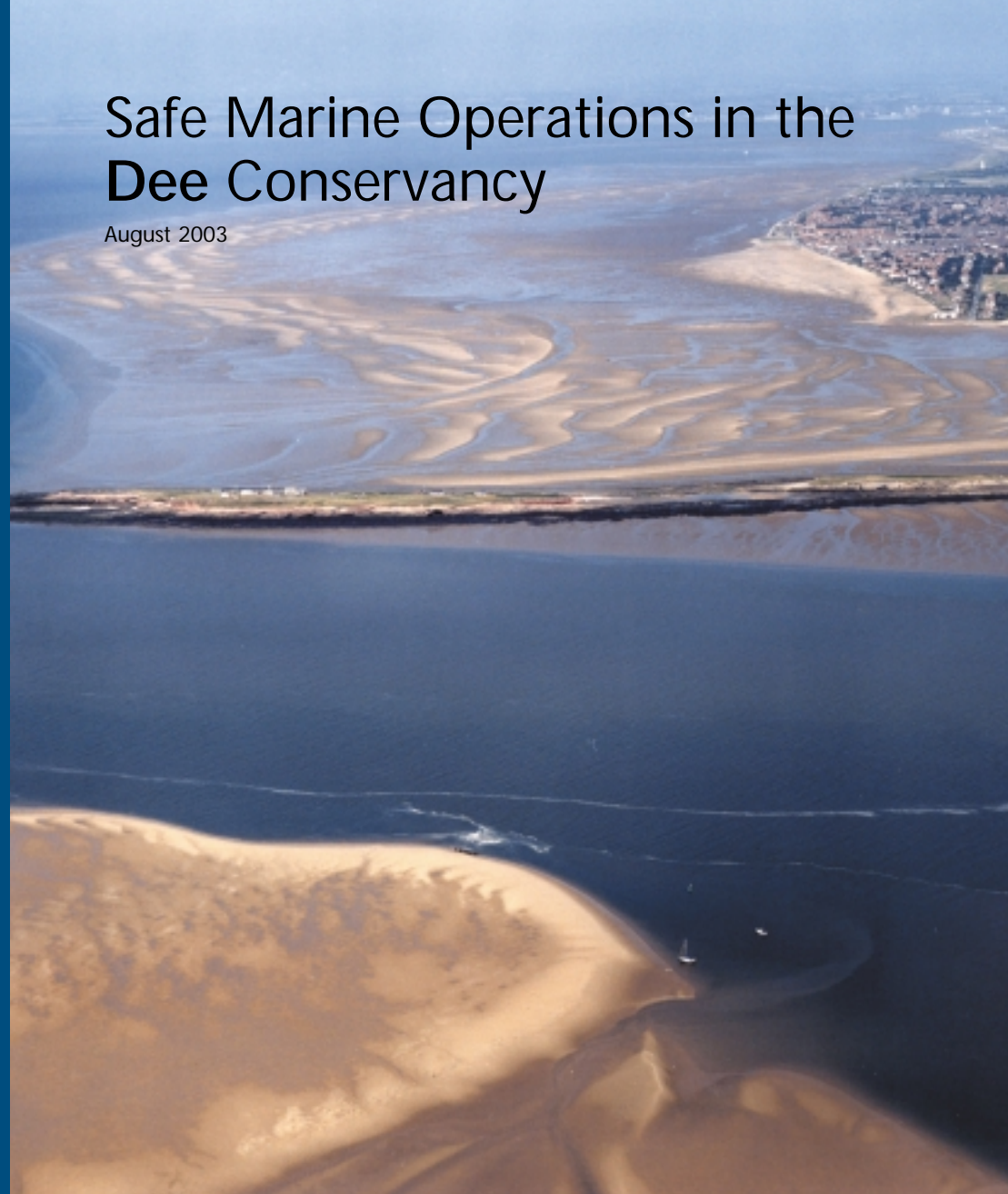


# Safe Marine Operations in the Dee Conservancy

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Published by:

Environment Agency Wales  
Llwyn Brain  
Parc Menai  
Bangor  
Gwynedd  
LL57 4DE

Tel: 01248 670770

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## Introduction

In March 2000 the former Department of the Environment, Transport and the Regions (DETR) published the Port Marine Safety Code (the Code), with the stated aim of improving safety for those who use or work in ports, their ships, passengers and cargoes and the environment.

