Lochboisdale Harbour

Safety Plan for Marine Operations 2026 - 2028

30 September 2025

Lochboisdale Development Limited
Statutory Harbour Authority for the Lochboisdale and Gasay Port
Oifis Stòras
Daliburgh
South Uist
Western Isles

Document Production and Approval

Version	Date	Purpose	Lead Author	Reviewers	Approved by	Status
1.00	3 Sep 2025	Initial draft	D G Phillips		CEO / HM	DRAFT
1.01		Final	D G Phillips	CEO / HM	CEO / HM	Final

Contents

Document Production and Approval 2
Introduction 3
Port Marine Safety Code – What does it require? 3
Performance against 2019 – 22 Marine Safety Plan 4
Marine Safety Management Policies 4
Marine Directions, Risk Assessments and Operational Procedures 5
Marine Safety and Management Priorities 5

Introduction

1. Lochboisdale Development Limited (LDL) is the Duty Holder and statutory harbour authority for the Lochboisdale and Gasay Port. LDL is committed to compliance with the Ports & Marine Facilities Safety Code (PMSC) and its directors are the Duty Holders accountable for ensuring both compliance and safe marine operations. This Marine Safety Plan covers the period 2026 – 2028, it details the plan for continued compliance with the PMSC and includes standard and specific objectives.

2. Article 1.2 of the PMSC states that "*… the duty holder is likely to be members of the management team or a board who are both individually and collectively accountable for marine safety."*

Ports & Marine Facilities Safety Code – What does it require?

3. Chapter 9 of the Ports & Marine Facilities Safety Code require that a Marine Safety Plan should be published every three years and in particular, state:

9.1 To demonstrate commitment to marine safety and to ensure the involvement of harbour users, all organisations should produce a marine safety plan.

9.2 The marine safety plan should illustrate how policies and procedures will be developed to satisfy the requirements of the Code. It should:

- *commit the organisation to undertake and regulate marine operations in a way that safeguards the harbour/facility, its users, the public and the environment;*
- *refer to commercial activities, the efficient provision of specified services and the effective regulation of vessels including near miss reporting; and*
- *explain how commercial pressures will be managed without undermining the safe provision of services and the efficient discharge of its duties.*

Format

9.3 The form of each organisation's plan and report is for it to determine so long as it covers all if the relevant requirements of the Code.

Review

9.4 The Duty Holder must publish an assessment of the organisation's performance against its plan.

9.5 Information gathered from the monitoring and auditing of the MSMS should be used to support the analysis and conclusions of that assessment.

Timing

*9.6 At minimum, plans and assessments should be **reviewed and published every three years**.*

Performance against 2022 – 25 Marine Safety Plan

4. The 2022 - 2025 Marine Safety Plan was published in October 2022 and measuring performance by LDL against that plan:

- The Marine Safety Management System (MSMS) operated by LDL and its management of Lochboisdale and Gasay Port was compliant with the Port Marine Safety Code (PMSC) throughout the period of this Marine Safety Plan. This was confirmed by successive reports by the Designated Person[1] throughout the period of the plan which, without exception reported the port as being compliant with the PMSC.
- LDL met all the Standing Objectives detailed at the 2022-25 Marine Safety Plan
- LDL completed all of the Specific Objectives detailed in 2022-25 Marine Safety Plan.

Marine Safety Management Policies

1. LDL's general policy on health and safety is set out in its *Marine Safety Management System – Policies and Overview* document. The latest update is February 2023, approved by the LDL board of directors and published on the Lochboisdale Harbour website: http://lochboisdaleharbour.com/

2. LDL's detailed policies in relation to each of the elements of the PMSC are set out in the same document. These are concerned with both the management of the sheltered Lochboisdale harbour and the other parts of the Loch Boisdale sea loch that fall within LDL's jurisdiction as a statutory harbour authority.

3. The policies provide for an independent audit of their effectiveness by a "Designated Person". The last full audit was conducted by the Designated Person, David Phillips in December 2022 and its recommendations were accepted fully by the LDL board of directors in December 2022. LDL intend that the next full review of the MSMS and these policies will be conducted in e unless certain policies warrant earlier review and amendment. The next audit will be completed before the end of 2025

[1] Article 2.1 of the PMSC states: "*All organisations must appoint a suitably qualified individual as their "designated person*".

Article 2.2 says: "*The main responsibility of the Designated Person is to provide independent assurance directly to the duty holder that the MSMS, for which the duty holder is responsible, is working effectively in ensuring compliance with the Code*."

