



First Corporate Shipping Limited
Trading as The Bristol Port Company

Marine Management Policy

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1.0 Document Overview

1.1 Purpose

This document lays down the Marine Management Policy of First Corporate Shipping Limited, trading as The Bristol Port Company. The policy meets the standards required by the Port Marine Safety Code (the Code) and Lloyds Register Quality Assurance (ISO 9001:2015).

1.2 Scope

The Marine activities of the Statutory and Competent Harbour Authority of Bristol Port.

1.3 Responsibility for compliance

First Corporate Shipping (FCS) is a Competent Harbour Authority (CHA) under the Pilotage Act 1987 and a Statutory Harbour Authority (SHA) under the Harbours Docks and Piers Clauses Act 1847 (and subsequent acts).

FCS, trading as the Bristol Port Company (BPC), became the harbour authority for the Port of Bristol by The Port of Bristol Harbour Revision Order 1993. At that time FCS assumed all the duties and powers imposed or conferred on the Bristol City Council by any provision of the Bristol Dock Acts and Orders 1848 to 1986 for the designated harbour. The Authority has exercised necessarily its Authority by producing the Bristol Port General Byelaws 2005.

The principal duties of FCS as the Harbour Authority are to:

- a. Provide and maintain harbour facilities.
- b. Provide a 'safe harbour'.
- c. Regulate the activities of persons and vessels using the harbour.

In discharging these duties FCS aims to safeguard the harbour, its users including its employees and contractors, the public and the environment.

1.4 Document Owner

The Marine Director & Haven Master.

1.5 Abbreviations

Abbreviation	Explanation
ALARP	<i>As Low As Reasonably Practicable (used in reference to risk management)</i>
CHA	<i>Competent Harbour Authority</i>
COSHH	<i>Control of Substances Hazardous to Health</i>
DHM(SO)	<i>Deputy Haven Master (Shipping Operations)</i>
E&S Manager	<i>Environmental and Sustainability Manager</i>
FCS	<i>First Corporate Shipping Limited</i>
HM	<i>Haven Master and Marine Director</i>
iaw	<i>In Accordance With</i>



Abbreviation	Explanation
MCA	Maritime and Coastguard Agency
MMP	Marine Management Policy
MOG	Marine Operations Group
MOP	Marine Operating Procedures
MSMS	Marine Safety Management System ('The Manual')
MSO	Marine Support Officer
MSP	Marine Service Provider
OJT	On-the-Job-Training
PMSC	Port Marine Safety Code ('The Code')
PTW	Permit to Work
SHA	Statutory Harbour Area
SOP	Standard Operating Procedure
TBPC	The Bristol Port Company (Trading name of FCS)
VTS	Vessel Traffic Service(s)
WSI	Workplace Safety Inspection

1.6 Definitions

Definition	Explanation
Competent Harbour Authority (CHA)	<p>"competent harbour authority" means any harbour authority— (a) which has statutory powers in relation to the regulation of shipping movements and the safety of navigation within its harbour; and...</p> <p>Pilotage Act 1987, Chapter 21, Part 1, Section 1,(1)(a)</p>
Designated Person (DP)	<p>1.1 'Each organisation must appoint an individual as the "designated person" to provide independent assurance directly to the duty holder that the MSMS, for which the duty holder is responsible, is working effectively. Their main responsibility is to determine, through assessment and audit, the effectiveness of the MSMS in ensuring compliance with the Code.'</p> <p>Port Marine Safety Code, November 2016, DfT/MCA, p.19.</p>
Duty Holder (DH)	<p>1.6 'Organisations must have a "duty holder" who is accountable for their compliance with the Code and their performance in ensuring safe marine operations. For most organisations, the role of duty holder is undertaken by members of the management team or a board who are (both collectively and individually) publicly accountable for marine safety under the Code.'</p> <p>Port Marine Safety Code, November 2016, DfT/MCA, p.18.</p>
Statutory Harbour Authority (SHA)	<p>'Statutory Harbour Authorities (SHAs) are Statutory Bodies responsible for the management and running of a harbour. The powers and duties in relation to a harbour are set out in local Acts of Parliament or a Harbour Order under the HA [Harbours Act] 1964.'</p> <p>Guidance, Harbour Orders, MMO, 11 Oct 2022.</p>



1.7 Associated documents and references

Document no.	Document title
	Marine Safety Plan 2022-2025
	Marine Safety Management System Manual

2.0 The Duty Holder's Marine Management Policy

2.1 Marine operational policies and plans will be in accordance with both the Port Marine Safety Code (the Code) and with relevant elements of the Guide to Good Practice on Port Marine Operations (the Guide). The standards in the Code will be met by a Marine Safety Management System.

