



St Helena
Government

Formal Response to the recommendations from the Maritime Sector Review Report

April 2014

Response to recommendations from the St Helena Maritime Sector Review Report

No.	Recommendation	Response	Officer Responsible	Agreed Timeframe
1	<p>The Review recommends that the Harbour Ordinance is subject to review by the AG's Chambers working in conjunction with a new Maritime Services Officer (MSO). Certain recommendations in the Review should be considered for inclusion as regulations where appropriate.</p>	<p>The Harbour Ordinance is currently being reviewed, and further input will be required from the newly appointed Head of Customs and Port Control (HC&PC).</p> <p>There are no plans to introduce a Maritime Services Officer at this time. This function will sit under Customs and Port Control for the foreseeable future, but will be reviewed within one year of this report being issued.</p>	Head of Customs & Port Control.	End of July 2014
2	<p>The Review recommends that the Harbour Board, being apparently institutionally broken, is dissolved with immediate effect and its functions absorbed into a new Maritime Services Officer post, with oversight by the appropriate Directorate and answerable to the relevant Legislative Council Committee.</p>	<p>The Harbour Authority is to be revised and updated. There is currently a need for such a body, which should be chaired by the Head of Customs and Port Control and should include, Customs, Harbour Master, Police and two stakeholder representatives.</p>	Head of Customs & Port Control.	End of July 2014
3	<p>It is recommended that a new Maritime Services</p>	<p>There are no plans to</p>	<p>N/A Recommendation not</p>	<p>N/A Recommendation not</p>

	<p>Officer (MSO) is formed with an executive to take control of all maritime affairs. A job description and post holder profile is offered at Annex E. Due to the level of expertise/experience required for this role, it is recommended that a TC funded post is created with the post holder working during an initial two year period to see through inception and train a suitable local person to take over the role. It is recommended that the new post holder is placed under the line management of the relevant Directorate.</p>	<p>introduce a MSO or to appoint an executive to take on the role.</p> <p>The current roles cover a majority of the suggested profile; we need to ensure that the people in place carry out their duties correctly.</p> <p>There is no need for a TC officer at this point in time.</p>	<p>adopted.</p>	<p>adopted.</p>
4	<p>It is recommended that a review of the maritime legislative framework be carried out by the new Maritime Services Officer in conjunction with the AG's Chambers within the next 12 months, including how best to enact the legislative recommendations of this report.</p>	<p>This was an element of the scope of the report to report on "the adequacy of the existing legislative framework for the maritime sector, and recommendations for change" this was not carried out to a satisfactory conclusion.</p> <p>The review has stated and requires further input from the new HC&PC.</p>	<p>Head of Customs & Port Control.</p>	<p>End of July 2014</p>
5	<p>It is recommended that the following Maritime Operating Zones are declared by legislation at the earliest opportunity and that the new Maritime Services Officer works closely with the AG's Chambers and Registrar of Shipping in order to achieve this:</p>	<p>This will be reviewed by the new HC&PC and the appropriate action undertaken after consultation with local stakeholders.</p>	<p>Head of Customs & Port Control.</p>	<p>End of September 2014</p>

6	It is recommended that, if commercial operations move to Rupert's Bay on completion of the permanent jetty, new Service Level Agreements are formulated with the Wharf Services Providers.	SLA's agreements will form part of any new contracts with Wharf Services Provides.	Implemented.	N/A
7	It is recommended that the draft Code of Practice is adopted as soon as is reasonably practicable and should include a period of grace for those operating in the Small Commercial Vessel sector to be able to fully comply.	This will be reviewed by the new HC&PC and the appropriate action undertaken after consultation with local stakeholders.	Head of Customs & Port Control.	End of September 2014
8	It is recommended that the new SHYA NYS is utilised for the training and certification of operators of Small Commercial Vessels. Those individuals already in possession of relevant certification from other jurisdictions should be validated and issued certification for commercial endorsement under the St Helena scheme. A system of validation should be established under the auspices of RYA/ISAF. Operating certification should be strictly in accordance with the Maritime Operating Zones.	The formulation of a new SHYA NYS is outside the remit of core Government Business.	N/A Not the responsibility of Government.	N/A Not the responsibility of Government.
9	It is recommended that a not for profit company is registered as The St Helena Yachting Association (The current SHYC may wish to convert to such), in compliance with the local Companies and Charities Ordinances. Such an Association would have a role similar to that of the Royal Yachting Association in the UK, providing a National Yachting Scheme (NYS) and associated training and certification services. The Association would work in close cooperation with the new Maritime Services Officer and the	The formulation of a new SHYA NYS is outside the remit of core Government Business.	N/A Not the responsibility of Government.	N/A Not the responsibility of Government.

