

Reference: MRA 5



# North Sunderland Harbour Risk Assessment Form

|                            |   |                                |            |
|----------------------------|---|--------------------------------|------------|
| <b>Service</b>             | North Sunderland Harbour - MRA Number 5 | <b>Date of Risk Assessment</b> | 1 Nov 2023 |
| <b>Assessor</b>            | Paul Brown / Kay Barkess                | <b>Next review due date</b>    | 1 Nov 2024 |
| <b>Process or Activity</b> | Allision                                |                                |            |

|  |   |  |   |
|--|---|--|---|
| <b>Describe the location where activities are taking place</b>                             | North Sunderland Harbour and approaches.  |  |   |
| <b>Describe the activities being undertaken</b>  | Vessel makes contact with a fixed object, either port infrastructure or moored vessel.                                    |  |   |
| <b>Describe the equipment and/ or substances being used</b>                                |   |  |   |
| <b>Describe the people involved in these activities (and others who might be affected)</b> | Port Staff, commercial fishermen, tripping boat crew, divers, RNLI crew, divers, leisure users and members of the public. |  |   |
| <b>Associated Risk Assessments</b>   | MRA 3, 4, 6, 7, 11  | <b>Associated Safe Systems of Work</b> | North Sunderland Harbour Mooring Policy – 2023.<br>Colregs. |

|             |   |
|-------------|---|
| Risk Rating | Action  |
| 20-25       | Stop Activity and Take Immediate Action                 |
| 15-20       | Urgent Action   |
| 8-12        | Action  |
| 3-6         | Monitor   |
| 1-2         | No Action – ensure controls are maintained and reviewed |

| Hazard   | Uncontrolled Risk Score |   |   | Risk Mitigations  | Residual Risk Score |   |   |
|--|-------------------------|---|---|---|---------------------|---|---|
|  | L                       | C | R |   | L                   | C | R |
| Vessel makes contact with a fixed object, either port infrastructure or moored vessel. | 2                       | 4 | 8 | <ol style="list-style-type: none"> <li>Vessels are crewed by suitably qualified professionals.</li> <li>Fishing &amp; Commercial vessels governed by MCA regulations for equipment, serviceability and crew fitness and manning levels.</li> <li>NSH see vessel insurance, survey and crew qualifications annually.</li> <li>NSH maintains port aids to navigation and jetty lighting sufficient to aid navigation.</li> <li>Speed limit in the harbour is 3 knots – meaning any collision is likely to be low energy.</li> </ol> | 1                   | 4 | 4 |

## Risk Rating Calculator

| Likelihood that hazardous event will occur |               |
|--|---------------|
| 1  | very unlikely |
| 2  | unlikely      |
| 3  | fairly likely |
| 4  | likely        |
| 5  | very likely   |

| Consequence of hazardous event |  |
|--------------------------------|--|
| 1                              | insignificant – no injury                |
| 2                              | minor – minor injuries needing first aid |
| 3                              | moderate – up to three days' absence     |
| 4                              | major – more than seven days' absence    |
| 5                              | catastrophic – death                     |

## Action Level Table

| Risk rating | Action  |
|-------------|---|
| 20–25       | Stop – stop activity and take immediate action  |
| 15–16       | Urgent action – take immediate action and stop activity if necessary, maintain existing controls rigorously |
| 8–12        | Action – improve within specified timescale   |
| 3–6         | Monitor – look to improve at next review or if there is a significant change                                |
| 1–2         | No action – no further action but ensure controls are maintained and reviewed                               |