2.2 Policies and plans will be informed by a continuous risk assessment process. A review of all policies and plans will take place at intervals of not more than five years. The Port Marine Safety Code will be a standing agenda item at Board Meetings.

2.3 FCS will discharge efficiently and safely its general and specific statutory duties noted above, through:

2.3.1 The provision and/or maintenance of facilities, craft, equipment and trained personnel that meet the standards in the Code,

2.3.2 The survey, marking and lighting of the harbour to the relevant national or international standards.

2.3.3 The monitoring of vessels and activities in the harbour by means of a Vessel Traffic Service (VTS) operating to international standards.

2.3.4 The provision of pilotage services that are integrated fully with other port safety services under FCS control,

2.3.5 Exercising all of the above functions with regard to environmental considerations, including the prevention of pollution and nature conservation.

2.4 FCS will take steps to eliminate where possible or to control any marine operational risks identified through the risk assessment process as being 'intolerable'. All risks will conform to the standard of 'as low as reasonably practicable' (ALARP) or better.



- 2.4.1 FCS will provide adequate resources to permit the proper discharge of its duties through the possession of sound operational policies, plans, procedures, equipment and personnel.
- 2.4.2 FCS will seek where appropriate to consult with harbour users and other interests when considering relevant marine operational matters.
- 2.4.3 FCS will keep under review its powers and, in that context, the limits of the harbour, in order to ensure that marine operations are underpinned appropriately.
- 2.4.4 Through the monitoring of marine operations FCS will actively seek to ensure compliance with its harbour byelaws.

3.0 Principal Objectives

- 3.1.1 Operate a safe and efficient harbour in accordance with the direction and guidance contained with the Code and the Guide.
- 3.1.2 Manage marine operations and projects in a safe and responsible manner, and protect and enhance the port environment.

4.0 Organisational structure and responsibilities

- 4.1.1 The FCS Board is the duty holder with responsibility for ensuring that the Harbour Authority discharges its duties to the standard laid down in the Code. FCS Board Members are collectively and individually responsible for compliance with the Code; their accountability cannot be re-assigned or delegated on the grounds that a Board Member does not have particular skills. The Duty Holder has appointed the Harbour Master as the Designated Person (DP). Independence of the DP function is assured by periodic external audits of PMSC compliance, with reports to QM and CEO. The organisational structure supporting the marine management system is shown at Annex A.

5.0 The Marine Safety Management System (MSMS)

- 5.1.1 As required by the PMSC, the Port assesses and manages risks through its MSMS. The MSMS is held in a separate MSMS Manual.



6.0 Operational policy

6.1 The operational areas covered by the Marine Management Policy are:

- Contingency Planning and Emergency Response.
- Conservancy.
- Management of Navigation.
- Pilotage.
- Marine Services.
- Enforcement and Prosecution.
- Environment.

6.2 Contingency planning and emergency response policy

6.2.1 FCS maintains a number of plans to satisfy statutory requirements. These cover:

6.2.2 Oil Pollution Preparedness.

6.2.3 Port Emergencies.

6.2.4 These plans are reviewed periodically to ensure that they continue to meet the needs of the port, in addition to its statutory responsibilities.

6.2.5 Plans are tested with the emergency services and other authorities when possible.

6.3 Conservancy policy

6.3.1 FCS will use the most appropriate means to find, mark and monitor navigable channels as appropriate.

6.3.2 Hydrographic surveys are conducted to conform to relevant International Hydrographic Office (IHO) Standards for Hydrographic Surveys.