	<p>Education and Employment Directorate. The Association should seek to join and be appropriately governed by relevant international governing bodies for sport and be responsible for the development of access to yachting for the disabled and under-represented groups, as well as local and international sports competition. The Association should seek to develop an instructor training programme within the next 8 months.</p> <p>SHYA will be self funded.</p>			
10	<p>It is recommended that the new Maritime Services Officer works closely with the identified stakeholders to identify sufficient infrastructure facilities for leisure and tourism activities.</p>	<p>This will be reviewed by the new HC&PC and the appropriate action undertaken after consultation with local stakeholders.</p>	<p>Head of Customs & Port Control.</p>	<p>End of September 2014</p>
11	<p>It is recommended that any new commercial fishing vessels seeking to be licensed in St Helena should meet the construction and stability standards applicable currently in the EU.</p>	<p>Due to the differing fishing needs of St Helena, it has been decided not to adopt this recommendation at this time.</p>	<p>N/A Recommendation not adopted.</p>	<p>N/A Recommendation not adopted.</p>
12	<p>It is recommended that the new Maritime Service Officer, Shipping Registrar and Fisheries Development Officer work closely with each other to set equipment code standards for commercial fishing vessels in accordance with the Zones of Operation recommended in this Review. A relevant starting point may be to adapt the Codes used in the Channel Islands. These may vary appropriately from the standards recommended for Small Commercial</p>	<p>This will be reviewed by the new HC&PC and the appropriate action undertaken after consultation with local stakeholders.</p>	<p>Head of Customs & Port Control.</p>	<p>End of September 2014</p>

	Vessels operating for hire or reward as commercial fishing vessels do not carry passengers.			
13	It is recommended that local boatmen be given the opportunity to obtain certification under the new SHYA NYS by way of evaluation by selected senior local boatmen. A case can then be made for the automatic issue of the appropriate certification level. A period of grace should be allowed for this process to take place.	This will be reviewed by the new HC&PC and the appropriate action undertaken after consultation with local stakeholders.	Head of Customs & Port Control.	End of September 2014
14	It is recommended that the new Maritime Services Officer works closely with the Fisheries Development Officer and the Fishermen's Association to progress the highlighted commercial fishing issues.	Commercial fishing issues will remain with the Fisheries Development Officer. It is not intended to set up a new MSO.	N/A Recommendation not adopted.	N/A Recommendation not adopted.
15	It is recommended that wharf space for loading and off-loading of catch, haul out and maintenance of boats is allocated for commercial fishing vessels, together with relevant vehicular access. It is also recommended that the possibility of providing sheltered, good quality moorings in the lee of the new jetty is explored.	Space has been allocated in the draft wharf plan for Rupert's and the needs of the local fishing fleet are being considered as part of that consultation. Additional moorings are not being considered at this time as the ones we currently have in place are deemed to be sufficient for the needs of tourism, this may change over the coming years and will be further considered at that time.	Recommendation implemented.	Recommendation implemented.
16	It is recommended that the new Maritime Services Officer works closely with the Shipping Registrar to introduce a simple system of vessel	MSO not being considered.	N/A Recommendation not adopted.	N/A Recommendation not adopted.

	licensing similar to that of the Channel Islands.	Low number of licensed vessels makes this recommendation impractical at this time.		
17	It is recommended that the new SHYA National Yachting Scheme system of licensing, training and certification of individuals is adopted for the leisure sector and with commercial endorsement for the Small Commercial Vessel sector.	The formulation of a new SHYA NYS is outside the remit of core Government Business.	N/A Not the responsibility of Government.	N/A Not the responsibility of Government.
18	It is recommended that the new Maritime Services Officer works closely with the Registrar in developing the St Helena Shipping Register and to work towards a successful inspection by the Red Ensign Group.	MSO not being considered. This is the responsibility of the Registrar who is inspected and audited by the MCA on behalf of the Red Ensign Group.	N/A Process in place.	N/A Process in place.
19	It is recommended that the new SHYA National Yachting Scheme system of licensing, training and certification of individuals is adopted for the leisure sector and with commercial endorsement for the Small Commercial Vessel sector. SHYA should work towards validation through relevant international governing bodies.	The formulation of a new SHYA NYS is outside the remit of core Government Business.	N/A Not the responsibility of Government.	N/A Not the responsibility of Government.
20	It is recommended that SHYA and the new Maritime Services Officer work closely with the insurers in order to develop cheaper and better insurance services for local boat owners and operators in both the commercial and leisure sectors.	The formulation of a new SHYA NYS is outside the remit of core Government Business. Corporate Finance has been working with Tourism, Solomon's and	N/A Not the responsibility of Government.	N/A Not the responsibility of Government.

		South African Companies to provide alternative insurance for boat owners. With some success.		
21	It is recommended that the MSO works with the AG's Chambers to draft appropriate Marine Accident Reporting and Investigation Regulations	No MSO will be appointed. This will be reviewed by the new HC&PC and the appropriate action undertaken after consultation with AG's Office.	Head of Customs & Port Control.	End of September 2014
22	It is recommended that potential crew recruitment takes place as soon as possible so as to enable sufficient training for crews. In particular training for the Ocean capable vessel should include inversion and crew training of a similar nature to RNLI crews, which may entail some off-island travel. Atlantic 85 crews could be trained locally, perhaps with assistance from the RNLI	This comes under the remit of the Airport Director and is being considered as part of Airport Accreditation. Will be addressed through that avenue.	Airport Director	Implemented through Airport Accreditation, no further action.
23	It is recommended that the sea rescue capability remains under the line management of the MSO. Procurement decisions for the SAR fleet are a matter of urgency due to the lead times for construction from order to delivery and should be made before the end of 2013. Crew identification and selection needs to be given priority once the vessel procurement decision is made. A realistic budget needs to be established for the continued operation, maintenance and equipping of the fleet and training and equipment for crews. Crews may be part-time/volunteers as	This comes under the remit of the Airport Director and is being considered as part of Airport Accreditation. Will be addressed through that avenue.	Airport Director	Implemented through Airport Accreditation, no further action.

