

Newhaven Port Marine Safety Code External Audit 2019

In March 2019 the Newhaven Port Authority appointed Marine and Risk Consultants Ltd (Marico Marine) to conduct a compliance check audit of the Marine Safety Management System (MSMS) of Newhaven Harbour to the requirements of the Port Marine Safety Code (PMSC).

PMSC compliance audits of the port have been conducted by Marico Marine every other year since 2011.

The audit was conducted on 13 August 2019 by Mr D Foster accompanied by Mr G Bishop.

From what was seen during the harbour visit and from the perusal of the documentation supplied by the Harbour Master, Newhaven Port Authority continues to comply with Port Marine Safety Code.

The following are the main findings and recommendations of the report:

The overall management of navigation of Newhaven Port Authority (NPA) has continued to improve since the previous report;

The upgrade of the NPA IT system has given staff access to the information on the central server (including the Marine Safety Management System) and provides improved monitoring of routine tasks and reduced paperwork;

The 2016 Harbour Revision Order (HRO) gave NPA the powers of General Direction;

It is recommended that the level of board member Duty Holder training is established, and suitable training be provided if necessary;

The Designated Person should conduct an internal PMSC audit next year;

Stakeholder engagement and the Port User Group appear to be working satisfactorily;

The NPA website has been updated since the last audit; it is comprehensive, easy to use and full of useful information for both commercial and recreational mariners;

The Navigation Risk Assessment (NRA) was completely reviewed in August 2017 and is now maintained on Hazman II software;

It is recommended that the Duty Holder be made aware of the top-ranking navigation hazards on a routine basis;

The Marine Safety Management System (MSMS) is of particularly high standard; it is logical, comprehensive and easy to find one's way around;

It is recommended that the MSMS is amended to emphasise that the declared level of service provided by NPA Port Control is Local Port Service (LPS) and that operators should guard against inadvertently providing a Traffic Organisation Service (VTS TOR);

Since the previous audit pilotage is now provided by two NPA employed pilot one of which also acts as Assistant Harbour Master. This arrangement appears to be working well and is also providing additional administrative support to the Harbour Master;

Pilot and Pilot Exemption Certificate (PEC) holder training and re-validation is satisfactory; and

The 2016 HRO has given the Harbour Master useful powers to regulate workboats and passenger vessels carrying less than twelve passengers operating in the harbour.