



Report No: **297/2010**

Public Agenda Item: **Yes**

Title: **Tor Bay Harbour - Local Port Service Policy Statement**

Wards  
Affected: **All wards in Torbay**

To: **Harbour Committee**

On: **6 December 2010**

Key Decision: **No**

Change to  
Budget: **No**

Change to  
Policy  
Framework: **No**

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## **1. What we are trying to achieve and the impact on our customers**

- 1.1 Tor Bay Harbour Authority does not have an existing Local Port Service (LPS) Policy Statement and the Harbour Committee is asked to review and endorse such a statement. Our customers and employees will benefit from a clear and concise LPS Policy Statement that demonstrates compliance with the Port Marine Safety Code (PMSC) and is regularly reviewed by the Harbour Committee.

## **2. Recommendation for decision**

- 2.1 **That the Local Port Service (LPS) Policy Statement shown in Appendix 1 to this report is approved.**

## **3. Key points and reasons for recommendation**

- 3.1 The PMSC clearly indicates that Harbour Authorities have the power to establish Vessel Traffic Services (VTS) or a Local Port Service (LPS) to mitigate risk, enhance vessel safety and to protect the environment.
- 3.2 In the PMSC's Guide to Good Practice on Port Marine Operations it states that control of the Port is a function exercised by the Harbour Master and/or designated deputies. Its function will include the Vessel Traffic Services (VTS) or Local Port Service (LPS), a term covering internationally recognised standards of vessel traffic management.

- 3.3 Every harbour is different, and the requirement to manage navigation varies from one to another. The Guide to Good Practice on Port Marine Operations deals only with general principles of good practice. It recognises that a VTS system is essential in some cases, but is not appropriate in others. A formal assessment of navigational risk, as required by the Code, will determine what management of navigation is required, and to what degree monitoring, controlling or managing traffic needs to be taken in mitigating risk.
- 3.4 In Tor Bay Harbour our formal risk assessments show that a VTS is not required and a Local Port Service (LPS) has therefore been established.
- 3.5 It is therefore essential that Tor Bay Harbour Authority has a fit for purpose Local Port Service (LPS) Policy Statement. Keeping such a policy under regular review reflects national best practice.
- 3.6 Statutory Harbour Authorities should review the details of their VTS/LPS on at least an annual basis.

**For more detailed information on this proposal please refer to the supporting information attached.**

**Kevin Mowat  
Executive Head of Tor Bay Harbour Authority  
Tor Bay Harbour Master**

## Supporting information to Report 297/2010

### A1. Introduction and history

- A1.1 Marine Guidance Note MGN 401 (M+F) - Vessel Traffic Services (VTS) and Local Port Services (LPS) in the United Kingdom defines the UK's interpretation of VTS and provides guidance for determining the need to establish a VTS. It also defines the responsibilities of those authorities concerned with providing VTS and Local Port Services (LPS) in the UK. In addition it complements the Port Marine Safety Code (PMSC) and the Guide to Good Practice (GTGP) on the management of safety in ports.
- A1.2 Implementing a VTS/LPS allows the identification and monitoring of vessels, longer term planning of vessel movements and the provision of navigational information and assistance. It can also assist in the prevention of pollution, the co-ordination of pollution response and the protection of the marine environment.
- A1.3 It is strongly recommended that before considering the establishment of a new VTS, or the enhancement of an existing VTS, a Statutory Harbour Authority should conduct a formal safety assessment to define the need, the functional requirements and the costs of implementation. This will determine whether a VTS is an appropriate risk control option to enhance the safety of shipping, maritime users, members of the public and the protection of the marine environment. The assessment for Tor Bay Harbour did not identify the need for a VTS.
- A1.4 A clear understanding of the distinction between the different service types is fundamental in the choice of service to be provided, its implementation, maintenance and periodic review.
- A1.5 The prerequisites for a VTS are as follows:
- interacts with traffic;
  - responds to traffic situations;
  - authorised by the Maritime & Coastguard Agency;
  - staffed by V-103/1 certificated personnel;
  - equipped as appropriate to provide i.e. radar, automatic tracking, data recording, data export, etc.
- A1.6 The prerequisites for a LPS are as follows:
- equipped appropriate to task;
  - staffed and trained appropriate to task;
  - does not require to be authorised by the Maritime & Coastguard Agency.
- A1.7 Local Port Services is applicable to those ports where it has been identified from their formal risk assessment that a VTS is excessive or inappropriate and does not imply a lower standard or a poorer service to customers. The main difference arising from the provision of LPS is that it does not interact with traffic, nor is it required to have the ability and/or the resources to respond to developing traffic situations and there is no requirement for a vessel traffic image to be maintained. As such, the training requirement for its operators is less