6.3.3 Regular surveys are carried out to monitor the changing circumstances and conditions of the navigable channels. The period of survey of different areas is kept under constant review.

6.3.4 FCS will promulgate, as appropriate, relevant hydrographic information to the United Kingdom Hydrographic Office (UKHO), Trinity House and port users.

6.3.5 As a Local Lighthouse Authority under the Merchant Shipping Act 1995, FCS's harbour is marked with lights, buoys and daymarks to ensure a safe harbour is maintained. The harbour meets the criteria laid out in the Provision of Lights and Navigational Aids (Trinity House Guide to Good Practice).



- 6.3.6 The characteristics of these aids will comply with the recommendation laid down by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA).
- 6.3.7 Under the Ports Act 1997 and the Harbours Act 1964 FCS ensures that notifications are promulgated in accordance with the provisions set out in the Provision of Hydrographic Information Code of Practice.
- 6.3.8 FCS will act in accordance with the Merchant Shipping Act 1995, Section 252 as embodied in the Bristol Corporation Act 1951, Section 21 in the removal of stranded, sunk or abandoned vessels.
- 6.3.9 FCS will assess the risk posed by all wrecks in the harbour area and its approaches and, as appropriate, promulgate the results.
- 6.3.10 FCS will facilitate external audits of navigational aids by the appropriate authority to ensure compliance.

7.0 Management of Navigation policy

- 7.1.1 FCS will issue directions as appropriate to regulate all vessel movements.
- 7.1.2 FCS's Harbour Master and their deputies and assistants will use authorised powers of direction to regulate the movement of shipping.
- 7.1.3 FCS will operate a Vessel Traffic Service (VTS) system providing a Traffic Organisation Service and Information Service to control the safe movement of shipping.
- 7.1.4 FCS will enforce adherence to safe operations by the use of its local byelaws and national legislation.

8.0 Pilotage policy

- 8.1.1 In accordance with the Pilotage Act 1987, FCS as a CHA will keep under review the provision of pilotage services that are required to support the safe navigation of vessels either in the port limits or in their approaches. In considering such a service due regard will be given to the area under which pilotage is carried out and the type and size of vessel for compulsory pilotage.
- 8.1.2 In order to meet the above requirement FCS will ensure that the appropriate level of pilotage service is provided. The pilotage service provided will adhere to published National Occupational Standards.
- 8.1.3 Note: FCS as agents provide a pilotage service for Bristol City Council.



8.2 Pilotage exemption certificates

- 8.2.1 FCS will issue pilotage exemption certificates to appropriately qualified mariners and,
- 8.2.2 FCS will ensure the provision of appropriate formal procedures for assessing the suitability of PEC applicants. The standards and procedures adopted by FCS will be published and available to applicants.

9.0 Marine services policy

9.1 Towage

- 9.1.1 FCS operates a licensing system to ensure that towage operators comply with published guidelines (the Towage Guidelines).

9.2 Linesmen

- 9.2.1 FCS will operate a licensing system to ensure that line handling is carried out in a safe and efficient manner by appropriately trained personnel.

9.3 Workboats/pilot cutter/dredger

- 9.3.1 FCS will ensure that Workboats/Pilot Cutters/Dredgers used in the harbour are fit for purpose for any use which they are put and that they comply with the Merchant Shipping (Small Workboats and Pilot Boats) Regulations 1998.

10.0 Enforcement and prosecution policy

10.1 FCS is a Statutory Harbour Authority and issues Byelaws. Contravention of Byelaws may result in prosecution through the Magistrates' Court. FCS may consider prosecution where appropriate using other legislation such as the Merchant Shipping Act, the International Regulations for Prevention of Collision at Sea and the Pilotage Act should it be considered in the public interest to do so.

- 10.1.1 In making decisions about enforcement action, FCS will act in wider public interest with a primary aim of securing a safe and pollution free environment.

