

# ISLES OF SCILLY

## LANDING CRAFT PROTOCOL

June 2024

TRESCO  ISLAND



## Executive Summary:

The Isles of Scilly is home to a unique blend of terrestrial and marine habitat. It is highly designated and one of the most protected land and seascapes anywhere in the United Kingdom. It is therefore important that we seek to protect the flora, fauna and geology that make the islands special.

This landing protocol is designed to provide a framework to facilitate regular deliveries of bulk freight by landing craft to St. Mary's, St. Agnes, St Martins, Tresco and Bryher in a safe and environmentally responsible manner.

This protocol has been drawn up by the Duchy of Cornwall, Tresco Estate and the Isles of Scilly Wildlife Trust as freehold owners and leaseholders of the relevant foreshore and terrestrial owners.

It is divided into five key sections:

- Operational Matters
- Communications
- Emergency Procedures
- Environmental Matters
- Community Engagement

Throughout the document a duty to cooperate is placed upon Operators. We hope that through working together in a collaborative manner that we can achieve the best outcome for the islands, its residents, and its environment.

This protocol be kept under review and will be shared with appropriate statutory bodies including MMO, Natural England and others as required.

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Rural Director & Duty Holder, St. Mary's Harbour  
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Version 4: 230724

## Operational Matters:

### Extent

This protocol shall apply to the unloading and loading of freight or goods via landing craft onto beaches, slipways or areas of foreshore within the ownership of the Duchy of Cornwall and either within its own occupation (via St Mary's Harbour Authority) or let to The Isles of Scilly Wildlife Trust or Tresco Estate. See map at Appendix 1

### The Harbour Authority

The relevant Harbour Authority is St. Mary's Harbour Authority [SMHA]. For the avoidance of doubt, SMHA has a defined jurisdiction through the St. Mary's (Scilly) Pier Order 1890 however for the purposes of this protocol, SMHA shall act in the role of Landing Authority in the areas defined below. SMHA shall assist Tresco Estate Limited and Isles of Scilly Wildlife Trust for the purposes of this document.

### The Landing Authority

The Landing Authority shall be the relevant freeholder or long lease holder. For the avoidance of doubt the following territorial extents shall apply:

- Within St Mary's Harbour limits including Porthloo and Rechabite Slipways, St Agnes Quay, Bryher Quays [Bar/Anneka's and Church Quays], St Martins Quays [Higher Town and Lower Town Quay] : Duchy of Cornwall
- Tresco Island: Tresco Estate Limited
- Elsewhere: Isles of Scilly Wildlife Trust

The respective Landing Authorities shall be responsible for invoicing the Operator as required.

### The Operator

Shall be the Operator of the relevant landing craft.

### The Customer

The Customer shall be the recipient of the freight. This protocol recognises this could be an individual, a company, or a contractor.

### Manifest

The cargo manifest shall identify the nature of the cargo along with the associated weight in tonnes.

### Charging Regime

Any freight or goods landed shall be subject to flat rate per tonne which shall be equivalent to the 'goods dues per tonne' as published by St. Mary's Harbour. In 2024 this is £6.50 per tonne calculated with reference to the Manifest.

This will be payable to the relevant Landing Authority who shall invoice no later than 30 days after the delivery of freight. Payment terms will be 30 days.

For the avoidance of doubt, there will be no double counting i.e. any freight broken or transferred onto landing craft in St. Mary's Harbour will not be charged goods dues twice.

### Landing Zones

This protocol seeks to identify designated landing zones and beach access and egress routes. These have been carefully selected to minimise environmental or other impacts.

See List of Landing Zones at Appendix 2

Other locations may be identified by an Operator but shall be strictly by agreement with the Landing Authority whose permission in writing must be sought and mitigation agreed before use is permitted.

### Mitigation

This protocol seeks to identify any mitigation measures deemed necessary for the prevent of harm to the environment including the avoidance of sensitive habitats, ground nesting birds and for the prevention of pollution or damage to beach areas.

See Mitigation Schedule at Appendix 3

### Working hours

The loading and unloading of freight from Landing Craft shall only take place within daylight hours except in an emergency or by prior agreement. For the avoidance of doubt, daylight hours shall mean the period between one-half hour before official sunrise through one-half hour after official sunset.

The use of floodlit working areas shall be avoided to preserve the dark sky status enjoyed by the Isles of Scilly.