comprehensive and the operators are unlikely to be certified to the V-103 standard.

A1.8 Provision of LPS is designed to improve port safety and co-ordination of port services within the port community by dissemination of port information to vessels and berth or terminal operators. It is mainly concerned with the management of the port, by the supply of information on berth and port conditions. Provision of LPS can also act as a medium for liaison between vessels and stevedores or allied services, as well as providing a basis for implementing port emergency plans.

A1.9 Appendix 2 shows an Equipment and Capability Table for Local Port Services. The table shows the recommendations for equipment and also what is available for Tor Bay Harbour Authority.

A1.10 The evaluation of a VTS or provision of LPS should determine if the purpose it was implemented for is still relevant and its objectives are being achieved. This requires auditing and reviewing of performance in accordance with the Statutory Harbour Authorities Safety Management System. The evaluation is intended to ascertain the effectiveness of the VTS in meeting its objectives, with respect to mitigating the risks of collisions or groundings in the VTS area.

A1.11 In order to be effective the objectives of the VTS or provision of LPS needs to be kept under continuous review, bearing in mind changes in operations, operational methods, personnel and the availability of technology, to ensure that the objectives set for the provision of LPS remain applicable and are being achieved.

A1.12 The overall evaluation of the VTS or provision of LPS should be preceded by an assessment of the effectiveness of the equipment, manning and procedures involved.

## **A2. Risk assessment of preferred option**

### **A2.1 Outline of significant key risks**

A2.2 The significant risks associated with taking this decision relate to whether a LPS system is sufficient for the level of navigation and marine activity within the harbour.

A2.3 The adoption of a clear Local Port Services Policy Statement will enhance the Council's reputation for transparency and accountability in respect of it's function as Tor Bay Harbour Authority.

### **A2.4 Remaining risks**

A2.5 There are no remaining risks.

## **A3. Other Options**

A3.1 To take no action and continue to operate without a Local Port Services Policy Statement.

#### **A4. Summary of resource implications**

A4.1 A LPS is already in operation so there are no resource implications to approve a Local Port Services Policy Statement.

#### **A5. What impact will there be on equalities, environmental sustainability and crime and disorder?**

A5.1 Adoption of a clear Local Port Services Policy Statement should help our community to understand our approach to managing safety of navigation within the limits of the harbour. The environmental and sustainability implications are self evident within the body of the report.

#### **A6. Consultation and Customer Focus**

A6.1 As a LPS is already in operation no further consultation has been undertaken.

#### **A7. Are there any implications for other Business Units?**

A7.1 This policy should have no impact on other Business Units.

### **Appendices**

Appendix 1 Local Port Services (LPS) Policy Statement – December 2010

Appendix 2 Local Port Service – Equipment and Capability Table

### **Documents available in members' rooms**

None

### **Background Papers:**

The following documents/files were used to compile this report:

Marine Guidance Note MGN 401 (M+F) - Vessel Traffic Services (VTS) and Local Port Services (LPS) in the United Kingdom

Port Marine Safety Code – October 2009

A Guide to Good Practice on Port Marine Operations – September 2009