



Foyle Port

**Marine Safety Plan (MSP)
2026-2028**





Version Control

| Date | Version | Update Reason | Author | Authorised (Duty Holder) |
|--------------|---------|-------------------------|--------|--------------------------|
| October 2025 | 1 | New plan period 3 years | | |
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Section 1: Introduction

Londonderry Port and Harbour Commissioners (LPHC) trading as Foyle Port, is the Statutory Harbour Authority (SHA) for Foyle Port. This also makes LPHC the Local Lighthouse Authority (LLA) with respect to aids to navigation by virtue of Section 193 of the Merchant Shipping Act 1995.

The Ports & Marine Facilities Safety Code (PMSC) is published by the Department for Transport and sets out a national standard for port marine safety. The Code applies to all Harbour Authorities and other organisations such as marine facilities, berth owners and terminals operators in the UK.

As part of its compliance with the requirements of the PMSC, Foyle Port publishes this safety plan for marine operations which covers a period of three years. This 'Marine Safety Plan' (MSP) is one component of a comprehensive (strategic level) Marine Safety Management System (MSMS) and serves to support the continuing improvement of marine safety performance.

This Marine Safety Plan commits Foyle Port to undertaking the proper management and regulation of marine operations within the scope of its powers and authority, and in line with its stated marine policies.

Section 2: Previous Marine Safety Plan Report

Foyle Port has successfully implemented the objectives outlined in its 2021–2024 Port Marine Safety Plan, in line with the requirements of 'the Code'. Over the three-year period.

Foyle Port has maintained a high standard of safety and operational effectiveness across all marine functions within its jurisdiction, ensuring the safe and efficient movement of both commercial and leisure vessels.

A robust Marine Safety Management System (MSMS) has been sustained, with regular internal and external audits completed, and all incidents investigated and reported in compliance with statutory obligations.

Risk assessments have been systematically reviewed and updated, and 100% of incidents and near misses have been logged through the Port Management Information System (PMIS), which has been upgraded and fully integrated with AIS.

Foyle Port has further demonstrated its commitment to continual improvement through staff training, equipment upgrades (including weather stations and AIS systems), and proactive monitoring of performance indicators.



These efforts have ensured that marine operations remained compliant, risk-aware, and environmentally responsible, while safeguarding both infrastructure and all port users. Overall, Foyle Port has met or exceeded its marine safety objectives and remains fully compliant with 'the Code', with all risks effectively managed to levels that are As Low As Reasonably Practicable (ALARP).

Section 3: Marine Policies

LPHC has several policies in support of the management and regulation of marine operations, including the regulation of shipping and near miss reporting. These strategic policies are embedded in the MSMS and are approved by the Duty Holder under 'the Code'.

These are:

- Navigational Safety Policy
- Marine Training Policy
- Conservancy and Environmental Policy
- Enforcement and Prosecution Policy

Section 4: The Management of Marine Operations

A comprehensive overview of Foyle Port, management and documentation is maintained in the MSMS which supports the delivery of this Plan. External audits of the MSMS are undertaken on an annual basis by the Designated Person. Foyle Port is committed to ensuring a positive safety culture and to enhancing its risk-based MSMS.

Risk assessments identify marine hazards and identify control measures to mitigate those risks within Foyle Port risk tolerability thresholds and aligned with the principle of ALARP (As Low As Reasonably Practicable). Foyle Port has a responsibility to provide vessel traffic management and, as far as its powers allow, to facilitate the safe transit of vessels using Foyle Port.

Section 5: Plan Period

This plan covers a three-year period of October 2025- October 2028

Section 6: Management Objectives

Foyle Port has split its objectives into two sets, the first addresses 'Standing Objectives' the second set addresses 'Period Objectives'.

6.1 Standing Objectives

The objectives support the ongoing improvement plan for Foyle Port. This plan is owned by the Harbour Master, on behalf of the Duty Holder, and aims to address high level improvement targets which will benefit the harbour and fulfils the requirement of the PMSC for the Duty Holder to maintain a 'Marine Safety Plan'.

| Number | Provision / Activity | Objective | Measure |
|--------|----------------------|---|---|
| 1 | Duty Holder | Duty Holders to have received training on their role and responsibility under the Code in the last three years. | 100% of Duty Holders trained |
| | | Duty Holders to have undertaken an operational tour of Foyle Port in the last three years | 100% of Duty Holders undertaken an awareness tour |
| 2 | Designated Person | Report by the Designated Person to the Duty Holder at least once per year. | Annual |
| 3 | Legislation | Review legal duties and powers at least once every three years. | Three years |
| 4 | Duties and Powers | MAIB Reportable Incidents: make all reports to the MAIB within 24 hrs, with investigation followed up. | 24 hrs initial report, investigation sent at incident close |
| 5 | Risk Assessment | All Marine Risk Assessments to be in-date. | 100% in-date |
| 6 | MSMS | Review of all Foyle Port Policies on a three-yearly basis. | Three years |
| | | The Marine Safety Management System will be reviewed annually (or following any significant industry changes). | Annual |
| 7 | Review and Audit | External Audit completed annually. | Annual |
| 8 | Competence | Ensure staff with marine safety responsibilities are trained to undertake their duties. | 100% of mandatory training completed |
| 9 | Plan | Publish a three yearly 'Marine Safety Plan' (this plan). | Published and in-date |
| | | Publish an assessment of the organisation's performance against the last plan. | Three years |
| 10 | Conservancy | Aids to Navigation: Three-year performance meets or exceed IALA performance threshold. | Cat 2 = 99.0% Cat 3 = 97.0% |



6.2 Period Objectives

Specific improvements are identified within the plan period and will be laid out in the table below when identified.

| Number | Provision / Activity | Objective | Measure |
|--------|----------------------|-----------|---------|
| a | | | |
| b | | | |
| c | | | |
| d | | | |
| e | | | |