

**WRITTEN QUESTION TO THE PRESIDENT OF
THE HARBOURS AND AIRPORT COMMITTEE
BY DEPUTY G.C.L. BAUDAINS OF ST. CLEMENT**

ANSWER TO BE TABLED ON TUESDAY 26th OCTOBER 2004

Question

Will the President supply –

- (a) a chronology of events covering the maintenance, repair and replacement of the Tanker berth forward gangway over the last five years, together with the cost of those works, including any temporary measures used? and,
- (b) details of the safety analysis made in regard to the proposed amalgamation of Jersey Radio with Port Control and Pilotage with other services, and further advise whether the ‘Portfolio Risk Programme’ was used for the process?

Answer

(a) La Collette tanker berth forward gangway

- In 1999 a static multistage crew access facility was in place. This comprised a gangway on each of the six levels which had to be removed as the tide changed and replaced with a gangway on another level. This facility was checked, along with other equipment at the tanker berth on a weekly basis.

Consultation and feedback from tanker operators proved that this facility was not suitable for operation by ships crews.

In 2002 a new crew access facility was designed and tendered for. This is an automatic tide following system, which is a single bridge suspended from a gantry and connected to the ship by means of an aluminium gangway. Once set up the gangway will follow the tide with the ship and will only need adjustment when the ships’ freeboard changes due to the cargo being discharged.

The cost of this system was £254,485 plus fees of £23,019. Total £277,504.

- There have been a few occasions since the system was installed when technical faults have developed and a safety boat has been placed alongside the tanker at a cost of £125 per time. (Further research can be undertaken, but it is not thought that the use of the safety boat has been necessary for more than 10 tanker visits).

The crew access facility is tested by harbour staff at least every two weeks.

Other maintenance includes –

an annual electrical maintenance program by the manufacturers, carried out last on 10th June 2004 at a cost of £1,845;

an annual insurance inspection (costs difficult to separate from the total port engineering insurance inspection).

If further information is required a more specific enquiry could be made to the harbour engineering department.

(b) Safety analysis

An independent formal navigational safety assessment was undertaken by the Warsash Maritime Centre in April 2000 using a Formal Safety Assessment methodology. This analysis indicated the need to 'appraise Port Control operator qualifications and experience', to 'formalise the incident and near miss reporting systems' and in particular, the 'consider the functions of Jersey Radio with respect to vessel reporting procedures and liaison with St. Helier Port Control'. Subsequent to that report, international guidance and standards for best practice, along with associated legislation, have developed further and have become the main reason and objective for change.

Our own safety analysis also indicates the need to move from operating as a service with no formally recognised standards of competence, training or good practice towards a service conforming with recognised international definitions in the UK National and Jersey context.

As a result of a decision of the States in November 2003, the International Convention for the Safety of Life at Sea (SOLAS) has been ratified on behalf of the Island. Regulation 12 of the revised Chapter V of SOLAS requires contracting governments (and this must now include Jersey) to arrange for the establishment of Vessel Traffic Services (VTS) where, in their opinion, the volume of traffic or the degree of risk justifies such a service. This came into effect on 1st July 2002.

The regulation requires that the contracting government plans and implements VTS where possible following the guidelines developed by the International Maritime Organisation (IMO).

In the UK, the Maritime and Coastguard Agency (MCA) is the Competent Authority for VTS and Coastguard operations. In Jersey, Jersey Harbours is the Competent Authority. Since we are a small authority we follow the UK guidelines as best practice, forming the benchmark for any local safety analysis.

The need for an efficient and effective service is a part of that analysis, and aspects of the proposals were approved by the local Health and Safety Inspectorate, alongside all other assessments made by the UK Maritime and Coastguard Agency trained and certified competent professional staff of Jersey Harbours

Some of these assessments (when appropriate to the nature of the particular assessment) and in particular, the formal incident and near miss reporting system, are provided for within the Portfolio database.

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The safety analysis was developed in the local context and continually reviewed in consultation with representatives of Jersey Radio and Port Control staff over a period of 15 months. It looked at safe manning, training and competence levels, recruitment, working arrangements including shifts, location considerations and communications, and resulted in new 'fit for purpose' Job Descriptions. The full details of the various safety analyses are lengthy and complex, and held on file at Maritime House. These can of course be made

available, (except where for security reasons some aspects of the security regime must remain confidential).

This clearly indicates significant increased levels of safety, such as a factor of time saving of around 80 per cent through increased autonomy and reduced telephone communication, and through staff being specifically trained and competent to recognised and defined best practices.