The Code relates to safety of marine operations that are defined as those which facilitate the safe use of a harbour by vessels. It introduces a number of requirements that, when fully implemented provide a national standard for every aspect of port marine safety.

The Environment Agency (the Agency) is the conservancy and local lighthouse authority for the Dee Conservancy, a defined harbour area that extends from Wilcox Point in Chester downstream from Chester Weir, to the seaward boundary of the estuary. This boundary is an imaginary line linking Point of Ayr on the Welsh coast and Hilbre Point on the Wirral peninsular. Mostyn Docks Ltd (Mostyn) is the statutory harbour authority for the Port of Mostyn and the competent harbour authority for pilotage within the Dee Conservancy.

The jurisdictions described mean that responsibilities for different functions relating to navigational safety within the Dee Conservancy are split between the Agency and Mostyn (see illustration, p6 & 7). The Agency considers that such arrangements do not facilitate effective management of the safety of marine operations within the Dee Conservancy and they are considered to be contrary to the spirit of the Code. For this reason the present arrangements are undergoing detailed and thorough review by the Agency.

Within a defined part of the Dee Conservancy, forming the seaward navigable approaches to the Port of Mostyn, by arrangement and with the agreement of the Agency, Mostyn also undertakes and accepts day to day responsibility for marine operations other than pilotage, outside the present limits of its statutory harbour authority jurisdiction. This is the part of the Dee Conservancy through which vessels navigating to and from the Port of Mostyn pass. It extends from the present outer limit of the Port of Mostyn to the seaward boundary of the Dee Conservancy and includes the full extent of the inner dredged channel established and marked by Mostyn in 2001.



This defined part of the Dee Conservancy is referred to as the Mostyn Operational Area (MOA), within which Mostyn is required to undertake its marine operations strictly in accordance with procedures and arrangements jointly agreed with the Agency. Within the MOA the Agency remains accountable for all aspects of marine safety other than the provision and management of the pilotage service, which is the responsibility of Mostyn.

The Code applies to all harbour authorities, to the extent that they have duties and powers relating to marine safety. It applies the well established principles of risk assessment and safety management systems to port marine operations. Harbour authorities must apply those principles if they are to discharge their legal duties and statutory powers to the national standard established by the Code.

## Policy Statement

As the conservancy and local lighthouse authority for the Dee Conservancy the Agency is committed to promoting good management of its available resources so as to:

- undertake and regulate marine operations in a way that safeguards the Dee Conservancy, its users, the public and the environment, to achieve the standard of marine safety required by the Port Marine Safety Code, and
- promote the use of the Dee Conservancy and ensure that its economic development takes into account and balances the views and needs of all stakeholders with the use of natural resources and conservation of the environment.

## Implementation

The Agency has established within the regional structure and responsibility of Environment Agency Wales, a well-defined organisation to manage the safety of marine operations in the Dee Conservancy. This included the appointment of a Harbour Master in July 2001.

The Port Marine Safety Code requires the Agency and Mostyn, as adjacent harbour and conservancy authorities, to discharge their duties and powers in relation to marine operations in accordance with a safety management system, and to collaborate as necessary on all aspects of the implementation of the Code for the estuary (see illustration, p6 & 7).





In particular the Agreement is designed to ensure that in conducting such operations, Mostyn takes all reasonably practicable steps to comply with the requirements of the Code and safety management procedures jointly agreed with the Agency.

The Dee Conservancy safety management system is informed by and based upon the outcome of formal risk assessment conducted by the Agency in 2001. A summary of the findings of that risk assessment was widely circulated to interest groups and users of the Dee Conservancy. The documented safety management system contains procedures that detail the arrangements in place and activities undertaken to regulate marine operations in the Dee Conservancy and sets out responsibility for their execution. Each procedure includes measures that have been developed to provide and monitor the standard of marine safety required by the Code.

The Dee Conservancy safety management system also incorporates a set of procedures developed by the Agency and jointly agreed with Mostyn. These procedures relate to marine operations undertaken by Mostyn in the MOA and are

To meet these requirements and to implement the Code in the Dee Conservancy the Agency has concluded a written Agreement with Mostyn. The Agency has also developed a documented safety management system that sets out executive and operational responsibilities for safety of marine operations and levels of authority for those personnel who form part of the management organisation.

