



RP MD 023, Rev. Orig.



GOVERNMENT OF RAS AL KHAIMAH  
RAK PORTS

# MARINE SAFETY PLAN (2022 – 2024)



**RAK PORTS INTEGRATED MANAGEMENT SYSTEM**

*The user of any copy of this controlled document is responsible for verifying if it is the current version prior to use.*

*The controlled current version is available on the website <https://rakports.ae/wp-content/uploads/2022/05/marine-safety-plan-2022-2024.pdf>*

Issue date: 10-05-2022

© RAK Ports 2022 - All rights reserved



**Document Owner:** Harbour Master, RAK Ports

**Revision History:**

Version	Date	Reason for change	Author
Orig.	10-05-2022	Initial Release	HM



**Table of Contents**

**1.0 Scope ..... 4**

**2.0 Impact ..... 4**

**3.0 Marine Safety Management System (MSMS) ..... 4**

**4.0 Organisation ..... 4**

    4.1 Duty Holder ..... 4

    4.2 Custodian of MSMS ..... 5

    4.3 External Auditor (Designated Person - DP) ..... 5

**5.0 Management of Marine Operations ..... 5**

**6.0 Marine Safety Plan Objectives ..... 5**

**7.0 Continuous Improvement Plan ..... 6**

**8.0 Management Targets for Marine Safety Plan ..... 6**

**9.0 Appendix – Continuous Improvement Plan ..... 9**

Retention	@ Office	@ Archives
	0-2 years	3-5 years



## RAK Ports Marine Safety Plan

### 1.0 Scope

RAK Ports Board and the Competent Harbour Authority (CHA – the Port Authority) are committed to managing marine safety to a standard compliant with the UK’s Port Marine Safety Code (PMSC) and the associated ‘Guide to Good Practice on Port Marine Operations’.

As part of its compliance with the requirements of the PMSC, RAK Ports is publishing this Marine Safety Plan (MSP); this plan covers the period 2022 to 2024 inclusive. The aim of MSP is to provide detail of the management measures in place and to set targets for performance.

### 2.0 Impact

The impact of the MSP is to ensure safe and effective management and regulation of marine operations within the areas of port jurisdiction and to continuously develop and improve marine and navigational safety as well as marine environmental management culture and performance.

The MSP is approved by the RAK Ports Duty Holder (see ‘Organisation’).

### 3.0 Marine Safety Management System (MSMS)

The MSMS was formally introduced in the year 2020 and is comprised of Navigational Safety Policy and a set of regulations, directions, guidelines, emergency plans, procedures and associated documents that seek to enhance marine safety. This is achieved through identifying hazards and applying appropriate procedures and control measures to reduce the risk to a point considered to be ‘as low as reasonably practicable’ (ALARP).

The Harbour Master shall ensure effective processes and procedures are in place to maintain the MSMS. A more comprehensive overview of the structure and management of the MSMS and compliance with the PMSC in support of this plan is contained in RAK Ports Marine Safety Management System Manual.

The Manual can be found at [https://rakports.ae/wp-content/uploads/2020/11/MSMS\\_Manual.pdf](https://rakports.ae/wp-content/uploads/2020/11/MSMS_Manual.pdf)

### 4.0 Organisation

#### 4.1 Duty Holder

The Duty Holder for the MSMS is the Executive Management of RAK Ports. The Executive Management is obliged to conserve and facilitate the safe use of the harbour. The Duty Holder will ensure that enough resources are available to discharge their marine safety obligations.

The Executive Management of RAK Ports consists the following team members:

- Chief Executive Officer.
- Chief Financial Officer.
- Chief Operating Officer.

#### 4.2 Custodian of MSMS

The Custodian of the MSMS is the Harbour Master who reports on marine safety matters directly to the Chief Executive Officer. He has overall responsibility for compliance of the Port Authority's statutory marine safety duties. Issues and concerns however, can be escalated to the Executive Management for review and collective decision.

#### 4.3 External Auditor (Designated Person - DP)

In due course an external auditor will be appointed to provide assurance of port marine safety independent of the Marine Management, to determine that port marine safety management system is working correctly, and to make any necessary representation on safety matters direct to the Duty Holder and, if necessary, the Board.

