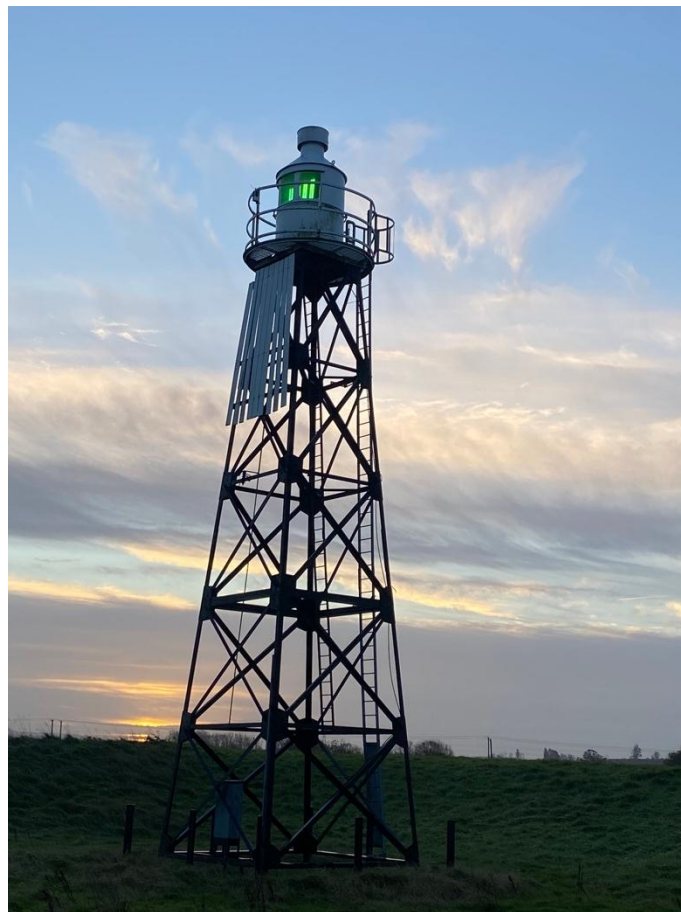




SAFETY MANAGEMENT PLAN (MARINE)

Annex N

Safety Management Plan Bridging Document for adjacent Harbour Authorities and marine facilities within the harbour area



Version History

Version	Reason for Change		Date
1.0	Original Document		February 2026

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1 BACKGROUND & PURPOSE

The Port & Marine Facilities Safety Code (PMSC) requires Statutory Harbour Authorities (SHA) to include in their Marine Safety Management System (MSMS) a “bridging document” where they adjoin other harbour authorities or interface with other organisations/facilities. The document is intended to set out key communication lines and interactions, deconflicting application of policies and procedures within both the respective MSMS’s and emergency response. This document is intended to fulfil that requirement.

2 COMMUNICATIONS:

Gloucester Harbour Trustees in their capacity as SHA can be contacted as below:

Telephone (24hrs): 01453 811913

Mobile phone: 07774 725270

Email: hm@gloucesterharbourtrustees.org.uk

Duty Pilot: 07774 226143

General enquiries can be directed via email to:

admin@gloucesterharbourtrustees.org.uk

By post at: Navigation House, The Docks, Sharpness, Berkeley. Gloucestershire, GL13 9UD

Incident reports can be made by phone or email at:

incident@gloucesterharbourtrustees.org.uk

3 KEY INTERACTIONS:

GHT does not consider there to be any operational conflicts or adverse overlaps in procedures with neighbouring SHA’s nor with any facilities within the harbour area. However, this situation is under constant review and GHT will review and discuss any arising conflicts. Compliance letters are sent to interfacing organisations outlining the scope of interaction and confirming no conflicting procedures.

Key neighbouring authorities and facilities within the harbour area with whom GHT interact are:

Canal & River Trust (Sharpness Dock SHA):

The Canal & River Trust (CRT) manages marine operations at the Port of Sharpness, where the majority of commercial and many leisure vessels transit to/from through the GHT area. The management of safety of vessels arriving at or departing from Sharpness Dock is undertaken by CRT for vessels east of a line between the seaward ends of the north and south piers at the entrance to Sharpness Dock (see figure 2). Similarly, the safety of personnel within Sharpness Port falls under the jurisdiction of the CRT. CRT’s Safety Management System for the Port of Sharpness governs safety for the Port.