### Health & Safety / Risk Assessment

Every operator will be required to provide a full suite of health and safety documentation including as a minimum:

- Site Specific Risk Assessment
- Task Risk Assessment and Method Statement for each element of a landing craft operation including approach, docking, or drying out [including use of spud legs as appropriate] unloading and loading. Please note this should include an assessment of onward transport risks identified [for example use of dumpers on off islands]
- The Risk Assessment should also include reference to the general public and how any risk will be dealt with including beach safety and any necessary signage.
- The risk assessment shall note the requirement for banksmen and the use of high visibility clothing for staff.

### Insurance

The Operator will be required to provide confirmation of insurance for landing craft operations including unloading to include environmental risk and public liability cover. This shall be for a minimum sum of £10million. Where custody and control of freight shall pass to the Customer before offloading then the Customer shall ensure that they have in place equivalent and suitable insurance to cover environmental risk.

### Closed Periods

This protocol does not seek to restrict operators' ability to deliver freight to the Isles of Scilly however the Landing Authorities reserve the right to identify seasonal restrictions. These may include [but shall not be limited to] a moratorium on the delivery of freight to certain beaches during peak holiday season, bird nesting restrictions or other environmental factors. Suitable and sufficient notice shall be given to the Operator when such closed periods are identified.

### Anchoring

It shall be the responsibility of the master of the vessel to decide on an appropriate anchoring location taking into account the state of tide and weather conditions.

St Mary's Harbour will identify those areas where anchoring is not permitted based on environmental or other factors.

### Safe storage of unloaded material

The Customer is responsible for ensuring that delivered freight or goods be moved directly to the Customer's premises or approved lay down area. The Customer shall remain responsible for ensuring that laydown areas for bulk freight are left in a safe condition and are in an agreed location. Under no circumstances shall Freight be stored on the beach or in sand-dune locations

Where the removal of freight from publicly accessible areas and quays is likely to be delayed the site shall be left in a state that ensures that the public are not exposed to additional hazards and suitable and sufficient warning signs shall be deployed.

The Customer shall take all reasonable precautions to ensure that the freight remains vermin free.

## Communications:

### Local Notices to Mariners [LNTM]

The Harbour Authority will be responsible for issuing any LNTM's deemed necessary arising out of frequent or unusual landing craft operations.

### Regulatory Approvals

The Duchy of Cornwall shall co-ordinate the relevant regulatory approvals as may be deemed necessary for this protocol. Site specific approvals may be required and may be out of the scope of this protocol. This includes licensing from MMO and Natural England.

### Notification of Manifest

The master of the vessel shall declare the Manifest to the relevant Landing Authority on departure from the port of origin – such Manifest shall follow a standard format which can be found at Appendix 4 and shall be delivered via email.

### Timing [slots, daylight hours]

In the event of multiple Landing Craft operations, the Landing Authority shall determine an appropriate schedule having regard to state of tide and whether any perishable goods or passengers are aboard.

### Pilotage

Pilotage is compulsory for the following vessels navigating within the Pilotage District of the Isles of Scilly.

- Vessels over 30.00m LOA (Tug and tows are measured from the bow of the towing vessel to the stern of the towed vessel)
- Within St Mary's Harbour only, any commercial vessel not normally operating from St. Mary's Harbour who wishes to access the slipways or beaches within the Harbour limits.

With the following exceptions:

- Her Majesty's and foreign war ships
- Trinity House vessels engaged in the maintenance of navigation marks
- Trawlers up to 47.50 metres LOA
- Vessels operating under the command of a Pilotage Exemption Certificate holder
- Where, after consultation with the CHA only, a vessel does not intend to navigate within the 50m contour.
- Where, after consultation with the CHA only, a vessel is navigated immediately from a dangerous position to one of safety, when a Pilot is unable to board.

Deviation from these Directions may be permitted in exceptional circumstances, but only following a formal risk assessment by the CHA.

The Pilotage district comprises all waters within a 5 mile radius of the southern end of Samson Island (49 55.65'N, 006 21'W). St. Mary's Harbour Authority is the Competent Harbour Authority and responsible for pilotage. Pilotage is available by request and survey data will be made available.

## **Emergency Procedures:**

### Confirmation of Emergency Procedures

Each operator shall have in place suitable and sufficient emergency procedures and shall provide copies to the Landing Authority. The Operator shall have a safety management system in place to deal with a Pollution Event and shall provide a copy of this to the Harbour Authority.