- 10.1.2 Enforcement action can take the form of:



- (a) A warning.*
- (b) Suspension or revocation of a licence issued in accordance with the Bye-laws.*
- (c) A formal caution.*
- (d) Prosecution.*
- (e) A combination of any of the above.*

10.1.3 In considering the appropriate enforcement action, FCS will take into account the following:

- (a) The risk of harm to the public and others.*
- (b) What is in the public interest.*
- (c) The seriousness of the complaint.*
- (d) The explanation of the offender.*
- (e) Whether the matter is a recurrence.*
- (f) Whether there have been other contraventions of Bye-laws or Legislation. (g) The willingness of the alleged offender to prevent a recurrence of the incident.*
- (h) The availability of witnesses.*
- (i) The reliability of witnesses.*
- (j) The sufficiency of evidence.*

10.1.4 Prosecution will be considered in the following circumstances:

- (a) Where the alleged offence is a flagrant breach of Byelaws or legislation such that public safety or well-being is put at risk.*
- (b) Where the alleged offence involves failure to comply with a warning.*
- (c) Where there is a threat of similar offences.*
- (d) Where the alleged offence involves risk of damage to the environment.*
- (e) There are other public interest factors mitigating in favour of prosecution.*

11.0 Marine environment policy

11.1 As a SHA, FCS will exercise its duties and functions with regard to nature conservation, biodiversity and other environmental considerations, including its role as a relevant authority under the Habitats Regulations 2010 and the Countryside and Rights of Way Act 2000.



11.1.1 The environment is a central consideration for FCS, which is demonstrated through a wide range of conservation projects and real environmental improvements in the port estate. FCS, implements a long-term environmental programme to actively enhance the habitats and wildlife in the port area and reduce its emissions of air pollutants and green-house gases. This programme will continue to expand and evolve into the future.

11.1.2 FCS will manage its marine operations and projects in a responsible manner and in doing so will seek to maintain an appropriate balance between meeting its commercial need for economic growth and its environmental responsibilities.

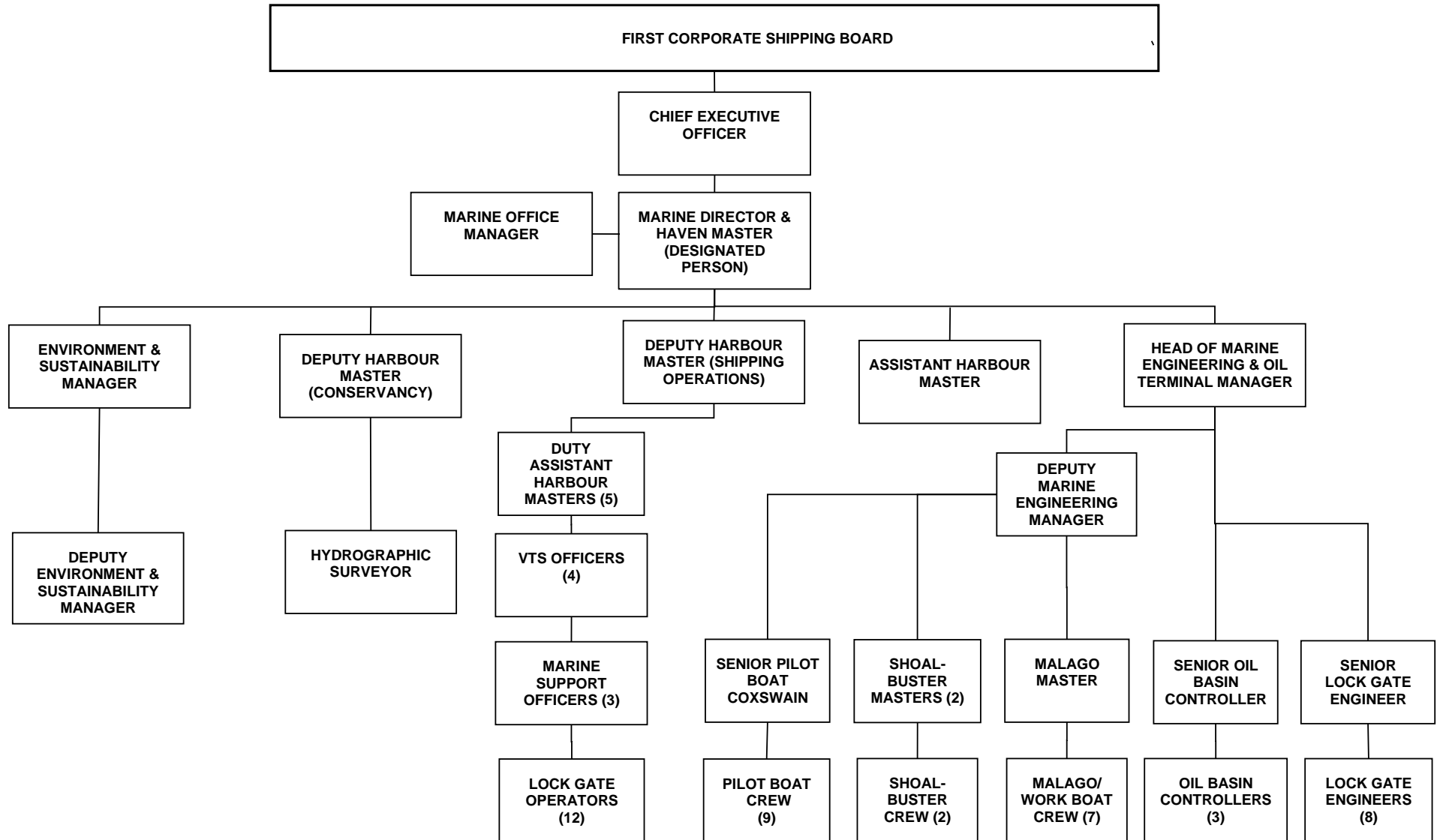
11.1.3 In order to achieve this, FCS will:

- *Conserve the natural environment of the port and harbour, promoting its sustainable use and protecting environmentally sensitive areas.*
- *Comply with the requirements of all applicable environmental legislation and best practice.*
- *Minimise the environmental impacts of its marine operations and seek ways to conserve resources and improve energy efficiency.*
- *Meet commitments towards the prevention of pollution and manage wastes effectively in accordance with the waste hierarchy, including ship-generated waste.*
- *Respond immediately and effectively to any environmental incidents or threats within the port and harbour in accordance with the Port's oil spill contingency and emergency plans.*



- *Improve air quality in the Port through the development and implementation of an Air Quality Strategy which sets out existing actions and long-term plans to reduce emissions of air pollutants and green-house gases.*
- *Continue to work in partnership with relevant authorities, government agencies and environmental bodies towards managing the Severn Estuary in an environmentally and economically sustainable way and in conserving and enhancing our port environment; and*
- *Monitor the natural environment in which the port operates to promote biodiversity of the Port's wildlife corridors and conservation areas, to improve understanding of the harbour area and to support effective and scientific decision making.*

MARINE MANAGEMENT SYSTEM ORGANISATIONAL STRUCTURE





12.0 Marine management system organisational structure

12.1 First Corporate Shipping (FCS) Board

- 12.1.1 As the duty holder the Board has responsibility for ensuring that the Harbour Authority discharges its duties to the standard laid down in the Port Marine Safety Code.

12.2 Chief Executive Officer

- 12.2.1 Is responsible to the Board for the operational and financial control of TBPC.
- 12.2.2 Oversees the implementation of the Board's policies and decisions.
- 12.2.3 Has overall executive responsibility for the safety of operations and staff.

12.3 Marine Director & Harbour Master (Designated Person)

- 12.3.1 Is appointed by the Board to operate the Harbour in accordance with PMSC.
- 12.3.2 Is responsible for the maintenance of a Marine Safety Management System.
- 12.3.3 Is responsible for the Marine Department Safety and Quality Management Systems (QMS).
- 12.3.4 Has responsibility for the provision of buoys, markers, beacons, moorings and navigational aids in order to provide a safe harbour.
- 12.3.5 Regulates all traffic and the safety of navigation within harbour limits.
- 12.3.6 Is responsible for the management of pilotage.
- 12.3.7 Regulates the transit of dangerous goods and corresponding contingency plans and procedures.
- 12.3.8 Is responsible to the Competent Authority (Maritime and Coastguard Agency) for VTS operations.
- 12.3.9 Is responsible for the formulation and implementation of marine emergency plans and procedures.
- 12.3.10 Performs the role of Designated Person.
- 12.3.11 Advises the FCS Board on appropriate marine and navigation issues including training.



