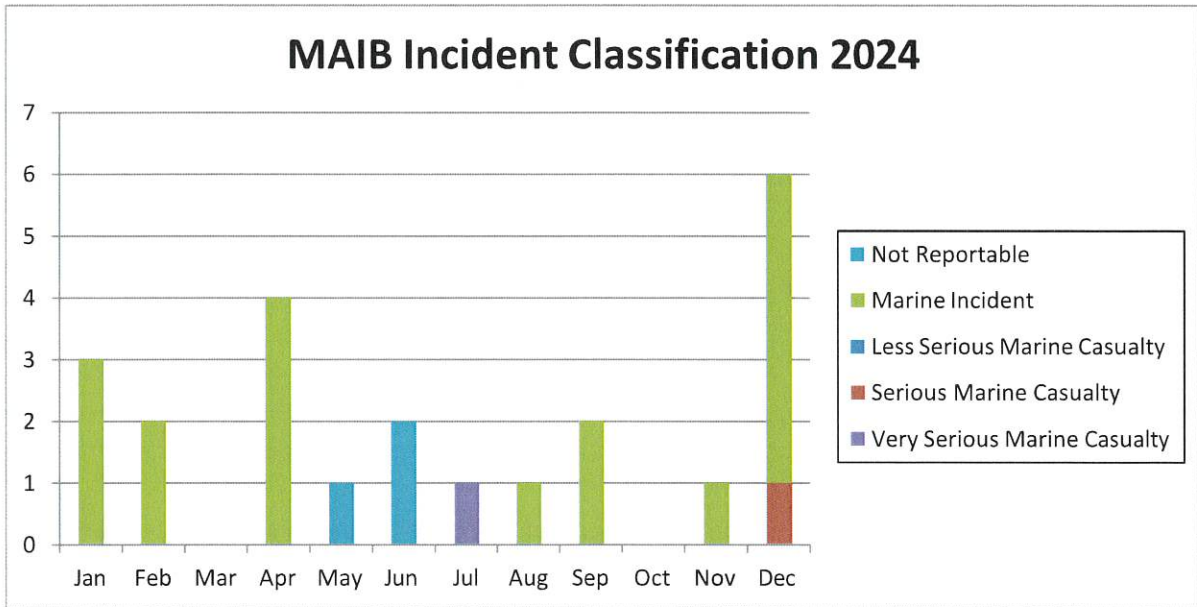
Stena Line places particular emphasis on reporting potential incidents (including near miss and close-quarters situations) which are investigated and followed-up using the same procedure as actual incidents. This enables a review and/or creation of risk assessments with associated risk control measures to reduce the potential for an actual incident.

Incident Statistics: 2024

Incident statistics for 2024 are shown in the graph below. The most common type of incident at Stena Line Ports is ‘Impact with Structure’ recorded at Holyhead.



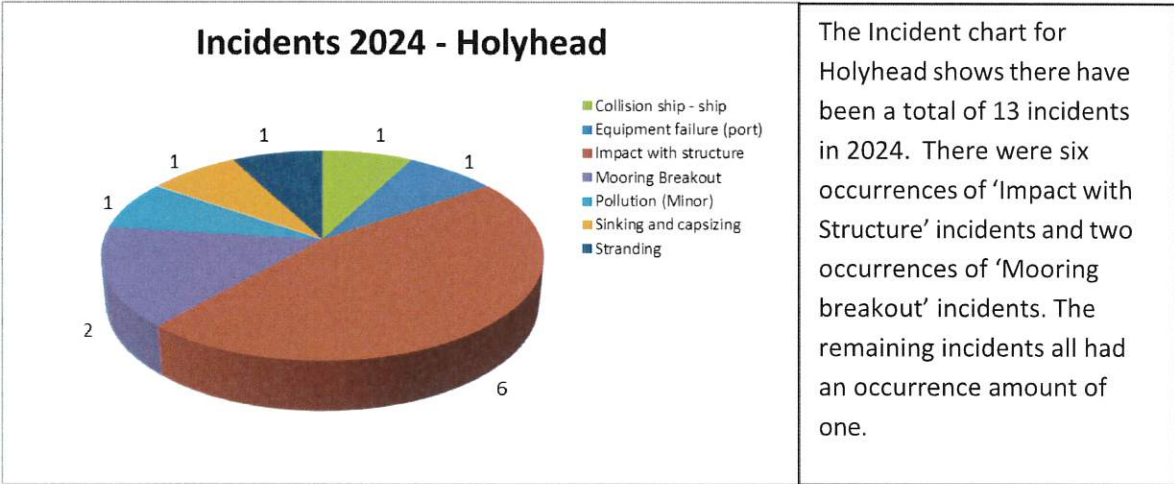
The following chart show the MAIB incident classification for the 23 records from 2024. These classifications are based on the severity of the consequences following an incident. There was one 'Very Serious Marine Casualty', one 'Serious Marine Casualties' and 18 'Marine Incidents'. Three incidents were 'Not Reportable'. The most serious incident occurred at the Port of Holyhead on 7 December 2024 with the collapse of Dolphin D2.2 at Terminal 3 due to impact.



