

Review Perth Harbour - Marine Safety Plan

Period January 2024 – December 2025

The purpose of this report is to detail the safety aims and objectives that the Harbour should strive to achieve thereby demonstrating the port's commitment to the Port & Marine Facilities Safety Code. These Safety Aims and Objectives were last reviewed and updated Dec2025.

No.	Aim/Objective	Details	Benchmark	Attained
1	Continuous review of Harbour Safety Management (MSMS) System and annual independent audit carried out	MSMS kept under continuous review for currency + independent audit carried out annually (minimum) by Designated Person. Following an audit the HM shall carry out relevant updates to the MSMS and publish on the Harbour website.	Audits carried out by DP Sept 2024, May 2025, and Oct 25. Next PMSC audit due March 2026.	Yes
2	Publish annual report to Duty Holder showing performance of port in relation to SMS	Annual report presented to Duty Holder.	Report published December 2024 and December 2025 with ongoing performance measured.	Yes

			DP report issued to Duty Holder Nov25.	
3	Ensure that Oil Spill Contingency Plan, issued under the authority of the MCA and Port Security Plan, issued under the authority of the DfT, Maritime Transport Security Division remain valid	Approval of OSCP + PFSP valid for 5 years from date of issue. Plans to be kept under review to ensure they remain fit for purpose and updated as necessary in the event of changes in operating procedures	Five yearly OPRC plan review undertaken and submitted to MCA Sept 2025. Annual return submitted to MCA Feb 2024 & January 2025. Revised PFSP submitted to DFT MSC May 2025 - approved 06/06/25.	Yes Yes
4	Ensure that Port Emergency Plan remains valid and fit for purpose	PEP kept under continuous review for currency + updated as required	Current Harbour Emergency Plan issued March 2024.	Yes
5	Carry out periodic mandatory PFSP and OPRC training drills/exercises	Various exercises to be carried out throughout year as detailed in Harbour OSCP and PFSP	Programme of training exercises up to date, as per requirements.	Yes

			OPRC IME & ISPS exercise undertaken 03/09/2025.	
6	Continuous monitoring and review of existing and potential hazards to navigation	Full river surveys generally carried out at intervals of approximately 10 years. Additional surveys carried out as and when required on reported changes to nature of shipping channel	Last full river survey carried out by Aspect Land + Hydrographic Surveys November 2016, with additional surveys in 2021 & 2022 as part of safety and proposed capital dredging project. Further Harbour Basin survey carried out December 2023, Feb 2024, & June 2024, Jan 2025, May 2025. Harbour entrance survey to be carried out on six monthly intervals, and when required under HM instruction.	Yes
7	Ensure maximum availability of Aids to Navigation (AtoN) and submit reports + average	Target availability 99% (IALA Category 2) over three year rolling period. Reports to be submitted to NLB	Reports are submitted as per NLB requirements - yearly submission (submitted April 2025).	Yes

	availability to Northern Lighthouse Board		All AtoNs operating satisfactory	
8	Ensure that Port Waste Management Plan, issued under the authority of the MCA remains valid and annual report submitted	Approval of PWMP valid for 5 years.	Updated PWMP to be submitted by March 2024 for MCA approval. Plan remains with MCA for approval but implemented on site.	Yes
9	Ensure a Duty Holder is identified and trained as per PKCs Scheme of Administration.	The Duty Holder is responsible for ensuring compliance with the relevant parts of the Code. The current Duty Holder is the PKC Strategic Lead for Economy, Development & Planning.	Audited by Designated Person	Yes
10	Ensure Pilotage Services in place in line with CHA requirements.	Pilotage services remain in place with one authorised pilot, and one trainee pilot.	Trainee pilot to complete additional night passages. Pilotage authorisation and insurance to remain up to date.	Dec 2025 Yes

11	The PKC Scheme Administration/Duty Holder shall must appoint a suitably qualified individual as their Designated Person.	The main responsibility of the Designated Person is to provide independent assurance directly to the Duty Holder that the MSMS, for which the Duty Holder is responsible, is working effectively in ensuring compliance with the Code	In place under contract.	Yes
12	Harbour Operator shall undertaken user stakeholder engagement	HM to ensure regular stakeholder engagement is undertaken with all stakeholders.	Hold regular Harbour User Meeting, attend River Tay Community Sport Hub, and chair River Tay Regeneration Steering Group. 1. Harbour User meeting 2. Tay Community Hub 3. Steering Group	1. June 25 2. July 25 3. Aug 25