### Pollution Event

A Pollution Event shall be deemed to have occurred when any substance is released to land, air or water that could harm people or the environment. By way of example (including but not limited to) a leak or release of fuel, lubricating or transmission oil, organic and inorganic compounds, noxious vapour or gas.

### Notification

The Operator shall immediately notify the Landing Authority and the Harbour Authority in the event that Pollution Event shall be deemed to have occurred.

### Reporting

In the event that the Pollution Event is reportable to the relevant external authorities, the Operator shall notify the Harbour Authority who will ensure that the relevant authority is notified as appropriate.

The Harbour Authority shall, if deemed appropriate, deploy resources under its Oil Response Tier 2 status. The Operator will be responsible for meeting all reasonable costs incurred in dealing with and remedying any Pollution Event they are deemed to have caused.

### Dangerous Goods

The Operator shall notify the Landing Authority, before departure from the loading port, of an intention to carry any Dangerous Goods as cargo as identified under the International Maritime Dangerous Goods Code. The Operator shall provide appropriate additional Risk Assessments including environmental risk assessment as required.

### Contingency response and mechanical failure

The Operator shall provide details of any contingency measures to deal with mechanical breakdown or failure during loading or unloading operations.

## **Environmental Matters:**

### Landing Zone Assessment

The Harbour Authority will commission a series of baseline assessments of the Landing Zones. The assessments will include aerial photographs using fixed GPS point drone imagery and will take into account existing condition and note any sensitive areas of habitat.

Landing Zones will be subject to monitoring on an ongoing basis utilising local knowledge and baseline comparison to check for scour, soft spots or other physical change in the beach characteristics and the Landing Authority will review on an annual basis. If a change to a Landing Zone is required this will be communicated to the Operator without delay and a suitable alternative location agreed between the parties

### Rectification of Damage

Should identifiable damage occur to beaches, quays or land as a result of landing craft operations including shoreside operations associated with said landing craft, then the Operator or Customer responsible shall notify the Landing Authority and shall be deemed liable for the cost of making good said damage if necessary.

### Beach Exit Route

The exit from the Landing zone onto the local road network shall be agreed with the Landing Authority. Where necessary appropriate reinforcement and mitigation measures may be required such works shall be strictly controlled and subject to all relevant third-party approvals including planning consent, MMO or EA approval. This will be the responsibility of the Customer.

### Use of Spud Legs and Quays

The appropriate use of spud legs is to be encouraged to avoid the need to 'steam on' to prevent scour during unloading and loading operations and to enable landing craft to dry out in a controlled manner. In all instances, the use of existing quays is to be encouraged where possible.

### Vermin Control

The seabird population on the Isles of Scilly is at risk from rat predation. As part of the Isles of Scilly 'Small is Beautiful' landscape recovery project, rat eradication is a key ambition. Operators will have a duty to cooperate and take all reasonable measures to declare cargo vermin free. Operators will need to consider point of origin if loaded elsewhere.

Operators are required to have a sealed rat bait box onboard. This will be provided free of charge by the Isles of Scilly Wildlife Trust as part of their ongoing Biosecurity efforts aimed at protecting ground nesting seabirds.

Future provision for the possibility of rat detection dogs being given access to inspect landing craft will come into consideration for future versions of this document but is out of scope at the present time.

### Invasive Species



The Operators will have a duty to cooperate to ensure that cargo is free from invasive species. In the event that earthmoving plant and machinery or topsoil or top rock is transported measures shall be taken to ensure the cargo is free from Himalyan Balsalm & Japanese Knotweed.

#### Haulage on inter-island roads

The Customer shall have a duty to consider the impact on any internal road network and for freight movements greater than a single load of 10 tonnes or multiple loads in excess of 50 tonnes shall be required to seek approval from the Council of the Isles of Scilly or Duchy of Cornwall as appropriate to ensure that an appropriate assessment has been made of the potential for road damage.

#### Environmental Licences

The Operator shall strictly comply with the provisions or obligations of any licences or permits issued by any relevant statutory authority in connection with the use of landing craft and associated operations.

### **Community Engagement:**

#### Community Engagement Protocol

It shall be the responsibility of the Landing Authority to ensure that a programme of community engagement has been undertaken to notify local residents of any proposed Landing Zone or change to existing arrangements contained within this protocol.

#### A Duty to Cooperate

Where deemed necessary by the Harbour Authority, the Operator and/or the Customer shall have a duty to cooperate with the community engagement process and provide background information as needed to assist in interpretation of proposals or new projects.

