Mostyn Docks Limited

Marine Safety Management Plan

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Safety Plan for Marine Operations

1.1 Introduction

Mostyn Docks Limited (MDL) is the Statutory Harbour Authority (SHA) for the area immediately adjacent to the Port of Mostyn and the Competent Harbour Authority (CHA) for the waters of the Dee Estuary Pilotage Area.

The Ports and Marine Facilities Safety Code (PMSC), updated and republished in April 2025 by the Department for Transport, establishes the agreed national standard for port marine safety and the measure by which harbour authorities are held accountable for the discharge of their legal powers and duties. MDL is committed to full compliance with the requirements of the Code.

As part of its compliance with the PMSC, MDL publishes its Safety Plan for Marine Operations for successive three-year periods. This plan covers the period 2025–2028. An annual review of performance against the targets set out in this plan is conducted by the Harbour Master and published on the Port of Mostyn website.

A comprehensive overview of the structure, management, and maintenance of the Marine Safety Management System (MSMS) and MDL's compliance with the PMSC in support of this plan is contained within the MSMS.

1.2 Marine Policies and Procedures

MDL will comply with all applicable legal requirements and is committed to developing and maintaining an active safety culture at the heart of its MSMS, meeting the national requirements of the PMSC and having regard to the guidance in the supporting Guide to Good Practice on Port and Marine Facilities.

MDL has published the following marine policies, each approved by MDL's Duty Holder under the PMSC:

- Safety Policy for Marine Operations, available on the Port of Mostyn website.
- Environmental Policy Statement, available on the Port of Mostyn website.

All marine policies are reviewed at intervals not exceeding three years.

The operational procedures, processes, and guidance supporting MDL's navigational services and marine operations are developed and maintained on a continuous improvement cycle of safety performance, underpinned by a rigorous risk analysis process. All procedures relating to marine operations are contained within the MDL MSMS and are reviewed on a regular basis.

1.3 The Management of Marine Operations

This Marine Safety Plan commits MDL to undertaking the management and regulation of marine operations within the scope of its powers and authority in a way that safeguards the port, its users, the public and the environment.

MDL is committed to work proactively towards a positive safety culture and to enhance its risk-based Marine Safety Management System on a framework for continuous improvement of safety performance.

MDL will undertake its role and responsibilities to provide efficient services and effective regulation of shipping in support of all activities in the harbour; in particular commercial vessel movements, to facilitate the safe transit of vessels through the port.

In ensuring the continued provision of services, MDL will always keep the safety of its personnel, river/port users and vessels as a paramount priority. At times this may impact on continuity of services and consequently on vessel movements or activities being subjected to delay. However, commercial considerations will be secondary to the safety of navigation.

1.4 Marine Safety Plan Objectives

MDL's marine safety goals, policies, and procedures are sustained by the following specific objectives:

- MDL will keep under review its powers and duties in order to ensure it can best regulate and conserve safe navigation within its area of jurisdiction as SHA and CHA;
- MDL's Marine Safety Management System will be maintained on the basis of a comprehensive risk analysis process and a framework for continuous improvement of safety performance;
- Dedicated risk assessments of new and existing marine operations and services will be conducted and reviewed as required;
- Identified hazards to navigation and the associated risk control measures that mitigate those risks to an acceptable level (ALARP) will be proactively and reactively reviewed;
- All aids to navigation will be maintained to meet the standards of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and reported to the General Lighthouse Authority through the Local Aids to Navigation Reporting System (LARS);
- MDL will liaise with and seek the input of all stakeholders, with the mutual aim of providing and maintaining marine safety at the Port of Mostyn and its approaches, including through a formal stakeholder consultation mechanism;

- Annual audits by the Designated Person and annual reviews by the Harbour Master of the MSMS, its functions, and procedures will be maintained;
- MDL will action any deficiencies or safety enhancements identified through the audit and review process in a timely manner;
- Comprehensive training and continuing professional development for marine department personnel will be maintained;
- The MDL marine emergency plans and procedures, including the Oil Spill Contingency Plan and Business Continuity Plan, will be maintained and exercised;
- MDL will engage with third-party marine facilities operating within its jurisdiction to support awareness of and compliance with the PMSC, recognising that responsibility for compliance rests with each facility itself;
- MDL will formally review its plans and policies and publish a revised Safety Plan for Marine Operations at intervals not exceeding three years; and
- MDL will conduct an annual review of its performance against the targets set in this plan and publish the results on the Port of Mostyn website.

1.5 Management Targets for the Safety Plan for Marine Operations

No	Service / Activity Target	Target	Measure of Success
1	**Navigational Incidents**	No navigational incident resulting in serious injury or significant damage attributable to a failure of MDL's Marine Safety Management System or associated safety service provision. The average number of reportable incidents over the plan period to be no greater than the average recorded over the preceding three-year period.	Incident log reviewed annually. Any increase in incident frequency triggers a formal review of the relevant risk assessment or procedure.
2	**Environmental Incidents**	No major environmental incident, such as a significant oil spill, attributable to a failure of the Dee Estuary Oil Spill Contingency Plan, of which MDL is the plan owner.	Annual review of the OSCP. Nil significant pollution events attributable to MDL operations.

3	**Conservancy and Hydrographic Surveys**	Aids to Navigation: meet all LARS reporting targets set by Trinity House. Hydrographic Surveys: all surveys completed in accordance with the agreed annual survey schedule and results published within agreed timescales.	LARS compliance record maintained. Survey schedule completed and results published on Port website annually.
4	**Infrastructure**	No major incident involving port infrastructure attributable to a failure of a maintenance or inspection regime or to the management of construction works.	Maintenance and inspection records reviewed annually by Harbour Master.
5	**Pilotage and Pilotage Exemption Service (PEC)**	No major incident attributable to pilot or PEC holder error. Annual pilotage review conducted. All authorised pilots and PEC holders current and revalidated within required intervals.	Annual pilotage review completed and recorded. Pilot and PEC authorisation records maintained and reviewed.
6	**Training and Competence**	Marine Training Matrix reviewed and updated annually. All marine staff certificated and medically fit for their assigned roles. All mandatory refresher training completed within required intervals.	Training Matrix reviewed annually by Harbour Master. No member of marine staff operating outside their certificated competence.
7	**Stakeholder Engagement**	A formal stakeholder consultation mechanism established during the plan period. Port User Group meetings held and documented at least annually. Stakeholders consulted on	Meeting records maintained. Stakeholder consultation evidenced in the preparation of the

		relevant risk assessments and the next revision of this Safety Plan.	next Safety Plan revision.
8	**Third Party Marine Facilities**	Bridging Document in place or under active development with each third-party marine facility operating within the SHA area. Facilities made aware of their obligation to comply with the PMSC.	Status of Bridging Document(s) reviewed annually by Harbour Master and reported to Duty Holder.
9	**Audit of MSMS**	Annual internal audit conducted by the Designated Person. Any deficiencies identified recorded and corrective actions implemented within agreed timescales. External audit conducted by the Designated Person within the plan period.	Audit completed and report issued annually. Corrective action log maintained and reviewed.
10	**Management Review**	Annual management review of the MSMS conducted by the Harbour Master. Corrective actions and improvements identified and implemented in a timely manner.	Annual review completed and recorded. Actions tracked to closure.