



Maritime &
Coastguard
Agency

Our Mission:
Safer lives,
safer ships,
cleaner seas

Port Marine Safety Code

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The Port Marine Safety Code (PMSC)

- The Code was prompted by the aftermath of the 1996 Sea Empress disaster.
- The UK Port Marine Safety Code (PMSC) was developed in 2000 with the aim to "improve safety for those who use or work in ports, their ships, passengers and cargoes, and the environment".
- The Code is not statutory, failure to comply is not an offence, but the Code does set out references to legal duties that do exist and not adhering to it may be indicative of a breach of those duties.



PMSC

The Code is applicable to anyone who operates any form of marine infrastructure including facilities which do not otherwise have defined statutory powers and/or duties. These are collectively referred to throughout the Code as 'organisations' and may include, but are not limited to, the following:

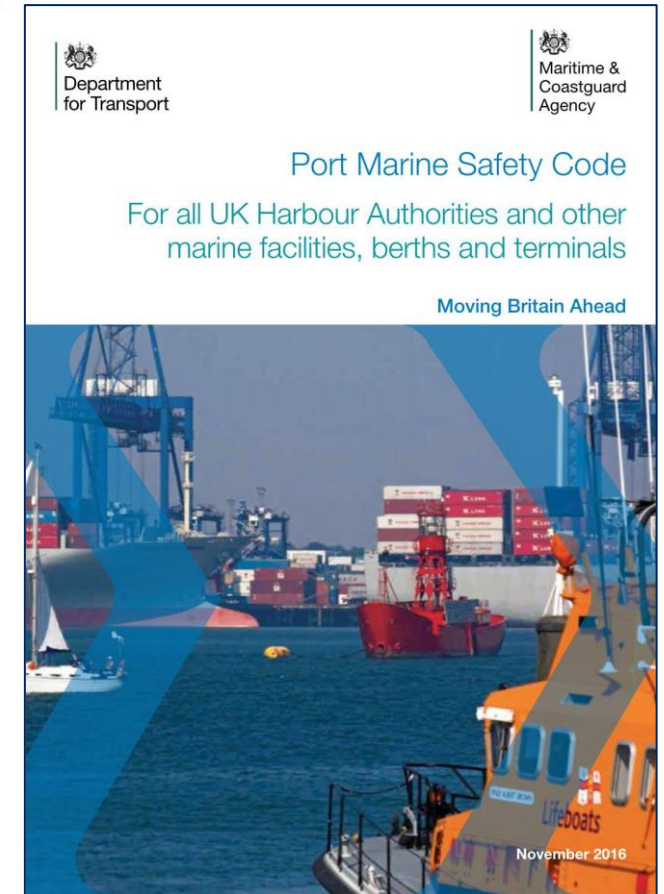
- Statutory/Competent Harbour Authorities
- Municipal Port or Harbour Authorities
- Trust Port or Harbour Authorities
- Private Port or Harbour Authorities
- State-owned Port or Harbour Authorities
- Ministry of Defence owned Ports and Marine Facilities
- All other marine berths, marinas, terminals or jetties

PMSC and the MCA's Responsibilities

The MCA is generally responsible for supporting DfT in developing and implementing the Government's maritime safety and environmental protection strategy.

The MCA is responsible to the Secretary of State for Transport in advising on the composition and application of this Code to all ports in the UK. This includes but is not limited to:

- the conducting of Health Checks
- monitoring the compliance of harbour authorities against the Code;
- the facilitation of regular meetings between port authorities, related to maritime industries operating within ports and government within the context of this Code in order to exchange opinions and developments which may have a bearing on the content of the Code and the way in which it is applied;
- the production of an annual report highlighting emerging trends identified during health checks; and
- other technical assistance which may be required by DfT.



PMSC Health Checks

The MCA, on behalf of the DfT, undertake a minimum of 8 PMSC Health Checks a year.

In 2023 the MCA conducted a total of 12 health checks, 4 in England, 3 in Wales, 3 in Scotland and 2 in Northern Ireland.

A Health Check is neither an audit or examination. Its main objective is to measure an organisation's level of compliance with the requirements of the Code and, where appropriate, identify ways in which this level of compliance could be enhanced.

