

SZC Company document
PORT MARINE SAFETY CODE – MARINE SAFETY PLAN
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Sizewell C Harbour Authority

Marine Safety Plan

July 2025 – July 2027

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Technical Reviewer	Kate Centnere
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Contents

1	Introduction.....	3
1.1	Marine Policy.....	3
1.2	Continuous Improvement.....	3
1.3	Marine Procedures	3
1.4	Established Marine Activities	3
2	Review of the Previous Marine Safety Plan (Sept 2024 – Mar 2025)	4
3	2025 – 2027 Marine Safety Plan	4
4	Approvals.....	6
	Appendix 1: Sizewell C Marine Safety Plan - Performance Against Targets (Sept 2024 – Mar 2025)	8

NOT PROTECTIVELY MARKED

Document Reference Number: 101581061

Revision 1.0

1 Introduction

SZC Statutory Harbour Authority (SZCSHA) was created through the granting of the Sizewell C Development Consent Order. As such, SZCSHA has committed to comply with the requirements of the Ports & Marine Facilities Safety Code (2025) (PMSC) and its Guide to Good Practice, which includes the publication of a **Marine Safety Plan**.

This marine safety plan is one component of a comprehensive (strategic level) Marine Safety Management System (MSMS) and serves to support the continuing improvement of all aspects of SZC marine safety performance, and ongoing compliance with the PMSC.

The plan is intended to cover a rolling two-year period but will be refreshed and checked for continuing relevance on an annual basis.

1.1 Marine Policy

SZC Harbour Authority has published a Marine Policy, confirming the Duty Holders commitment to compliance with the PMSC. This policy is supported by additional marine policies covering training and management of navigation provision, as well as other corporate policies, particularly health and safety.

1.2 Continuous Improvement

SZC Harbour Authority has also published a continuous improvement policy, which outlines the *process* adopted to ensure that the port continues to improve compliance with all aspects of the PMSC.

1.3 Marine Procedures

Operational procedures within the SZC Harbour Authority marine function are described in the SZC Harbour Authority MSMS and supported by various forms and checklists where appropriate. All procedures are reviewed on a regular basis by the respective document owners.

Together, the policy and procedures outline those activities which have been identified as necessary to ensure the safe and efficient management of marine activities in the harbour and make best use of SZC Harbour Authority statutory powers and responsibilities.

Such activities may be divided into those that are established and ongoing (or routine) in their support of PMSC compliance, and those which are additional (or temporary) management targets seeking to ensure continuous improvement in Port Marine Safety.

1.4 Established Marine Activities

The Harbour Master is responsible for various marine activities and these are undertaken on behalf of the Duty Holder. These are focused on Ports & Marine Facilities Safety Code compliance and include, but are not limited to, the following:

- Production and review of MSMS documentation (Policies, Procedures, Forms and checklists);
- Ownership and maintenance of the system used for identifying hazards and assessing marine risks and recording and analysing marine incidents;
- Providing training, advice and guidance to ensure that risk assessments are reviewed and monitored for all identified marine hazards and when required, identify control measures to mitigate those risks to an acceptable level of ALARP (As Low As Reasonably Practicable);
- Provision of guidance on consistent incident investigation;
- Sourcing marine supplies and services (such as safety equipment, oil spill response contractors, and training) which will contribute to consistent compliance with the PMSC, as well as deliver value for money;
- Regulation of time and manner of vessel movements;

NOT PROTECTIVELY MARKED

Document Reference Number: 101581061

Revision 1.0

- Regulating dangerous goods in transit on ships and for counter-pollution and waste disposal plans (if required);
- Responsibility, where appropriate, for the provision and maintenance of any aids to navigation;
- Providing, through regular internal and external audit, oversight of PMSC compliance on behalf of the Duty Holder, and identify improvement opportunities through sharing of best practice.

Furthermore, the following activities will normally be ongoing at the harbour and will be the responsibility of the Harbour Master:

- Regular marine management team meetings.
- Creation and review of marine risk assessments, reporting of incidents and carrying out investigations.
- Regular consultation with harbour users and stakeholders by means of Port User Group Forum meetings or similar.
- Training of marine staff in line with the Marine Training Matrix standards.
- Production of and exercising of emergency plans.

2 Review of the Previous Marine Safety Plan (Sept 2024 – Mar 2025)

The table shown in **Appendix 1** shows a summary of performance against each target set out in the first Marine Safety Plan published by the Sizewell C Harbour Authority. This plan covered the period between September 2024 and March 2025. All 20 of the targets were fully met.

3 2025 – 2027 Marine Safety Plan

The marine safety targets below provide the ongoing Marine Safety Plan for the SZC Harbour Authority. This plan is owned by the Harbour Master on behalf of the Duty Holder.