	appropriate.			
24	It is recommended that the new Maritime Services Officer encourages the voluntary registration of vessels using a form similar to the UK Coast Guard form 66.	No MSO will be appointed. This will be reviewed by the new HC&PC and the appropriate action undertaken after consultation with AG's Office.	Head of Customs & Port Control.	End of September 2014
25	It is recommended that the new Maritime Services Officer develops Standing Operating Procedures (SOP) for the operation of SAR vessels in St Helena	No MSO will be appointed. This will be reviewed by the new HC&PC and the appropriate action undertaken after consultation with AG's Chambers.	Head of Customs & Port Control.	End of September 2014
26	It is recommended that the various stakeholders agree upon a development vision and strategy as soon as possible.	This will be reviewed by the new HC&PC and the appropriate action undertaken after consultation with AG's Chambers.	Head of Customs & Port Control.	End of September 2014
27	It is recommended that shore side facilities for visiting yachts are improved as the current ablutions facilities are inadequate. The new Maritime Services Officer should work closely with SHYA and other stakeholders to consider ways of developing shore side facilities for leisure and tourism. In particular, the construction of a public slipway, as highlighted by the public survey (Annex H) which shows over 80% support, should be a priority.	Facilities have been reviewed jointly with Tourism and input from other stakeholders after the recent yacht event. This has resulted in some improvements and a further review is currently underway. The slipway is currently	Head of Customs & Port Control.	End of September 2014

		<p>out for expressions of interests, with some interest being shown. The contract is for a build and design, and we await further information on the cost of the project before making a firm commitment to the scheme.</p>		
28	<p>It is recommended that the Maritime Services Officer undertake a review of the traditional James' Bay mooring field with a view to establishing standards and examining the need for planning and allocation control.</p>	<p>We have no further plans at this time to increase the moorings at this time.</p> <p>Monthly above surface inspection in place, six monthly underwater inspections carried out.</p> <p>Regular maintenance will always be required and items are constantly being replaced.</p>	<p>N/A No further work required.</p>	<p>N/A No further work required.</p>
29	<p>It is recommended that any new moorings follow the successful design philosophy employed for the new yacht moorings in James' Bay.</p>	<p>We have no further plans at this time to increase the moorings at this time.</p>	<p>N/A No further work required.</p>	<p>N/A No further work required.</p>
30	<p>It is recommended that the new SAR building be placed in the location of the current fishing dock, in the lee of the new permanent jetty.</p>	<p>This comes under the remit of the Airport Directorate and is being considered as part of Airport Accreditation. Will be addressed through that</p>	<p>Airport Director</p>	<p>Implemented through Airport Accreditation, no further action.</p>

		avenue.		
31	It is recommended that this opinion is subject to marine engineer expert opinion as soon as possible so that no funding is wasted.	This comes under the remit of the Airport Director and is being considered as part of Airport Accreditation. Will be addressed through that avenue.	Airport Director	Implemented through Airport Accreditation, no further action.
32	The SCV Code of Practice will introduce the compulsory carriage and use of maritime safety equipment in line with modern practices. In order to give impetus to the required upgrading of safety practices, it is recommended that maritime safety equipment is zero rated for import duty in time for the anticipated arrival of maritime tourism.	This will be reviewed by the new HC&PC and the appropriate action undertaken after consultation with local stakeholders. Zero customs duty is not being considered at this time.	Head of Customs & Port Control.	End of September 2014
33	It is recommended that the newly formed SHYA works closely with the Social Policy Planner and the Disabled Persons Aid Society in developing these aspects of its constitution. SHYA should seek membership of IFDS, the International Association for Disabled Sailing.	The formulation of a new SHYA NYS is outside the remit of core Government Business.	N/A Not the responsibility of Government.	N/A Not the responsibility of Government.
34	It is recommended that the new Maritime Services Officer works closely with the EMD in developing maritime policies which help to protect the marine environment and ensure compliance with MARPOL.	No MSO will be appointed. This will be reviewed by the new HC&PC and the appropriate action undertaken after consultation with AG's Office.	Head of Customs & Port Control.	End of September 2014
35	It is recommended that SHYA works closely with the Director of Education and Employment on	The formulation of a new SHYA NYS is outside the	N/A Not the responsibility of Government.	N/A Not the responsibility of Government.

	<p>the development of Maritime Studies. SHYA should also seek to form a St Helena Optimist Dinghy Association under its auspices, in order to develop sailing for children and provide mutual assistance in the proposed boat building activities.</p>	<p>remit of core Government Business.</p>		
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