



Falmouth Docks and Engineering Company

Marine Safety Plan (MSP) 2026 - 2029 Version 1.0 / March 2026

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Version Control

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Section 1: Introduction

The Falmouth Docks Act 1959 established 'Falmouth Docks and Engineering Company' (FDEC) as the Statutory Harbour Authority (SHA) for the 'authorised works' meaning the works previously authorised under the former acts of the Falmouth Docks Act 1859 to 1958. The Falmouth Docks Act 1959 repealed all previous Acts and consolidated all statutory powers of the company and conferred upon the company other powers in relation to their undertaking (i.e., the docks and works).

FDEC is the owner and operator of the port infrastructure and as owner, is also the Statutory Harbour Authority (SHA) for their area of jurisdiction by virtue of Section 193 of the Merchant Shipping Act 1995. This also makes FDEC the Local Lighthouse Authority (LLA) with respect to aids to navigation by virtue of Section 193 of the Merchant Shipping Act 1995. This provides the responsibility for the maintenance of navigational marks and lights within the Authority's area. FDEC is also the Competent Harbour Authority (CHA) in respect of pilotage within the meaning of the 'Pilotage Act' 1987.

The Ports & Marine Facilities Safety Code (PMSC) is published by the Department for Transport and sets out a national standard for port marine safety. The Code applies to all Harbour Authorities and other organisations such as marine facilities, berth owners and terminals operators in the UK.

As part of its compliance with the requirements of the PMSC, FDEC publishes this safety plan for marine operations which covers a period of three years. This 'Marine Safety Plan' (MSP) is one component of a comprehensive (strategic level) Marine Safety Management System (MSMS) and serves to support the continuing improvement of marine safety performance.

This Marine Safety Plan commits FDEC to undertaking the proper management and regulation of marine operations within the scope of its powers and authority, and in line with its stated marine policies.

Section 2: Marine Policies

FDEC has a Marine Policy document written in support of the management and regulation of marine operations. This strategic policy is embedded in the MSMS and are approved by the Duty Holder under the PMFSC.

The Marine Policy document addresses the following topics which are aligned with the Guide to Good Practice:

- Duty Holder Responsibility;
- Designated Person Responsibility;
- Chief Executive Responsibility;
- Legislative Compliance;

- Risk Assessment;
- Safe Marine Operations;
- Enforcement;
- Harbour Master’s Powers;
- Pilotage;
- Local Port Services;
- Conservancy and Environment;
- Dangerous Substances in the Harbour Area;
- Dangerous Vessels;
- Compliance and Continuous Improvement.

Section 3: The Management of Marine Operations

A comprehensive overview of FDEC Authority structure, management and documentation is maintained in the MSMS which supports the delivery of this Plan. External audits of the MSMS are undertaken on an annual basis by the Designated Person. FDEC is committed to ensuring a positive safety culture and to enhancing its risk-based MSMS.

Risk assessments identify marine hazards and identify control measures to mitigate those risks to an acceptable level of ALARP (As Low As Reasonably Practicable). FDEC has a responsibility to provide vessel traffic management and, as far as its powers allow, to facilitate the safe transit of vessels in the Statutory Harbour Area.

Section 4: Plan Period

This plan covers a three-year period of 2026 to 2029.

Section 5: Review of Previous Period Objectives

Target Achieved	Target in progress	Target not completed
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	Provision / Activity	Objective	Target Date	Review / Comments
a	Legislation	Review, amend, consult and issue Bye-laws across all Statutory Authorities	December 2022	Ongoing legal review to powers
b	Risk Assessments	Conduct Formal Risk Assessments for AtoN, Pilotage and Vessel Traffic services to establish level of provision.	August 2021	Completed
c	Risk Assessments	Develop Formal Safety Assessments from the Formal Risk Assessments for AtoN, Pilotage and Vessel Traffic	December 2021	Completed

		services to establish level of provision.		
d	MSMS	Engage with all Marina and Terminal operators within SHA to highlight MSMS and their responsibility under the PMSC.	April 2021	Completed
e	Risk Assessments	Introduce a compliant marine navigation risk assessment and incident review	August 2021	Completed
f	Incident Reporting and Management	Review incident reporting and management across the group including the revision of causal factors.	December 2021	Completed

Section 6: Management Objectives

FDEC has split its objectives into two sets, the first addresses 'Standing Objectives' the second set addresses 'Period Objectives'.

6.1 Standing Objectives

The objectives support the ongoing improvement plan for FDEC. This plan is owned by the Duty Holder and aims to address high level improvement targets which will benefit the port, the measure of which act as KPI's and fulfils the requirement of the PMSC for the Duty Holder to maintain a 'Marine Safety Plan'.

Number	Provision / Activity	Objective	Measure
1	Duty Holder	Duty Holders to have received training on their role and responsibility under the Code in the last three years.	100% of Duty Holders trained
2	Designated Person	Report by the Designated Person to the Duty Holder at least once per year.	Annual
3	Legislation	Review legal duties and powers at least once every three years.	Three years
4	Duties and Powers	MAIB Reportable Incidents: make all reports to the MAIB within 24 hrs, with investigation followed up.	24 hrs initial report and follow up with internal investigation if required
5	Risk Assessment	All Marine Risk Assessments to be in-date.	100% in-date
6	MSMS	Review of all FDEC Policies on a three-yearly basis.	Three years
		The Marine Safety Management System will be reviewed annually (or following any significant industry changes).	Annual
7		External Audit completed once every three years	Three years

	Review and Audit	Review PMSC Action Tracker every quarter to facilitate continual improvement	Three months
8	Competence	Ensure staff with marine safety responsibilities are trained to undertake their duties.	100% of core probation training completed
9	Plan	Publish a three yearly 'Marine Safety Plan' (this plan).	Published and in-date
		Publish an assessment of the organisation's performance against the last plan.	Three years
10	Conservancy	Aids to Navigation: Three-year performance meets or exceed IALA R0130 performance threshold.	Cat 3 = 97.0%

6.2 Period Objectives

Specific improvements are identified within the plan period and laid out in the table below

Number	Provision / Activity	Objective	Measure
a	Legislation	Review powers based on local and national legislation including review of Byelaws and consideration of General Directions	Demonstrate review by August 2026
b	Legislation	Implement an Enforcement Policy, develop Enforcement Procedure and conduct relevant training	Implement by October 2026
c	Competence	Implement an agreed port operations training matrix	Implement by March 2026
d	Duties and Powers	Publish VTS vs LPS Study	Publish by March 2026
e	Conservancy	Develop digital port management tools to streamline daily operations	December 2027
f	Conservancy	Develop a digital twin in order undertake simulation training for tug master and pilot currency and development. It would also allow for assessments of navigation with respect to port development.	Progress development of digital twin inline with port development by January 2027
g	Legislation	Engage with all Marine Facilities within SHA to encourage and support compliance with the code.	March 2026
h	Conservancy	Maintain and improve conservancy tools, such as hydrographic surveys, AtoN, provision of live metocean data	Show improvements by December 2028
i	Duties and Powers	Maintain MCA compliance with Oil Spill Contingency Plans and Exercising, carrying out Tier III exercise once every three years	January 2026