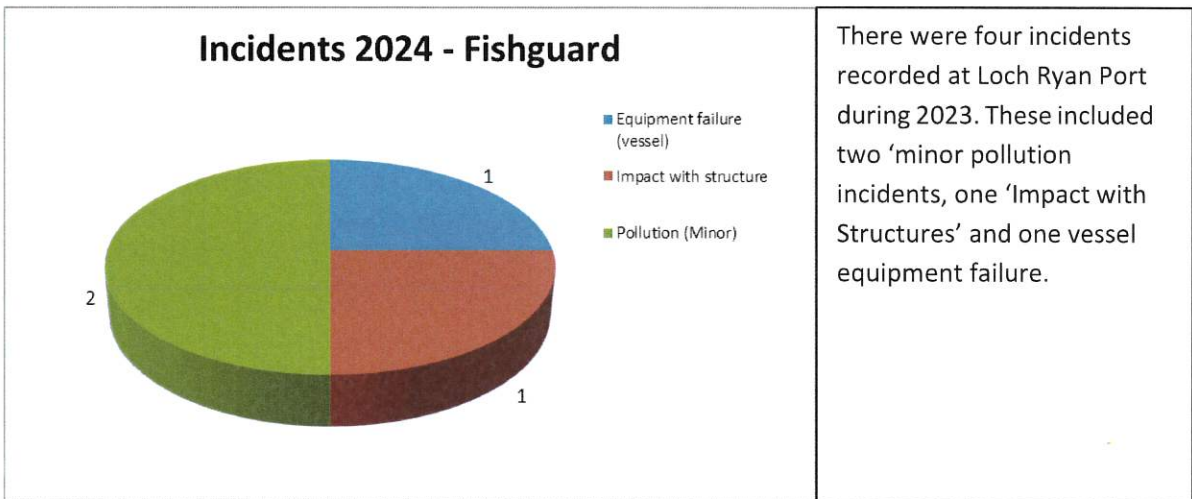
The following table shows the incident rate per 1,000 ship movements for each port, presented alongside the corresponding vessel movement totals for each port.

Port	Number of Incidents	Number of Vessel Movements	Incidents per 1,000 Vessel Movements
Holyhead	13	5,376	2.418
Fishguard	4	1,540	2.597
Loch Ryan Port	6	4,065	1.476

