

Management Objectives

Management Objectives for the Marine Safety Plan have split its into two sets, the first addresses ‘Standing Objectives’ the second set addresses ‘Period Objectives’. This plan is owned by Exeter City Council on behalf of the Duty Holder and aims to address high level targets which will benefit all port and harbour locations and fulfils the requirement of the PMSC for the Duty Holder to maintain a Marine Safety Plan.

Standing Objectives

Number	Provision	Objective	Target	Evidence
1	Duty Holder	Duty Holders to have received training on their role and responsibility under the Code in the last three years.	To appoint ECC Executive Committee as DH	Action complete. Duty Holder training will be held on the 11 th of September
2	Designated Person	To have undertaken an operational tour of Exeter waterways in the last three years.	Not yet appointed, DP has to be selected by the DH, likely nominees in discussion with HM	Awaiting designation by the Duty Holders. Invitations to possible candidates ready to be sent out.
3	Legislation	Report by the Designated Person to the Duty Holder at least once per year.	Not yet, but will be an annual review	Will be part of the process once DP appointment made.
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 at incident close	Maritime activity report
		Incidents recorded and investigated (if necessary) within the agreed timeframe.	Initial action 7 days, investigation closed in 30 days	Maritime activity report
5	Risk Assessment	All Marine Risk Assessments to be in date.	100% complete	Currently looking into a different RA toolset. Council owned system not easy to tally with a marine environment. Looking at a system called MARNIS and another called Harbour Assist

	Number	Provision	Objective	Target	Evidence
	6	Marine Safety Management System	All Policies reviewed on a three-yearly basis.	To have plan produced and available to all stakeholders within 6 months.	Not yet completed. See below.
			The Marine Safety Management System will be reviewed annually (or following any significant incident, industry or legislative changes).	To distribute widely, to keep numbered and dated reviews. To liaise with other stakeholders on the waterways about their own responsibility to the PMSC	To keep agenda item at the Port User group meetings
	7	Review & Audit	Internal Audit	Staff reviews annually. Document checks annually	Audit being carried out by South West Audit Partnership, report will go to Harbour Board and Duty Holder on completion.
	8	Competence	Ensure staff with marine safety responsibilities are trained to undertake their duties.	100% of Essential & 80% of Desirable completed	Maritime activity report
	9	Plan	Publish a three yearly 'Marine Safety Plan' (this plan).	Plan currently being prepared	Internal Audit
	10	Conservancy Duty	Aids to Navigation: Three-year performance meets or exceed IALA performance threshold	To carry out annual liaison and inspection with Trinity House	Constant monitoring of navigation channels. Survey results to be promulgated on Waterways web pages
			Hydrographic surveys in date	Survey of the approaches completed April 2024	

Period Objectives

	Number	Provision	Objective	Target	Responsible Officer
	1	Duties and Powers	General Directions	Introduce General Directions and repeal current Bye-Laws – With lawyers Ashford's currently.	Harbour Master
	2	Duty Holder	Marine Facilities	Identify Marine Facilities within the port area and seek compliance with the PMSC	Full Council, on-going training with Harbour Master
	3	Competence	Training	Issue Training Matrix and ensure all staff have appropriate training as required to undertake their duties	Harbour Master
	4	Marine Safety Management System	Management of Navigation	Carry out a formal Risk Assessment of navigable waters	Harbour Master
	5	Conservancy Duty	Aids to Navigation	Review of all AtoN's in the port	Graham Manchester
	6	Marine Safety Management System	Liaison and consultation with stakeholder	Improve lines of communication in place with Port User Groups	Harbour Master

After poor weather in the spring interrupted by a warm spell in early June, the season got off to a slow start but now we are in the height of summer the Waterways service has been as busy as ever.

Exeter Ship Canal

The canal Manager reports that swimmers in the canal during warm spells of weather continue to be a problem. The water quality in the canal is not overly good and bathers are oblivious to this. The behaviour of young people swimming is particularly worrying at the Basin during the school holidays, boats are being climbed over and jumped off, as are the rowing club and Haven Banks pontoons. The situation at Clapperbrook bridge and Double Locks has got so bad that we have contracted Marsh Barton Security Services to stop by these areas three times per day and report back any issues to the ECC control room for follow up action.

The lock gates at the canal need attention, particularly at the Turf. Currently we are trying to recruit a new Waterways engineer and one of the priority tasks set will be to look at a programme of works for this.

We are working on a revision to the boat storage contract for our customers at the canal. This revision will include a requirement to confirm vessel insurance annually and a direction for vessels to be kept in a seaworthy condition and to leave the canal for a minimum of two weeks per year unless prior agreement for long term restoration projects for example.

In the river Exe just off the Quay we have anchored a painting by a local artist depicting a melting iceberg. The aim of this is to highlight the effects of climate change and has been a talking point for visitors to the area. The artwork is due to be removed at the end of August. [Icebergs spotted on Exe as floating artwork installed - Exeter City Council News](#)

We still lack sufficient staff resources at the canal, the team are always under pressure and work schedules are constantly behind. We are trying to recruit suitable casual help, but this is proving to be difficult.

Exe Estuary

Most servicing of customers moorings has been done, with just a few latecomers or alterations to be completed.

The Estuary team have been working hard servicing the Aids to Navigation in the river; currently 65% of the 54 marker buoys have been serviced over the summer, we hope to have completed the rest before the onset of autumn.

We have had a patrol boat out on the water every weekend during the summer except for one when the weather was particularly bad. The patrollers are there to advise and help water users understand and adhere to the local Bye Laws and good practice afloat. The team record incidents that have either been witnessed by them or that have been reported to us either by our on-line reporting system or word of mouth.

Looking at the figures below, it is important to remember that because of the limited number of staff, the patrol boat is only on the water at weekends and or busy times when there are team members available so what the team see or is reported to us only represents a fraction of the true number of incidents that occur.

So far this summer we have recorded the following;

Incident type	Number
Sinkings	2
Groundings	2
Collisions	1
Speeding vessels	79
Machinery failure	1
Engine breakdown	9
Injury afloat	1
Vessels adrift	3
Swimmers in the main channel	1
Navigation errors	7
Capsized vessels	1
Man overboard	1
other	2