The written Agreement is intended to govern the relationship between Mostyn and the Agency in relation to the carrying out by Mostyn of its various marine operations in the MOA.

specifically designed to provide and monitor the standard of marine safety required by the Code, in that part of the Agency's jurisdiction.

As the statutory harbour authority for the Port of Mostyn and competent harbour authority for pilotage in the estuary, Mostyn Docks Ltd has also developed a safety management system based upon formal risk assessment. That system relates to the marine operations of Mostyn in all areas where it has responsibility and with regard to the MOA is based on and incorporates the jointly agreed procedures developed by the Agency mentioned above.

### Audit and Review

The Dee Conservancy safety management system is by virtue of its inherently dynamic nature, subject to on-going review that will result in improvements being made when applicable. There is also a formal audit and review process that is used to assess the performance of the Agency as conservancy and local lighthouse authority, in providing the standard of marine safety in the Dee Conservancy required by the Code.

The results of this periodic review will be published by the Agency at intervals not exceeding 3 years and will include where applicable, any changes in the policies of the Agency with regard to its role as conservancy and local lighthouse authority for the Dee Conservancy.

Enquiries about the contents of this document or the safety of marine operations in the Dee Conservancy should be addressed to:

Customer Contact

Environment Agency Wales

Llwyn Brain

Parc Menai

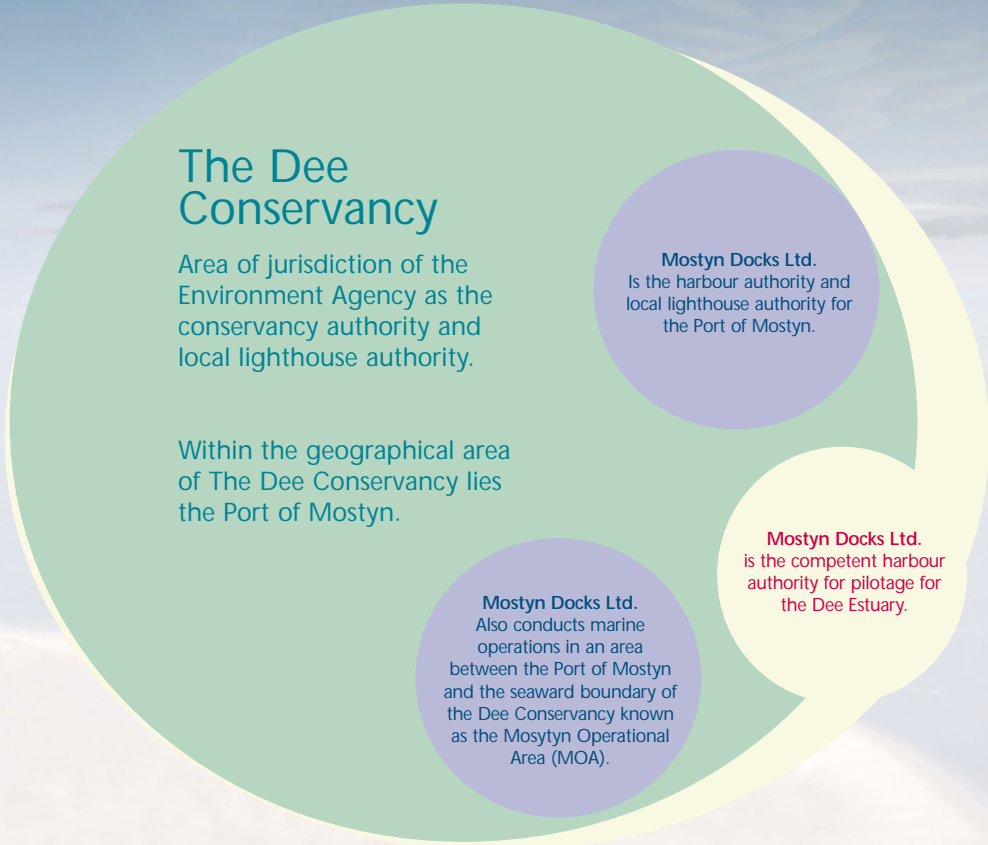
Bangor

Gwynedd LL57 4DE

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# Management of Marine Operations in the Dee Conservancy



# Implementation of the Port Marine Safety Code in the Dee Conservancy