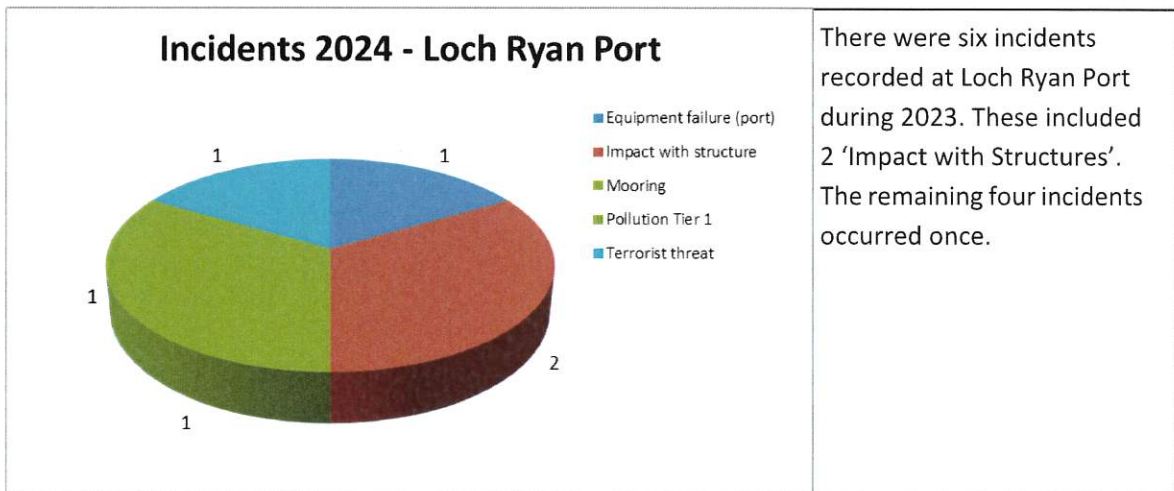
Holyhead 2024



Fishguard 2024

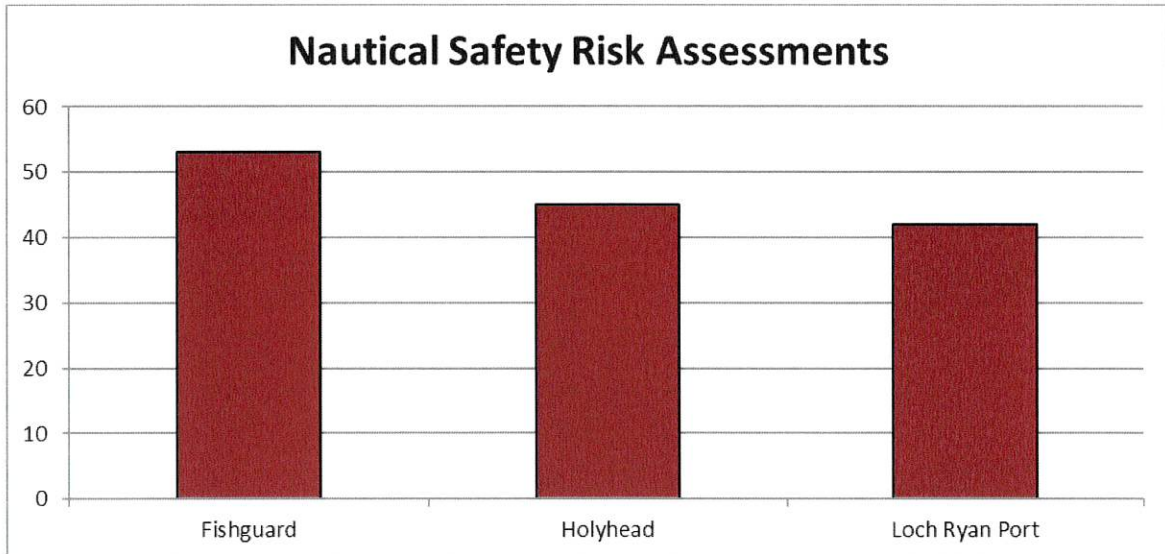


Loch Ryan Port 2024

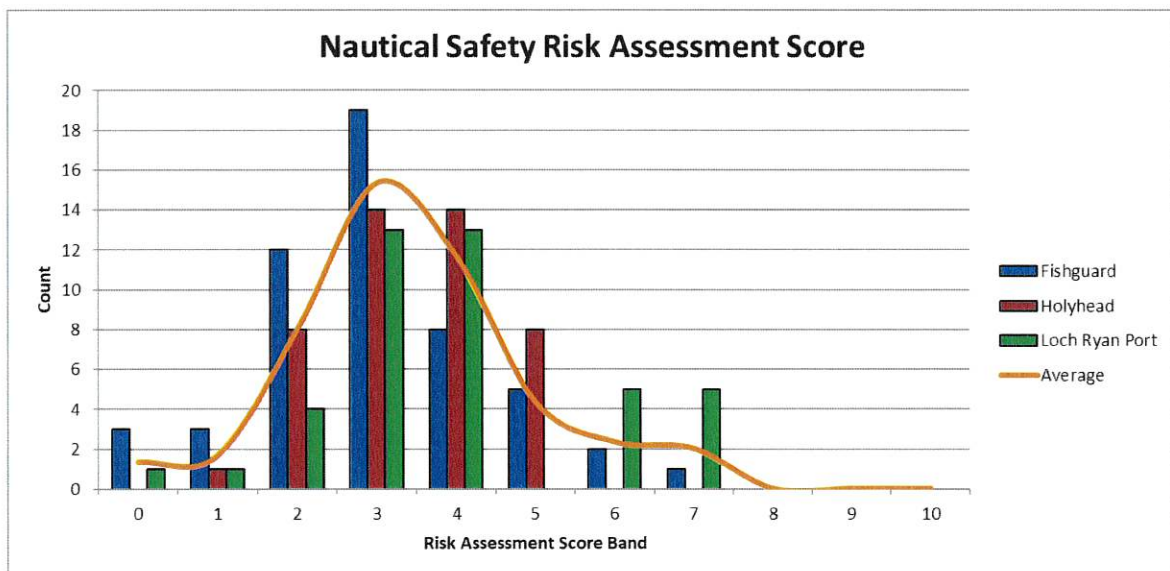


Managing Marine Risk

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 2 to 4.



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	Target Availability (%)
Category 1*	n/a	n/a	99.99%	99.8
Category 2**	99.97%	91.45%	n/a	99.0
Category 3***	n/a	100%	97.85%	97.0
<p>* 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.</p> <p>** 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.</p> <p>*** Category 3. An aid to navigation that is considered by the GLA to be of less navigational significance than Category 1 and 2.</p> <p>GLA Holyhead and Fishguard are located within Trinity House Lighthouse Authority (THLA) area; Loch Ryan Port is located within the Northern Lighthouse Board (NLB) area.</p>				

Fishguard category 2 failed to meet the target availability with and 91.45% over the last three years due to a prolonged maintenance of the lighthouse but it is now all working correctly and availability should improve. Category 1 at Holyhead, category 2 at Loch Ryan, and category 3 at Fishguard and Holyhead all achieved target availability.

Goals, Plans and Objectives

The goals, plans and objectives of Stena Line 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.

Existing Goals

Number	Description	Objective	Timescale