### 5.0 Management of Marine Operations

The Port Authority will undertake its role and responsibilities to ensure that, whenever possible, it provides efficient and effective services and the regulation of shipping and other vessels in support of all activities in the harbour; in particular commercial vessel movements, to facilitate the safe and prompt transit of vessels through the port.

In ensuring the continued provision of service, especially during times of disruption, the Port Authority will always keep the safety of its personnel, harbour users and vessels as the top priority.

### 6.0 Marine Safety Plan Objectives

The following specific objectives are set for the period ending 31 December 2024:

- The Port Authority will keep under review its powers and duties in order to ensure it can best regulate and conserve safe navigation within its areas of jurisdiction.
- The MSMS will be maintained based on a comprehensive risk analysis process and a framework for continuous improvement of safety performance.
- In due course annual/biannual audits by the Designated Person (DP) of the MSMS, its functions and procedures will be maintained.
- The Port Authority will, in a timely manner, correct any deficiencies and implement any safety enhancements identified through the audit process.
- The proactive and reactive review of identified hazards to navigation and the associated risk control measures that mitigate those risks to an acceptable level (As Low as Reasonably Practicable).
- Dedicated risk assessments of new and existing marine operations and services, as required.
- The Marine department shall continue to liaise with and seek the input from all stakeholders with the mutual aim of providing effective marine safety at the Ports in its jurisdiction.
- Comprehensive training and continuing professional development for marine department personnel will be maintained.
- The maintenance and exercising of port's marine emergency plans, including oil spill management.
- The investigation of reported marine incidents (of significant nature) within an agreed timeframe.



## 7.0 Continuous Improvement Plan

Port Authority has published a continuous improvement plan, in support of this Marine Safety Plan, which indicates the activities which will be undertaken to ensure that the Port continues to improve compliance with the Port Marine Safety Code (see Appendix).

## 8.0 Management Targets for Marine Safety Plan

The targets on the following pages have been defined in conjunction with the continuous improvement plan and are intended to ensure that Port Authority fulfils the PMSC requirements for the Duty Holder to maintain a “Marine Safety Plan”.

Retention	@ Office	@ Archives
	0-2 years	3-5 years



Table 1 - Standing Targets			
#	Description	Target	Timescale
1	Keep KPIs under review and introduce new KPIs as appropriate.	<ul style="list-style-type: none"> <li>Monitor KPIs and review as required.</li> </ul>	Annually.
2	Review and complete all documents stipulated in the MSMS Manual.	<ul style="list-style-type: none"> <li>Every three years or as required by external factors.</li> </ul>	End 2024.
3	Ensure the current policies and MSMS plans are published on RAK Ports website.	<ul style="list-style-type: none"> <li>Document control in accordance with Integrated Management System, documents posted on the website.</li> </ul>	Ongoing throughout year.
4	Ensure consistent application/ implementation of the MSMS across all ports.	<ul style="list-style-type: none"> <li>Successful annual internal audit at each location.</li> </ul>	Annually.
5	Produce Marine Safety Plan.	<ul style="list-style-type: none"> <li>Three-yearly plan for the management of marine operations, to comply with the requirements of the PMSC.</li> </ul>	Triennially.
6	Marine Risk Assessment.	<ul style="list-style-type: none"> <li>Review of existing and new identified and potential hazards to navigation.</li> </ul>	Annually.
7	Reduce the number of significant navigational incidents year on year.	<ul style="list-style-type: none"> <li>No major marine incidents, major injuries, or serious pollution incidents as the result of a failure of the MSMS and/or of associated service provisions.</li> </ul>	Ongoing throughout year.
8	Conservancy and Hydrographic Surveys.	<ul style="list-style-type: none"> <li>Ensure maximum availability of Aids to Navigation (AtoN); respond to defective AtoN and rectify within 48 hours.</li> <li>Ensure that hydrographic surveys are undertaken within required time frame.</li> <li>Promulgate hydrographic survey data to UKHO and ensure BA charts are published.</li> </ul>	Periodically, as, and when needed.
9	Provide trained and qualified pilots to ensure an effective 24/7 pilotage service.	<ul style="list-style-type: none"> <li>24/7 pilotage services maintained (subject to weather) without any serious Incidents.</li> <li>No major incident due to PEC process.</li> </ul>	Ongoing throughout year.
10	Towage Services.	<ul style="list-style-type: none"> <li>No major incident resulting from tug crew, due to utilisation of Port Tugs.</li> </ul>	Ongoing throughout year.
11	Liaison and consultation with Stakeholders.	<ul style="list-style-type: none"> <li>Conduct meetings with RAK Ports stakeholders to discuss marine and navigational safety related issues.</li> </ul>	Semi-annually.
12	Marine Management.	<ul style="list-style-type: none"> <li>Undertake annual appraisal of all Marine Staff and give relevant and constructive feedback with the aim of improving safety, quality, and efficiency.</li> </ul>	Annually.