This plan aims to address high level improvement targets which will benefit the port and fulfils the requirement of the PMSC for the Duty Holder to maintain a “Marine Safety Plan”.

Target No.	Description	Target	Timescale
1	Port Passage Plan	Develop a Port Passage Plan for the harbour and review as marine traffic develops.	Q3 2025
2	Oil Spill Response	Implement an oil spill response plan commensurate with requirements of the SHA with levels of response defined by a specialist oil spill response contractor.	Q4 2025
3		Establish an MCA-approved Oil Spill Response Plan prior to the Beach Landing Facility and/or the Marine Bulk Import Facility becoming operational.	Q1 2027
4	Marine Traffic Co-ordination	Establish effective Marine Traffic Co-ordination and deconfliction through SIMOPS protocols and Marine Works approval conditions.	Q3 2025

NOT PROTECTIVELY MARKED

Document Reference Number: 101581061

Revision 1.0

Target No.	Description	Target	Timescale
5	Marine Spatial Planning	Undertake Marine Spatial Planning to include the establishment of an exclusive Marine Construction Zone (MCZ) and a Marine Fisheries & Recreation Zone (MFRZ).	Q4 2025
6	Local Knowledge Endorsement (LKE)	Develop and implement a LKE requirement to marine works vessel crews.	Q4 2025
7	Towage Directions	Establish Towage Directions and review as marine traffic develops.	Q3 2025
8	Harbour Patrol	Maintain under Risk Assessment and seek to establish a harbour patrol capability for the SHA by 2027.	Q2 2027
9	Promote PMSC Compliance	Work with British Ports Association (BPA) and other ports to use lessons learned to further develop and maintain compliance with the PMSC.	Q3 2025
10	Harbour Master Provision	Procure and recruit a Deputy Harbour Master.	Q2 2026
11	Harbour Master Training	Ensure that the Deputy Harbour Master is developed through training and mentoring such that he/she is competent to carry out all of the harbour master functions and responsibilities.	Q1 2027
12	Pilotage and Pilot Exemption Certificates (PECs)	Develop Pilotage Directions and a Pilotage Service, following the Pilotage Policy, to meet current and future harbour requirements based on formal risk assessment.	Q1 2027
13	Cumulative Navigation Risk Assessment	Update and develop the Cumulative Navigation Risk Assessment based on updated marine works plans and vessel forecasts.	Quarterly Review
14	Local Port Service (LPS)	Establish a Local Port Service for the Sizewell C Harbour Area.	Q1 2027
15	Marine Safety Management System	Continue development of the Marine Safety Management System to meet requirements of <u>future</u> harbour use.	Annual review
16	SZC Harbour Authority supports the construction of the SZC Nuclear New Build power station and as such the needs and requirements for marine works and provision of marine logistics will constantly change over the course of the project.	PMSC nominally requires Marine Safety Plans to be formally reviewed and re-issued every three years. In the context of SZC project this period is too long and as a result the SZC Harbour Authority Marine Safety Plan should be formally reviewed after one year.	Annual review

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Document Reference Number: 101581061

Revision 1.0

4 Approvals

Signed: _____

Damian Leydon

Chair of Sizewell C Harbour Board

Date: _____

Signed: _____

John Davies

Sizewell C Site Operations Lead & Deputy Chair of Sizewell C Harbour Board

Date: _____

Signed: _____

Simon Middleton-Burrows

Sizewell C Freight & Logistics Service Manager

Date: _____

Signed: _____

Hayley Critchley

Sizewell C Head of Compliance

Date: _____

Signed: _____

Keith Prince

Head of Health, Safety and Wellbeing

Date: _____

Signed: _____

Stephen Roast

Sizewell C Marine Environment Manager

Date: _____

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Signed: _____

Kate Centnere

Sizewell C Marine Operations Manager

Date: _____

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Revision 1.0

Appendix 1: Sizewell C Marine Safety Plan - Performance Against Targets (Sept 2024 – Mar 2025)