1	Keep KPIs under review and introduce new / relevant KPIs as appropriate	Monitor KPIs and review as required.	Annually
2	To ensure consistent application / implementation of the MSMS across all ports	Annual internal auditing Biannual 'Monitoring'	Annually
3	Review Marine Policy	Annual or as required by external factors	Annually
4	Review Marine Operations Manuals	Annual or as required by external factors	Ongoing throughout year (Verified by audit)
5	Improve level of Potential Incident (Near Miss) Reporting	To achieve a ratio of two potential (Near Miss) reports for every actual incident report made via MarNIS.	Q2 2025 Done - Docmap Report Form
6	Implement new MSMS when Ports and Marine Facilities MSMS and MOM's along with new Guide to Good Practice in Marine Operations	On publication of new editions	Q2/Q3 2025
7	Continue to maintain a focus on defective pilot ladders	Ensure data around these incident categories are captured and reported through to MCA, engage with Pilot Association	Ongoing (to be reported to PMSC meetings)
8	Implementation of Port Owned Small Craft SMS in compliance with Workboat Code Edition 3	Promote a management system that reflects best practice	Ongoing throughout year (Verified by audit)

Summary Statement

This statement demonstrates that Stena Line Ports Ltd, as the Statuary Harbour Authority, is committed 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.