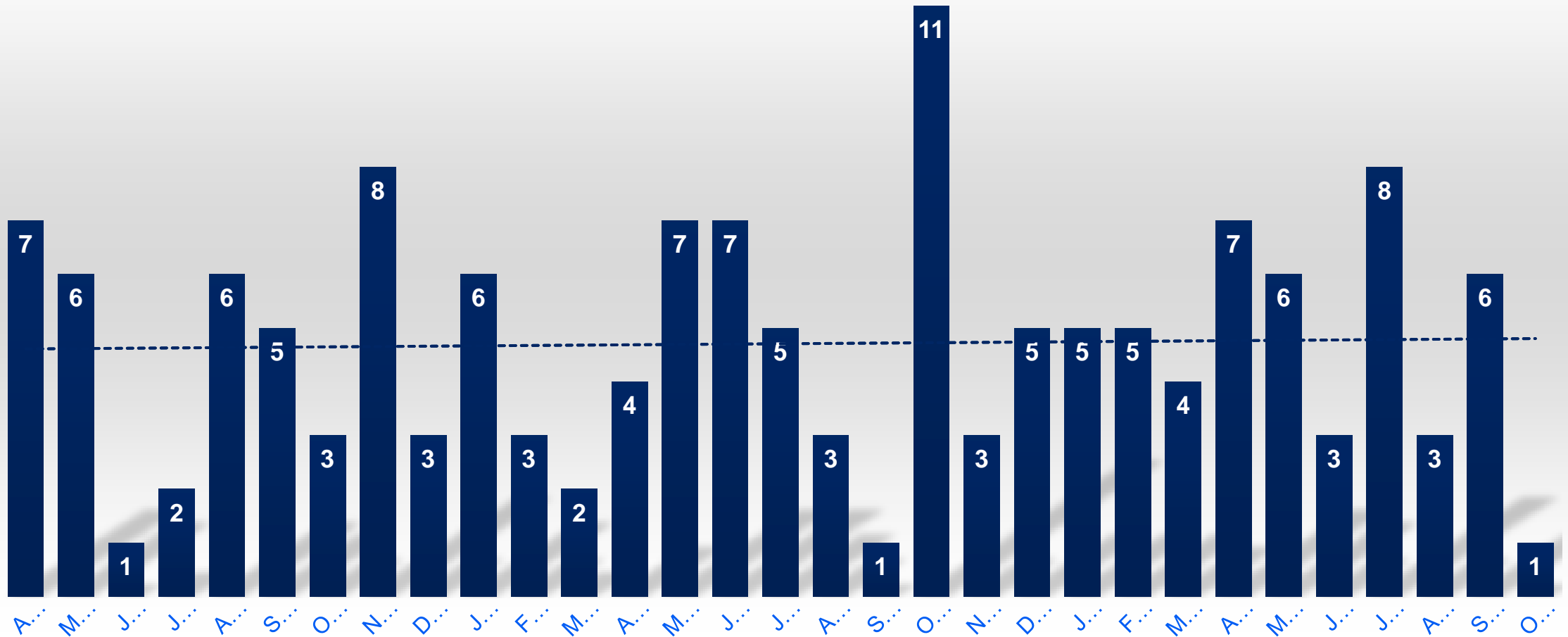
Organisations are identified as candidates for a Health Check for a variety of reasons:-

- An incident/accident or MAIB investigation/recommendation.
- A perceived failure in an organisation's duties and responsibilities.
- By request

What's Next?

- The PMSC is over 23 years old.
- It has recently undergone a DfT led industry wide review.
- The reviewed Code will shortly go before the PMSC Steering Group for approval with the aim of achieving Ministerial approval and subsequent publication in early 2024.
- There is a disconnect between SHA's and non-statutory marine terminals, jetties and operators who are not always fully aware of their requirements under the Code.
- Moving forward, the Code will require regular, industry wide review to keep up with the requirements for new regulation within ports, e.g. Net Zero, MASS.

Reports of DWHL to MCA Marine Offices April 2021 onwards



Reports of DWHL by Marine Office (>10%)

- Colchester 42%
- Beverley 22%
- Southampton 18%
- Cardiff 10%

Thank You.

Any Questions?