- 12.3.12 Instigates incident investigations and introduces measures to prevent recurrence.
- 12.3.13 Is responsible for ensuring compliance with marine environmental legislation and for exercising above functions with regard to nature conservation and other environmental considerations.
- 12.3.14 Is responsible for oil spill contingency plans and response capability.
- 12.3.15 Acts as the Marine Incident Controller when required.
- 12.3.16 Is responsible for emergency preparedness and response, including exercise planning.

12.4 Deputy Harbour Master (Shipping Operations)

- 12.4.1 Deputises for the Harbour Master as required.
- 12.4.2 Has delegated responsibility for the regulation of the harbour.
- 12.4.3 Is responsible for operational oversight of all marine operations and procedures to comply with the Code.
- 12.4.4 Is responsible for the management of Navigational Safety.
- 12.4.5 Provision of VTS to comply with statutory regulations.
- 12.4.6 Maintenance of passage planning records.
- 12.4.7 Proper observance of Master Pilotage Exchange (MPX).
- 12.4.8 Determination of Towing Requirements, delivery of towing standards, including Towing Guidelines.
- 12.4.9 In support of which he is responsible for Operational Procedures, Work Instructions, and the processing of Reports.
- 12.4.10 Is responsible for the operation of the VTS centre and the outputs of its staff including Duty Assistant Harbour Masters (DAHMs), VTS Officers (VTSOs) and Marine Support Officers (MSOs).
- 12.4.11 Is responsible for the management of pilotage, including the publication of Directions and Regulations.
- 12.4.12 Acts as a Marine Advisor with regard to commercial shipping operations.
- 12.4.13 Is responsible for the management of the marine permit-to-work system.
- 12.4.14 Acts as Marine Incident Controller when required.
- 12.4.15 Is responsible for the management of the pilot cutter crew.



- 12.4.16 Acts as recreational craft and River Avon liaison officer.
- 12.4.17 Provides technical support/liason for radar and navigation systems.
- 12.4.18 Assignment of Incident Investigation Reports.
- 12.4.19 Is responsible for the professional competence and training requirement of their respective staff.

12.5 Head of Marine Engineering & Oil Terminal Manager

- 12.5.1 Is responsible for the planning, oversight, standards and practices of all maintenance and defect repair activity across the department.
- 12.5.2 Ensures machinery and equipment compliance with statutory engineering regulations.
- 12.5.3 Is responsible for the designs and implementation of modifications to vessels to improve reliability. cost effectiveness, stability, safety, efficiency and production.
- 12.5.4 Is responsible for the management of the Avonmouth Oil Terminal and the Bristol Aviation Fuel Terminal in accordance with the Oil Terminals Management Policy.
- 12.5.5 Is responsible for oil pollution response capability and the review of plans
- 12.5.6 Is responsible for the management of the Lock Gate Engineering section.
- 12.5.7 Is responsible for the professional competence and training requirement of their respective staff.

12.6 Deputy Marine Engineering Manager

- 12.6.1 Assists and deputises for the Head of Marine Engineering as required.
- 12.6.2 Is responsible for delivering the planned maintenance and defect repair of all department water craft.
- 12.6.3 Ensures vessel compliance with statutory regulations.
- 12.6.4 Designs and implements modifications to vessels to improve reliability, cost effectiveness, stability, safety, efficiency and production.
- 12.6.5 Is responsible for compiling dry dock tender documents/contracts.
- 12.6.6 Is responsible for managing in-house Cutter Suction Dredger (CSD) dredging operations.
- 12.6.7 Is responsible for CSD vessel crew management and engineering training.



12.6.8 Manages dry docking periods.

12.6.9 Is responsible for the professional competence and training requirement of their respective staff.

12.7 Environment & Sustainability Manager

12.7.1 Is responsible for promoting compliance with marine environmental legislation and supporting the Harbour Authority's duty to take the environment into account when undertaking its functions.

12.7.2 Is responsible for Port Waste Management Planning for the reception of ship-generated waste.

12.7.3 Is responsible for marine licence applications for maintenance dredging and disposal activities and compliance with licence conditions.

