



Ascension Island Operations and Facilities Directorate

Fishing and Access to Pier During Ship Work Cargo Operations Policy

AUTHOR:	Alasdair Bain, Policy Officer
OWNER:	Operations Manager
ISSUE DATE:	May 2020
VERSION NO:	1.1
STATUS:	Agreed
REVIEW DATE:	August 2020

Amendment History:

Version	Status	Summary of changes	Date of issue
1.0	Draft	First draft	April 2020
1.1	Final	VHF Channel 08 added.	May 2020

Contents

Introduction..... 3

Aims and /or Objectives 3

Scope 3

Definitions..... 3

Procedures 3

Responsibilities..... 5

Review date..... 5

Introduction

1. Ship-to-shore cargo operations are essential to ensure the continued sustainability of civilian life on Ascension. Given the complexity of the operation, access to the operational site (the pier and the seaside approach to the pier) must be appropriately managed.

Aims and /or Objectives

2. Ship-to-shore cargo operations are a critical island operation. As such, when being conducted this operation takes precedence over any other request to access the pier, with the exception of requests in relation to the threat to life.
3. Whilst ship-to-shore cargo operations must always take priority, it is recognised that recreational fishing is an important leisure activity on Ascension and as such efforts should be made to reasonably accommodate requests to access the sea via the pier during shipwork operations, where appropriate.
4. Due to their technical nature, shipwork operations pose an inherent danger to life, and as such all requests must be considered against the safety of AIG staff and the wider public.

Scope

5. This policy covers all AIG managed ship-to-shore cargo operations. This includes access to the pier from both the sea and the land.

Definitions

Fish bench	The filleting bench located at the western end of the Georgetown Pier.
Landing steps	The Tartar Steps, located at the western seaside end of Georgetown Pier.
Pier / wharf	The area commonly known as Georgetown Pier, beginning at the entry control point and extending to the sea end of the pier and enclosed by a security fence.
Shipwork	Ship-to-shore cargo operations encompassing stevedoring, barge work, pier side manoeuvres and any other actions related to the discharging and loading of cargo.

Procedures

6. Any individual wanting to access the pier must first contact the Assistant Harbour Master to make a request to do so, either by telephone on 66244 or by presenting to port security prior to entering Georgetown Pier.

7. Upon receiving a request the Assistant Harbour Master will liaise with the Marine Team Leader to determine whether it is safe and appropriate in the circumstances to agree to the request.
8. If deemed safe and appropriate to do so in the circumstances, the Assistant Harbour Master may grant permission to access the pier. In doing so they may place certain restrictions on this permission which must be adhered to.
9. From landside, only pedestrian access will be granted to the pier.
10. Whilst on the pier individuals must wear appropriate Personal Protective Equipment (PPE) and follow all directions provided to them by AIG staff. Anyone failing to adhere to the directions issued by the Assistant Harbour Master, Marine Team Leader or any other member of AIG staff may have their permission to access the pier revoked. This may then affect any future requests received by that individual to access the pier during shipwork operations.
11. As shipwork operations will always take priority, it may be necessary that those arriving at the pier, either at port security or returning to the landing steps by sea, are requested to wait until an appropriate time that safe access can be granted.
12. Prior to returning to the steps by vessel, individuals must contact the Marine Team Leader on VHF Channel 08 or the Assistant Harbour Master on VHF Channel 08 to seek permission to approach the landing steps. Anyone failing to adhere to the directions provided to them when in control of a vessel may be found in breach of s13 of the **Harbours Ordinance 2005** and may be liable to a fine of £10,000 or three months imprisonment, or both.
13. When in command of a vessel, individuals must adhere to Regulation 26 of the **Harbours Regulations 2010** and recognise the order of precedence and navigation in harbour waters by always ceding to vessels supporting shipwork. Failure to adhere to these regulations is punishable by a fine of £2,500 or three months imprisonment, or both.
14. During shipwork operations individuals will not be permitted to use the fish bench. In the interest of the safety of those undertaking landside manoeuvres, any fish that is landed must be bagged prior to it being carried up the landing steps and transported through the pier. This is to avoid potentially dangerous fish waste, blood or residue being entered onto the pier. If filleting is done on the vessel prior to landing, all fish waste must be bagged and brought ashore for disposal. Under Regulation 27 of the **Harbours Regulations 2010** it is an offence for any individual to leave any fish waste on any part of the wharf, punishable by a fine of £1,000.
15. Any member of the public failing to adhere to this policy may have their permission to access the pier revoked, or may be refused permission to access the pier during shipwork operations in the future.

Responsibilities

16. It is the responsibility of all AIG employees and those wishing to access the pier head to abide by this policy, the principles within it and its aims/objectives.
17. It is the responsibility of all to abide by the procedures outlined within this policy.

Review date

18. This policy is to be reviewed after an initial four months of operation by the **Assistant Harbour Master, Marine Team Leader, Operations Manager and Policy Officer**.