Target #	Target	Time Scale	Progress
1	Establish Harbour Board.	Sep-24	Established through ToR signed off by SZC Exec Board.
2	Appoint Duty Holders.	Sep-24	Established through ToR signed off by SZC Exec Board.
3	Appoint Designated Person.	Sep-24	Appointed Jerry Stanford as the Designated Person.
4	Appoint Harbour Master.	Sep-24	Sept 2024 to January 2025 Interim Harbour Master - Dr Ed Rogers, supported by Deputy - Capt. Nigel Bassett. February 2025 onwards, Capt. Neil Glendinning is statutory Harbour Master.
5	Create Marine Safety Management System to meet requirements of <u>current</u> harbour use.	Sep-24	MSMS established to capture all Tier 1, 2, 3, 4 and 5 of requirements set out in Ports & Marine Facilities Safety Code. - Tier 2 Polices signed by Duty Holder and saved both to Digi-SMS and SZC Doc Mgt System. - Marine Safety Plan (Sept '24 to Mar '25) signed by Duty Holder and available via SZC Harbour Authority Website. - General Directions - in place and displayed on SZC Harbour Authority Website. - Conservancy Policy - NtM issued / bathymetric survey data supplied to UKHO to update Charts. Various SZC personnel set up with access to the MSMS.
6	Develop the Marine Safety Management System to meet requirements of <u>future</u> harbour use.	Mar-25	Updated MSMS based on outputs of Cumulative NRA and Marine Works Submissions.
7	Conduct a Navigation Risk Assessment to establish risk control measures for current harbour activities.	Jun-24	Baseline NRA (March 2024) in place. All additional activity dealt with on a case-by-case basis, with various deconfliction plans put in place where SIMOPS known to take place.
8	Establish a Conservancy Policy and undertake duties to ensure the harbour is in a fit condition for vessels to use it safely.	Sept-24	Bathymetry data obtained and quality-checked by SZC issued to UK Hydrographic Office to update nautical charts. SZC SHA communicate any SZA and SZB AtoN defects To Trinity House via LARS portal and meets with TH on a regular basis to review plans for new AtoNs and temporary markers/buoys.
9	Define the scope and commence a Cumulative Navigation Risk Assessment to establish risk control measures for future harbour activities.	Mar-25	CNRA completed to determine navigation risk through project to ensure key risk control measures are implemented in advance.

NOT PROTECTIVELY MARKED

Document Reference Number: 101581061

Revision 1.0

Target #	Target	Time Scale	Progress
10	Establish a Marine Works Application and approval process.	Sep-24	Approval process in place since April 2024. Harbour Works Procedure has had various updates as required since April 2024. Discussed regularly at monthly Marine Working Group.
11	Establish and formalise consultation with harbour stakeholders.	Jan-25	Stakeholder consultation events, including with local residents, recreational users, local harbours are documented on the SZC SHA Stakeholder Log.
12	Establish and formalise training requirements for harbour users and personnel.	Jan-25	Marine Training Matrix produced and saved to MSMS. PMSC training for Duty Holders took place in Dec-24.
13	Establish a vessel traffic monitoring capability for the harbour area.	Jan-25	VTM solution in place and operational from October 2024.
14	Establish marine emergency plans for the harbour area.	Jan-25	Emergency Response Plan produced and issued to marine contractors.
15	Establish port waste management plan for the harbour area.	Jan-25	Not required until marine terminals are operational as only vessels berthing at SZCHA are fishing and recreational vessels which are exempt from the regulations.
16	Establish Harbour Directions.	Q1/2 2025	General Direction established and published on website since mid-April 2025.
17	Establish the need for an oil spill response plan for the harbour area.	Jan-25	<p>Meeting with MCA as regulator on 21/10/2024 confirmed that Oil Spill Response Plans were not required until SZC offer berths alongside, on buoys or at anchor, to ships of over 400 GT or oil tankers of over 150 GT (i.e. prior to MBIF and BLF becoming operational). Email confirmation received from MCA 19-Nov-24.</p> <p>A review of individual marine works' oil spill response plans is on-going as part of the marine works application process.</p>

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Document Reference Number: 101581061

Revision 1.0

Target #	Target	Time Scale	Progress
18	The SZC marine works and logistics will require pilotage provision to be defined and implemented based on disposition of future vessel traffic. SZC Harbour Authority to develop Pilotage Directions and Pilotage Service, following the Pilotage Policy, to meet current and future harbour requirements based on formal risk assessment.	Mar-25	Pilotage procedure written and saved on MSMS. Pilotage provision paper sets out likely pilotage requirements for SZCHA which will need to be established during 2027.
19	SZC Harbour Authority to establish an Aids to Navigation Policy, Procedure and service to meet Trinity House requirements.	Sep-24	SZC are formally stood up as LLA and report through the LARS online portal. An Aids to Navigation Defects & Maintenance Procedure is in place, signed by both Sizewell A and B. Trinity House inspected AtNs in July 2024 which were 'found to be in good and efficient order'. A local outage on the Sizewell B lighted beacon was identified in Q3 2024. This was reported to SZB and has now been rectified.
20	PMSC nominally required Marine Safety Plans to be formally reviewed and re-issued every three years. In the context of SZC Nuclear New Build this period is too long and as a result the SZC Harbour Authority Marine Safety Plan should be formally reviewed every twelve months.	Mar-25	Increase frequency of Marine Safety Plan updates to every 12 months.