12.7.4 Seeks to promote sustainable marine operations and prevent and minimise disturbance in environmentally sensitive areas.

12.7.5 Manages the Port's wildlife corridors and green areas in accordance with the BPC ecological management plan and encourages the protection and enhancement of the Port environment.

12.7.6 Liaises with regulators, relevant authorities and stakeholders on environmental matters on behalf of BPC, representing the Port on Severn Estuary management groups.

12.7.7 Provides specialist environmental advice and support of planning applications, environmental permits and the pursuit of sustainable port operations and development.

12.7.8 Delivers, and promotes the implementation of, the Port's Air Quality Strategy.

12.7.9 Manages the Marine Geographic Information System.

12.7.10 Is responsible for the professional competence and training requirement of their respective staff.

12.8 Deputy Harbour Master (Conservancy)

12.8.1 Is responsible for planning surveys within the harbour limits and the production of survey data to relevant IHO standards and any prevailing Hydrographic Codes of Practice.

12.8.2 Is responsible for the promulgation of information regarding aids to navigation and survey.



- 12.8.3 Liaises with Deputy Harbour Master, Marine Engineering Manager and Deputy Marine Engineering Manager for planning dredging operations.
- 12.8.4 Maintains the markers and lights supporting the Authority's duties as the Local Lighthouse Authority in accordance with the standards laid down by the General Lighthouse Authority (Trinity House).
- 12.8.5 Responsible for the professional competence and training requirement of their respective staff.

12.9 Hydrographic Surveyor

- 12.9.1 Assists and deputises for the DHM (C) as required.
- 12.9.2 Plans survey schedule for multibeam surveys and carries out multibeam surveys.
- 12.9.3 Acts as deck hand whilst on surveys and crane operator during Stema density surveys.
- 12.9.4 Processes multibeam surveys to IHO order requirements and distributes to all relevant parties both internally and externally.
- 12.9.5 Covers density surveys for DHM(C) as required.
- 12.9.6 Maintains the aids to navigation.
- 12.9.7 Monitors dredge progress daily.
- 12.9.8 Helps plan the dredge program.
- 12.9.9 Monitors the tides and tide gauges.
- 12.9.10 Maintains UKHO chart folios.
- 12.9.11 Creates annual deep draft shipping window.
- 12.9.12 Supports marine licence applications and implementing conditions for maintenance dredging and disposal.
- 12.9.13 Assists with project work in support of sustainable marine operations and development of the Marine Geographic Information System.

12.10 Deputy Environment & Sustainability Manager

- 12.10.1 Assists and provides support to the Environment & Sustainability Manager, as directed.
- 12.10.2 Helps develop and implement the Port's Air Quality Strategy and maintains the emissions inventory.



- 12.10.3 Undertakes environmental monitoring, including air quality, water quality, and noise, responding to queries/complaints, data analysis and reporting.
- 12.10.4 Monitors environmental permits and consents, assisting with queries, compliance issues and incidents.
- 12.10.5 Assists with project work in support of sustainable marine operations and Port developments, using the marine Geographic Information System, as appropriate.
- 12.10.6 Carry out hydrographic surveys and processing as directed by DHM(C).
- 12.10.7 Act as deck hand whilst on surveys.
- 12.10.8 Augment dredge crews as required.
- 12.10.9 Monitor and analyse entrance survey data to help improve dredging efficiency.
- 12.10.10 Manage the integration of below and above waters survey capabilities
- 12.10.11 Maintain aids to navigation as required.

