



SHETLAND
ISLANDS COUNCIL

Marine Safety Plan 2026-2029

Marine Safety Plan

As part of its compliance with the requirements of the Port Marine Safety Code (PMSC), The Shetland Islands Council (SIC) Ports & Harbours Operations, publishes the following Marine Safety Plan for marine operations in the Ports and Harbours it operates in Shetland for the period 2026 – 2029.

A more comprehensive overview of the structure, management and maintenance of the SIC's Ports & Harbours Operations compliance with the PMSC in support of this Plan is contained in the Shetland Islands Council (SIC) Marine Safety Policy 2026 and 'Marine Safety Management System' (MSMS).

Marine Polices

The Shetland Islands Council (SIC), as Harbour Authority, and the Harbour Board as Duty Holder is accountable for the discharge of its duties and powers to the standard laid down in the Port Marine Safety Code.

The SIC Ports and Harbours Safety Management Systems and the Marine Safety Policy have been published by SIC to demonstrate its commitment to undertake and regulate marine operations in a way that safeguards all of its ports and harbours, their users and the environment in a qualitative and auditable manner. These documents detail the policies adopted to achieve the PMSC's requirements. These policies and plans are based upon a full assessment of the required standard of the PMSC, and the hazards that have to be managed to provide for the safety of SIC's Ports, Harbours and their users.

Specifically, SIC recognises that as Harbour Authority, it has:

- Statutory and non-statutory duties as conferred by local Acts, Empowerment Orders and general legislation;
- Duties and obligations to conserve and facilitate the safe use of their harbours, and a duty of care against loss caused by the authority's negligence; and
- Duties to ensure the safety of marine operations are matched with general and specific powers to enable the authority to discharge these duties.

The Marine Safety Policy is included in the SIC Safety Management System and is published on the Shetland Islands Council website. The General MSMS, Sullom Voe MSMS, Scalloway MSMS and the Small Ports MSMS are also published separately on the website.

In line with current policy, all the Marine policies are reviewed annually and reported to the Management Review meeting.

Every three years all the manuals are re-issued in line with recertification requirements. The next scheduled review is due in late 2029 for publishing in 2030.

Marine Procedures

SIC recognises that the key to effective discharge of the functions described in the PMSC is the development and operation of a **Marine Safety Management System** (MSMS) for marine operations. SIC has provided a tiered approach to developing a MSMS which includes:

- SIC Marine Safety Policy
- SIC Marine Safety Plan (this document)
- SIC MSMS

and two local port MSMS Documents:

- Sullom Voe MSMS
- Scalloway and Small Ports MSMS

The Management of Marine Operations

This Marine Safety Plan commits SIC Ports and Harbours Operations to undertaking the management and regulation of Ports and Harbour operations, within the scope of its powers and authority, in a way that safeguards the port, users of the Ports and Harbours, including members of the public, and the environment.

SIC Ports and Harbours Operations 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 and to facilitate the safe transit of vessels through its ports and harbours.

In ensuring the continued provision of services, especially during times of disruption, SIC Ports and Harbours Operations will always keep the safety of its personnel, port users and Vessels as a priority. At times this may mean that services and therefore vessel movements or activities are subject to delay. However, the safety of life, navigation and protection of the environment remains a priority for SIC Ports and Harbours Operations.

Established Management Activities

A number of key functions underpin the operation and maintenance of the SIC Ports and Harbours Operations, Marine-SMS in addition to the core services provided by SIC Ports and Harbours Operations, the following processes ensure the maintenance of an effective regime and support compliance with the requirements of the PMSC:

- Bi Annual Management Review meetings;
- Regular Technical Working Group meetings to review marine operations
- Dedicated risk assessments of new and existing marine operations and services as required;
- The proactive and reactive review of identified hazards to navigation and the associated risk control measures that mitigate those risks to an acceptable (As Low As Reasonably Practicable) level;
- The investigation of all reported marine incidents;
- Regular, wide-ranging liaison with port users and other interested parties through formal and informal public consultations;
- Regular internal and external audits and reviews of the MSMS, its functions and procedures;
- Comprehensive training and development for marine departments' staff; and
- The maintenance and exercising of SIC Ports and Harbours Operations marine emergency plans and procedures, including the oil spill contingency plans.