#### Review Period

This Protocol shall be reviewed annually by the Harbour Authority in conjunction with the Landing Authorities and Operators and any proposed changes discussed and agreed in consultation.

Ends

Version 4: 23 July 2024

## **APPENDIX 1**

### **Maps/Plans**

## APPENDIX 2

### Approved Landing Locations

Island	Location	Landing Authority	Location	Access Route
St Agnes	St. Agnes Quay	SMHA	<a href="https://w3w.co/homelands.soaks.webcams">https://w3w.co/homelands.soaks.webcams</a>	Via quay
St Agnes	Periglis Beach	IoSWT	<a href="https://w3w.co/offstage.regress.anguished">https://w3w.co/offstage.regress.anguished</a>	Via access ramp only [not via dunes]
St Agnes	Turk's Head Slip	IoSWT	<a href="https://w3w.co/piano.carver.scribble">https://w3w.co/piano.carver.scribble</a>	Via stone ramp
St Mary's	Porthloo Slipway	SMHA	<a href="https://w3w.co/daunting.outboard.described">https://w3w.co/daunting.outboard.described</a>	Via slipway into boatpark
St Mary's	Rechabite [Town Beach]	SMHA	<a href="https://w3w.co/wings.blurs.defers">https://w3w.co/wings.blurs.defers</a>	Via slipway onto road
St Martin's	Higher Town Quay	SMHA	<a href="https://w3w.co/optimists.laugh.scrap">https://w3w.co/optimists.laugh.scrap</a>	Via quay
St Martin's	Lower Town Quay	SMHA	<a href="https://w3w.co/whites.whirlwind.procured">https://w3w.co/whites.whirlwind.procured</a>	Via quay
St Martin's	Beach adjacent to Higher Town Quay	IoSWT	<a href="https://w3w.co/steroids.sectors.fractions">https://w3w.co/steroids.sectors.fractions</a>	Via access ramp only [not via dunes]
Bryher	Anneka's/Bar Quay	SMHA	<a href="https://w3w.co/mental.polices.conjured">https://w3w.co/mental.polices.conjured</a>	Via quay
Bryher	Beach adjacent to Anneka's Quay	IoSWT	<a href="https://w3w.co/contain.chucked.shrug">https://w3w.co/contain.chucked.shrug</a>	Via access ramp only [not via dunes]
Bryher	Church Quay	SMHA	<a href="https://w3w.co/ballpoint.tickles.ticket">https://w3w.co/ballpoint.tickles.ticket</a>	Via quay
Bryher	Beach adjacent to Church Quay	IoSWT	<a href="https://w3w.co/stint.term.maximum">https://w3w.co/stint.term.maximum</a>	Via access ramp only [not via dunes]
Tresco	Old Grimsby	TEL	<a href="https://w3w.co/skimmers.soccer.vocal">https://w3w.co/skimmers.soccer.vocal</a>	Via Quay
Tresco	Carn Near	TEL	<a href="https://w3w.co/jammy.unveils.dispose">https://w3w.co/jammy.unveils.dispose</a>	Via quay

## **APPENDIX 3**

### **Mitigation Schedule**

Operators to provide own protocols for the following operations:

#### **Unloading on a Quay**

#### **Unloading on a Beach**

## APPENDIX 4

### Landing Craft Manifest Declaration [Sample]

<b>Operator:</b>		<b>Vessel Name</b>	
<b>Sailing No:</b>		<b>Date:</b>	
<b>Island:</b>			

<b>Customer Name:</b>	<i>e.g. Utility Co</i>	<b>Weight [T]</b>	<b>0.00</b>
<b>Description:</b>	<i>e.g. Bulk stone</i>		
<b>Offload Location:</b>	<i>e.g. Higher Town Beach</i>		

<b>Customer Name:</b>	<i>e.g. Morris</i>	<b>Weight [T]</b>	<b>0.00</b>
<b>Description:</b>	<i>e.g. 1 pallet dry goods</i>		
<b>Offload Location:</b>	<i>e.g. Higher Town Quay</i>		

<b>Customer Name:</b>	<i>e.g. Karma Hotel</i>	<b>Weight [T]</b>	<b>0.00</b>
<b>Description:</b>	<i>2 pallets frozen</i>		
<b>Offload Location:</b>	<i>Lower Town Quay</i>		

The Manifest shall be sent to:

[hm@stmarys-harbour.co.uk](mailto:hm@stmarys-harbour.co.uk)