12.11 Marine Office Manager

- 12.11.1 Is responsible for implementing marine safety and administration systems and procedures essential for the function of the Marine Department / Harbour Authority.
- 12.11.2 Coordinates waste management system for ship-generated waste in accordance with Port Waste Management Plan and relevant legislation.
- 12.11.3 Completes marine department timesheets.
- 12.11.4 Ensures Life Saving Appliances (LSA) are serviced regularly.
- 12.11.5 Is responsible for the coordination of the Marine Department professional competence training and record keeping.
- 12.11.6 Monitors compliance with Harbour Authority Legislation and the PMSC Safety Plan.
- 12.11.7 Coordinates Marine Department management meeting calendar in accordance with audit requirements.
- 12.11.8 Monitors Marine Department HAZMAN incidents, assigning reports and monitoring actions and report closure.
- 12.11.9 Raises Marine purchase order requisitions as required and processes Bristol Pilots, Gloucester Harbour Trustees and River Avon movements invoices.
- 12.11.10 Records marine defect reports (MS29s) and maintains spreadsheet.
- 12.11.11 Responsible for Quality Management System and Marine Document Control.
- 12.11.12 Updates Marine information on Intranet (PortAll) and BPC website as directed.



12.12 Duty Assistant Harbour Masters

- 12.12.1 Responsible for the movement of vessels in the harbour and its approaches.
- 12.12.2 Supervise the day-to-day operation of the VTS Centre to monitor the movement of all vessels and provide information and advice to ensure a safe passage.
- 12.12.3 Ensure that the VTS centre is operated to the appropriate legislated standard.
- 12.12.4 Exercise the delegated powers of a Harbour Master in the issuing of Directions conferred under the provision of the Bristol Dock Acts and Orders 1848 to 1993 and other legislation. This also applies to Dangerous Substances and includes Pollution prevention and protection of the Environment.
- 12.12.5 Responsible for issuing permits to ships with regards to hot work, diving and immobilisation.
- 12.12.6 Provision of a high standard of service assistance and support to BPC and VTS customers, including close cooperation with Shipping Agents, Pilots, Towage providers, BPC personnel, MCA and MAIB.
- 12.12.7 Improve efficiency and reduce costs as necessary.

12.13 VTS Officers

- 12.13.1 Responsible for effective monitoring of the VTS area in accordance with published procedures and the positive and safe control of shipping within Bristol VTS area.
- 12.13.2 Maintain operational accuracy of the operations database for shipping movements.
- 12.13.3 Carry out other administrative duties pursuant to effective operation of the VTS centre.
- 12.13.4 Provision of a high standard of assistance and support to the DAHM in the planning and execution of tides.
- 12.13.5 Promotion of good relations and assistance to BPC and VTS customers; ttheir includes working closely in conjunction with Agents, Pilots, Towage providers, BPC personnel, MCA and MAIB.



12.14 Marine Support Officers

- 12.14.1 Are responsible to the DAHM for operational control within the docks.
- 12.14.2 Are to ensure that vessels are berthed correctly and safely in accordance with instructions from the Operations Department (as detailed in the Operations Database).
- 12.14.3 Ensure that all shipping within the docks is moored effectively.
- 12.14.4 Are to report to the Marine Department any operational or infrastructure deficiencies.
- 12.14.5 Conduct regular Berth Inspections.

12.15 Senior Pilot Boat Coxswain

- 12.15.1 Is responsible for the standards and practices on the pilot cutter, together with the day-to-day safe operation, training and maintenance of the vessel.
- 12.15.2 Is to provide a focal point for TBPC presence in Barry Harbour.

12.16 Malago, Graham Robertson, and Work Boat Masters

- 12.16.1 Are responsible for the standards and practices on their vessels, together with the day-to-day safe operation, training and maintenance of their respective craft.

12.17 Senior Lock Gate Engineer and Senior Oil Basin Controller

- 12.17.1 The responsibilities of the Senior Lock Gate Engineer and Senior Oil Basin Controller are laid down in the appropriate Quality Manuals.

12.18 All Categories of Supervision (i.e. Malago/Workboat Crew, Shoalbuster Crew, Pilot Boat Crew, Lock Gate Operators, Oil Basin Controllers and Lock Gate Engineers).



12.18.1 Are responsible for the effective implementation of the marine safety management system within their sections and area of control.

12.18.2 Will react to all incidents/ accidents in the areas under their control and report to their line manager any action taken or required to be taken to make safe and/or prevent recurrence of any incident.

12.19 Service Providers (including Bristol Pilots' Partnership, Pill Hobbler Ltd, Svitzer Marine (UK) Ltd)

12.19.1 The companies above are required to comply with the FCS marine management policy in their areas of interest.