Commander David Phillips MVO acts as LDL's Designated Person for audits of the MSMS and provides specialist advice; he is a very experienced former naval officer and former harbour master and is now a marine consultant.

Marine Directions, Risk Assessments and Operational Procedures

4. The MSMS policies are expanded in detail into specific directions, risk assessments, standard operating procedures (SOP) and plans such as:

- General Directions to masters of vessels
- Navigational risk assessments and other risk assessments as appropriate
- Standard Operational Procedures (SOPs) for operating the marine traffic lights and lifting equipment such as the dockside crane and the mobile boat hoist
- Plans for emergency preparedness, oil spill contingencies, waste management and port facility security (updates underway).

5. All these documents should be reviewed at least very three years, although risk assessments should be reviewed at least annually and whenever necessary, such as following an accident or whenever a new operation is started or an existing operation changed in any way.

Marine Safety and Management Priorities

6. This Marine Safety Plan commits LDL, as statutory harbour authority for the Lochboisdale and Gasay Port, to manage marine operations in a way that safeguards the harbour, its users, members of the public and the environment, consistent with its powers and authority

7. LDL will ensure, whenever possible, that it provides efficient and effective services and manages the safety of navigation of vessels using the Lochboisdale and Gasay Port. In the event of disruption for whatever reason, LDL will make the safety of people and vessels a priority.

Standing Objectives

	Service Provision / Activity	Comment / Target	Periodicity
1	**Comply fully with Ports & Marine facilities Code**	Measured by formal PMSC Audit every 3 years and at routine Designated Person Reports	As required
2	**Ensure all reasonably practicable steps are taken to identify the hazards and risks arising from operational activities within the Port and its approaches; and reduce risks to a level that is as low as is reasonably practicable.**	LDL has conducted port-wide navigational risk assessment and other appropriate risk assessments that are reviewed annually.	Annual
2	**Reduce the likelihood and frequency of Navigational Incidents.**	No serious incidents should occur through shortcomings in the LDL MSMS	Annual
3	**Maintain an effective Marine SMS.**	LDL's Designated Person, who is independent of the Authority will assess the safety management system is effective and state whether it is compliant with the Port Marine Safety Code and effective.	The DP reports every Board meeting (3 Monthly)
4	**Conservancy – conserve the harbour to ensure it is fit for use and may be used safely by visiting vessel** **Aids to Navigation (AtN)** **Bathymetry (hydrography)**	Survey as regularly as necessary and find and mark the best navigable channels; Place and maintain navigation marks in the optimum positions which are suitable for all conditions; Provide regular returns and other information about the authority's local aids to navigation as NLB may require. Keep a 'vigilant watch' for any changes in the sea bed affecting the channel and move or renew navigation marks as appropriate; Ensure changes to local navigation charts and admiralty publications are submitted promptly to UKHO and other authorities (Clyde Cruising Club); ensure that hydrographic information is published in a timely manner; and keep proper hydrographic records;	As required

7	**Support, approve and facilitate on-water events within the Statutory Harbour Area (SHL).**	LDL will encourage and take an active role in on-water events, in order to manage the safety of navigation, avoid restrictions for Port users and to promote the port.	As required
8	**Consultation** **Encourage port user involvement in the maintenance of the Marine SMS and the overall improvement in the provision of marine safety.**	LDL consults Port users on a number of issues over the past few years, including the Navigational Risk assessment, General Directions, Events etc. LDL will develop the lines of consultation further during the life of this plan.	

Specific Objectives

	Service Provision / Activity	Comment	Target
1	**Complete PMSC compliance audit in accordance with the MCA aide-memoire at the PMSC Guide to Good Practice.**	The last full Audit was conducted in December 2022; another audit is planned for December 2025	December 2025
2	**Review the Oil Spill Contingency Plan.**	Current document came into force in 14 April 2021, next review is due by 13 April 2026.	13 Apr 2026
3	**Review the Port Waste Management Plan.**	Current Plan dated January 2020, it was reviewed in 2023, the next review is due 29 November 2026	29 Nov 2026
4	**PMSC Article 1.4 requires that every 3 years the Duty Holder must submit a signed statement to the MCA saying that the Port is compliant with the PMSC. The MCA will issue note calling for statements**	When this plan was issued there was no the MCA had not yet specified when compliance statements would be due but it is expected be in the first quarter of 2026	March 2026
5	**Review the LGP MSMS Policies and Overview Document**	This document should be reviewed at least every three years.	Feb 2026
6	**Review the LGP HEO (2016)**	This document should be reviewed at least every three years.	Oct 2028