Table 2 - Period Targets		
#	Description	Target
1	Deployment of ShoreTension®	<ul style="list-style-type: none"> <li>Safely conduct trials with ShoreTension to provide reduced loads in the ship's mooring lines to prevent the effect of wind, waves/swell.</li> </ul>
2	Use of Smart Mooring Application.	<ul style="list-style-type: none"> <li>Work with Royal Haskoning to ensure system is optimized for our needs.</li> </ul>
3	Port Operating System (POS) and Port Community System (PCS).	<ul style="list-style-type: none"> <li>Development and implementation of POS and PCS to improve engagement, communication, and associated port/marine operations.</li> </ul>
4	Port Control.	<ul style="list-style-type: none"> <li>Purchase new equipment and upgrade the facilities.</li> </ul>
5	Incidents of significant nature are investigated and closed out within an agreed timeframe.	<ul style="list-style-type: none"> <li>Produce an investigation report (MIF Procedure) within 4 weeks and close within 6 weeks of being reported.</li> </ul>
6	Oil Pollution response Plan.	<ul style="list-style-type: none"> <li>Finalise consultation and publish.</li> </ul>
7	Tier 2 response.	<ul style="list-style-type: none"> <li>Agree contract with Tier 2 emergency response provider.</li> </ul>
8	Carry out emergency drills and exercises.	<ul style="list-style-type: none"> <li>Carry out Periodic Tier 1 response, deploying equipment resources from port stockpiles.</li> <li>Run and/attend exercises with external stakeholders such as local authorities and the emergency services.</li> <li>Hold joint exercise with Tier 2 response provider.</li> <li>Hold emergency response drill (non-oil spill).</li> </ul>
9	Consolidated Marine Plant and their Services.	<ul style="list-style-type: none"> <li>Implement centre lead aft towage at Saqr Port.</li> <li>Produce new safe operating procedures for tugs.</li> </ul>
10	Training	<ul style="list-style-type: none"> <li>Consolidate training of Tug Masters and Pilots at Saqr Port.</li> <li>Update STCW Certification.</li> <li>Implement V103 training of Tower staff.</li> </ul>
11	Audit	<ul style="list-style-type: none"> <li>Introduce Audit schedule.</li> </ul>
12	PPU	<ul style="list-style-type: none"> <li>Test systems and purchase most suitable for our needs.</li> </ul>
13	Current Profiler	<ul style="list-style-type: none"> <li>Implement current monitoring system for deep water berths.</li> </ul>



## 9.0 Appendix – Continuous Improvement Plan

Port Authority aims to continuously improve compliance with the requirements of the Port Marine Safety Code and reduce all foreseeable marine operations risks to ALARP.

The continuous improvement plan indicated below outlines the steps to be taken to ensure compliance as well as maintaining a best practice mindset in the Port.

The continuous improvement plan will be cyclical in nature and follow the sequence below:

#	Task	Description
1	Plan Audit Schedule	Draft and issue in early December (via an HM's Notice) the audit schedule/plan for the year.
2	Undertake Audits	Conduct Internal audits at ports according to the above plan.
3	PMSC External Audits	Designated Person (DP) to undertake an Audit on PMSC compliance and report back to the Duty Holder. A PMSC External audit will be carried out at the appropriate stage by Designated Person, who is yet to be appointed.
4	Establish action points and Report	As a result of the audit, establish action points and areas for improvement.
5	Report	Produce a written report containing visit findings within a reasonable time.
6	Keep "Marine Safety Plan" up to date.	Maintain a constantly updated database of actions/areas of best practice with due action dates and details of who is responsible for completing actions. Proactively follow up any actions not complete by due date.
7	Promulgate outcomes	Ensure that all ports are made aware of key improvement points and areas of best practice by appropriate means (For example, HM's Notice, Internal MSMS Report, etc).
*Repeat Cycle Annually.		