Figure 1 – The interface at Sharpness between the CRT MSMS and the GHT MSMS

Pilots are provided by GHT for vessels transiting the estuary defined as being inside Gloucester Harbour limits. GHT's responsibility for pilotage finishes once a vessel is inside the Bellmouth east of the red line shown in figure 1. NB: Pilots are authorised to act into the lock at Sharpness and vessels are advised to leave the conduct of the vessel in the hands of the pilot up to this point.

CRT man Sharpness Radio from the Pier Head on VHF Channel 13 and are available to provide information relating to tide, weather and vessel movements to vessels making their approach, though it is noted that this is not a VTS or LPS service and information conveyed is provided only as assistance.

Vessels have occasionally used a river berth by the Sharpness Old Dock which presents a GHT/CRT safety interface in that the vessel is in GHT waters with linesmen and shoreside support provided by CRT.

Liaison between GHT and CRT's Harbour Masters is continuous, and respective safety management documents are shared and changes consulted on. The Gloucester pilots liaise with both parties continuously regarding marine operations. Joint oil spill and emergency exercises are held periodically.

Bristol Port Company (Avonmouth & Portbury Docks SHA & CHA):

Regular liaison occurs with Bristol Port Company as SHA & CHA for adjoining waters. The boundary between authorities is defined on BA chart 1166. *Gloucester* Pilots are authorised for passage through the Bristol harbour area and pilotage activities are covered by both organisations' pilotage directions. GHT contracts the Bristol Pilot Co cutter for boarding and landing of Gloucester Pilots, and there is a comprehensive written agreement in place for these operations. Both authorities are consultees for each other's oil spill and emergency

contingency plans. Safety matters of joint interest are the subject of communication as and when required.

Environment Agency (Lydney Harbour SHA):

The entrance to Lydney Harbour lies within the GHT harbour area. The harbour is lightly used by recreational leisure traffic. GHT's recreational craft guidance covers passage to Lydney, and the Environment Agency also reference GHT's guidance in their port information.

GHT's Harbour Master is a member of the Lydney Harbour Advisory Group, which meets regularly. Other communications take place informally with the Lydney Harbour Master as and when required.

Bullo Marine Ltd – Commercial wharf operator:

A small wharf owned by Bullo Ltd is used for commercial operations. The wharf lies well upriver of the end of the main navigational channel at Sharpness, and the few vessels to/from the wharf is generally the only traffic in that part of the harbour area.

Regular informal communication is held with the wharf operator. Vessels using the wharf are subject wholly to GHT regulations. A copy of GHT's MSMS documents are distributed to the wharf operator.

Recreational / Leisure facilities

Gloucester Harbour Trustees has several small recreational sailing/boating clubs within its boundaries, which are subject to the various GHT rules and regulations governing safe navigation within the harbour area. These are:

- Chepstow & District Yacht Club (St Pierre Pill)
- Chepstow Boat Club (River Wye – Chepstow)
- Thornbury Sailing Club (Oldbury Pill)
- Lydney Yacht Club (Lydney Harbour)
- Minsterworth Water Ski Club (Minsterworth – Upper estuary)

Information for recreational craft is available on the GHT website. Particularly relevant are Annex H to the Safety Management Plan (Recreational Craft Safety) and a Recreational Craft Navigation Guidance leaflet on both paper and electronic form.

A copy of GHT's Safety Management Plan is shared with the recreational clubs detailed above. Club representatives are invited to GHT stakeholder events, and occasional in-person presentations are made to the clubs by GHT representatives.

Lifeboat facilities

The Severn Area Rescue Association (SARA) have two lifeboat stations in the harbour area – at Beachley utilising the council owned Beachley slipway and at Sharpness utilising both their own slipway and a hydraulic crane to launch/recover.

A copy of GHT's Safety Management Plan is shared with the SARA stations, and representatives from SARA are invited to GHT's safety meetings.

Councils / Emergency Services / Regulatory Bodies

GHT interacts and exercises with and periodically consults local councils, emergency services and regulatory bodies where required to do so and as required for emergency response planning purposes.