Ongoing Management Targets for the Period of the Plan

Standing Targets

	Service Provision	Target Details
1	Navigational Incidents	No major incidents, serious injuries or serious pollution as a result of a failure of the port's Marine Safety Management System and/or of associated service provision.
2	Vessel Traffic Services (Sullom Voe) – Operational capability and delivery	Provide a 100% effective Vessel Traffic Service (VTS) throughout the specified port area and approaches. Seek to ensure that the VTS system operates at 99.9% availability through maintenance, procurement and installation strategy for VTS equipment, which adds to the reliability of the VTS system.
3	Provision of a Pilotage service	Provide authorised pilots as required within the Sullom Voe and Scalloway Directions. No major incidents as a result of any Pilotage errors
4	Conservancy and Hydrographic Survey	Ensure that the Port and approaches have an adequate hydrographic survey and that these are undertaken in line with the defined timescales. Investigate all reported wreck and obstruction on immediate mobilisation. Issue navigation warnings, arrange marking and removal at earliest opportunity, time dependent on severity / risk to navigation.
5	Liaison and consultation with Users	Routine meetings with Ports & Harbours users. Appropriate and open consultation undertaken with Ports & Harbour Users and interested parties regarding proposed amendments to Byelaws, Directions and Codes of Practice.

Period Targets

	Service Provision	Target Details
1	Risk assessment	Maintenance of the electronic marine risk management system. Annual Review
2	Training	Reviewed quarterly training needs assessed for all staff associated with the Ports and Harbours operations. On completion training to be logged and reported quarterly to Harbour Board
3	Legislation	Review the need for Harbour Revision Orders, Byelaws and Directions associated with the Ports and Harbours. Ensure that National and International legislation are complied with in a timely manner.
4	Vessel Traffic Services	Maintain a VTS service as per the standards identified in MGN 401 and IMO Resolution A.1158(32)

Performance

Navigational Incidents

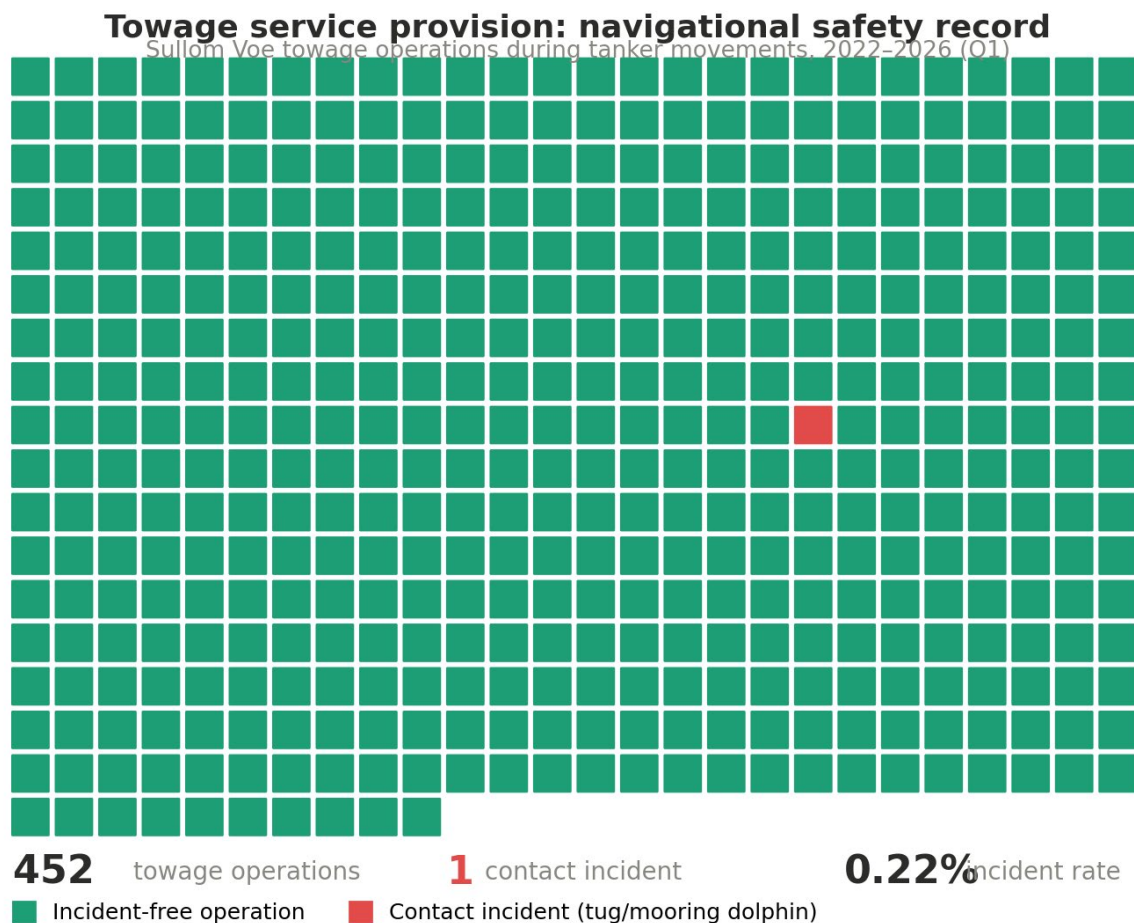
From January 2022 to March 2026, a total of 232 tanker visits were recorded at Sullom Voe, comprising 232 crude oil tanker calls.

These visits generated 452 ship movements (one inbound and one outbound movement per visit). During this period, one navigational incident occurred in connection with service provision.

There were zero navigational incidents directly affecting a tanker operation, representing an incident rate of 0.00% across 452 movements. The Pilotage, VTS, and Towage controls identified in the port's Navigational Risk Assessment operated effectively throughout all tanker arrivals and departures.

The single incident involved a towage-related contact during a tanker sailing operation, in which a harbour tug made contact with a mooring dolphin, resulting in damage to the tug and the dolphin structure.

The tanker departure was not affected and the sailing operation was completed safely. This represents an overall incident rate of 0.22% per ship movement (1 in 452).



VTS

VTS Equipment availability has been maintained at 100% for the period between 2022 to March 2026 Q1

Sullom Voe VTS maintained 100% shift coverage throughout 2025, with all 730 scheduled shifts fulfilled. VTS equipment operated at 100% availability during the same period.

However, maintaining this coverage required significant operational flexibility. A long-term VTSO absence meant that 118 of 730 shifts (16.2%) could not be covered through the normal rostered watch pattern and required alternative staffing arrangements.

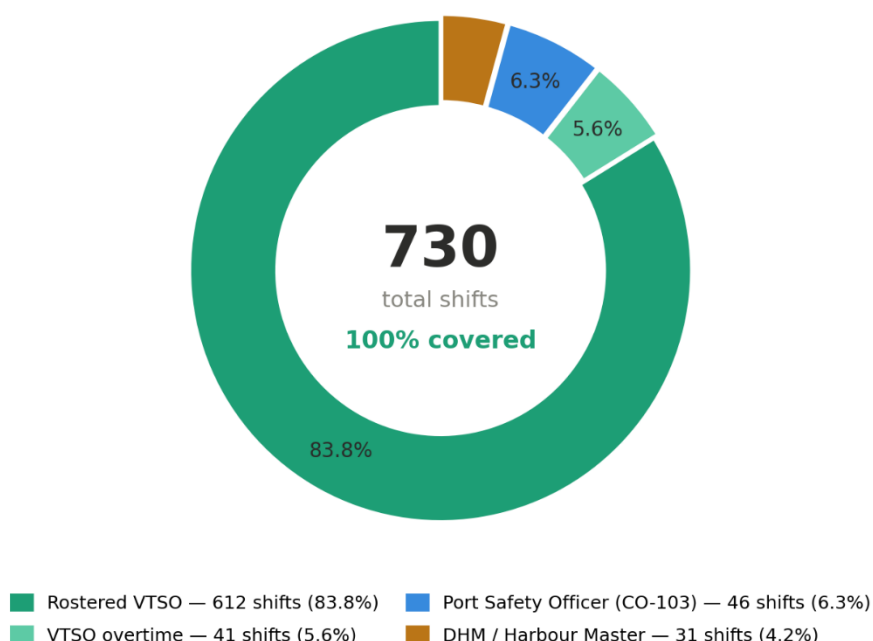
Of the 118 shifts requiring cover, 41 were absorbed through VTSO overtime within the existing team.

A further 46 shifts were covered by the previous Port Safety Officer, who held the IALA CO-103 VTS Operator qualification.

The remaining 31 shifts were covered directly by the Deputy Harbour Master and Harbour Master, both of whom hold the necessary qualifications to operate the VTS.

While 100% coverage was achieved and no degradation of VTS service occurred, the reliance on non-VTSO personnel for 10.5% of all shifts (77 of 730) represents a resilience risk.

VTS shift coverage — Sullom Voe, 2025



The Port Safety Officer, DHM, and Harbour Master have primary responsibilities outside the VTS watch, and sustained diversion of their capacity into shift coverage reduces the organisation's ability to deliver other safety-critical functions concurrently.

This experience has informed the Harbour Authority's approach to VTS staffing resilience. Measures under consideration include maintaining a minimum VTSO establishment that accounts for foreseeable absence and ensuring the requisite CO-103 qualification is held by more than one non-VTSO staff member.

Pilotage

From 2022 to March 2026 there were no incidents due to Pilotage Errors.