

**Tyne Port Health Authority  
Report to the Joint Board  
Date: Tuesday 3 October 2017**

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**Reporting Officer:** Frances McClen  
Chief Port Health Officer

**Contact Details:** Tel: 0191 6436640  
Email:- [frances.mcclen@northtyneside.gov.uk](mailto:frances.mcclen@northtyneside.gov.uk)

**Subject:** Operational Summary 1 May - 31 Aug 2017

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**PART 1**

**1.1 Purpose:**

The purpose of this report is to inform the Joint Board of activity during the period 1 May to 31 August 2017.

**1.2 Recommendation**

It is recommended that the Joint Board note the report.

**2.0 Information**

**2.1 Operational Summary**

Ship Arrivals and Inspections

Cargo ship arrivals and cruise traffic at the port remains stable and a breakdown of shipping trends over the last 10 years is set out in **Appendix 1**.

Shipping is inspected either on request (usually due to impending expiry of ship sanitation certification) or in accordance with the authorities policy of prioritising inspections using a risk based approach as set out in the annual service plan.

**Summary of ship sanitation inspections between 1 May 2017 and 31 August 2017**

<b>Inspections</b>	<b>Ship Sanitation Control Exemption Certificates issued</b>	<b>Ship Sanitation Control Certificates issued</b>
8 (12)	8(12)	0(0)

\* figures for the previous year shown in brackets.

## Summary of Other Inspections/ boardings of Ships between 1 May 2017 and 31 August 2017

	Arrivals	Inspections	Major Defects found	Minor Defects found	Revisits/Referrals
<b>Total</b>	<b>500(514)</b>	<b>48(54)</b>	<b>0(0)</b>	<b>4(4)</b>	<b>1(2)</b>

\* figures for the previous year shown in brackets.

\* last 2 columns not previously reported.

The harbour master has advised that there were 500 arrivals over the period of May to August inclusive. The arrivals consisted of 90 British Flag and 410 Foreign flag ships. All major and minor defects were remedied in port and no matters required referral to the Maritime & Coastguard Agency or the next port of call for follow up action.

### Water Supply

42 Samples of drinking water were taken from 13 vessels for bacteriological analysis. Samples are taken routinely as part of some ship sanitation and other ship inspection, and also on request or in response to concerns.

38 samples of drinking water were taken from sites and hydrants in the port area during the period.

### Summary of water sampling activity between 1 May 2017 and 31 August 2017

	Total Number of Vessel/Hydrants Sampled	Total samples	Satisfactory	Unsatisfactory
Vessels	<b>13(29)</b>	42(88)	33(60)	9(16)
Hydrants	38(46)	38(46)	33(40)	5(06)
<b>Total</b>	<b>51(75)</b>	<b>88(134)</b>	<b>66(110)</b>	<b>14(24)</b>

\* figures reported the previous year shown in brackets.

There were a number of unsatisfactory samples taken during the period but all follow up samples were found to be satisfactory and no remedial actions were necessary.

### Imported Food

Official controls are carried out as the Authority is designated a first entry point for high risk foods not of animal origin. The list of high risk foods known as 669/2009 is updated quarterly and reviewed by the Authority. The Authority is also an introduction point for

plastics. Imported foods listed on the 669 register require only a minimum documentary check. A physical sample check is carried out on 10 percent of all consignments of third country import consignments of certain specified foods and plastics entering the port. This information is specific to the applicable European legislation

### Summary of official controls on imported food and plastics between 1 May 2017 and 31 August 2017

	Number of Consignments	Document Checks	ID Checks	Samples Physical Checks	Satisfactory	Unsatisfactory
<b>Tea from China (669)</b>	12(10)	12(10)	1(0)	1(0)	1(0)	0 (0)
<b>Organic Tea</b>	0(4)	0(4)	0(0)	0(0)	0(0)	0 (0)
<b>Other Food</b>	1(0)	1(0)	1(0)	1(0)	1(0)	0 (0)
<b>Plastics</b>	0(0)	0(0)	0(0)	0(0)	0(0)	0 (0)

\* figures for the previous year shown in brackets.

One physical sample was required to be taken during the period for tea from China. The results were satisfactory. A sample was also taken from a consignment of mung peas to ensure it was free from E coli and Salmonella. No plastic imports are currently being received.

#### Infectious Disease Control

##### Fatality on board /Low Level gastro-Intestinal outbreaks

An out-of-hours maritime declaration of health notification was received over the period. This related to a fatality on board the cruise liner Thomson Celebration in 21<sup>st</sup> May 2017. A visit was carried out to confirm details of fatality which were not associated with the condition of the voyage. A lady of 87 years died on board from a cardiac arrest. The lady had become unwell in Denmark with chest pains and had been hospitalised. The hospital discharged the lady as fit to travel and unfortunately died during the crossing.

The cruiser liner also experienced 39 cases of gastro-intestinal illness. Samples submitted identified the illness to be caused by the Norovirus. The cruise ship carried out appropriate precautions to contain and minimise spread and arranged a deep clean of the vessel. This led to good containment of the infection with only a further 3 cases noted during the next 7 day cruise.

The majority of vessels operate a traffic light system with Amber being triggered by a given percentage of passengers and or crew exhibiting a range of key symptoms through to Red, resulting in isolation of all symptomatic persons.

Income from official controls and other chargeable activity between 1 May 2017 and 31 August 2017

Less ship sanitation income was raised from ship sanitation inspections and official controls compared to the same period last year as shown by table below;

Ship Sanitation Inspection	Food & Plastics Imports - Official Controls/Water Sampling request	Total
£1780(£3235)	£730 (£1154)	£2510.00 (£2816)

\* figures for the previous year shown in brackets. No figure indicates not previously reported.

Food Standards Agency Audit

Notification has been received from the Food Standards Agency (FSA) of audit of the Authority's status as a designated point of entry for official controls of high risk food not of animal origin. Officers have been in discussion with the Port of Tyne to ensure the facilities provided are fit for purpose with appropriate disinfection, sampling and storage procedures in place to prevent cross contamination of samples.

The FSA audit is in response to findings of the European Commission which require the FSA to proactively audit those port health authorities with official controls.

Fatality on the vessel Braasschat

Further information was requested regarding the death of a young male Ukrainian National who was employed as one of the 16 skeleton crew on board the vessel Braasschat.

The only information available is that the crewman appeared to have fallen from height on the 21 October 2016 and was airlifted by helicopter by the Coastguard from the deck of the vessel which was anchored off the North Tyneside coast. Despite the efforts of a doctor and paramedics he was declared dead on arrival at hospital.

Proposed update of Tyne Port Health Authority Logo

At the last meeting of the Joint Board, it was proposed to undertake a redesign and update of the Authority's logo. The current logo is of poor quality and was coloured by hand some time ago. The proposal is to utilise a copyright-free etching of the Tyne River God as incorporated the year the Authority was established.

This logo would appear on business cards which could be left on board vessels following inspections, visits, or sampling or boardings. Included on the card would be information

regarding services offered and our contact details.

The design and production of these items could be carried out by the Authority's host council however North Tyneside Council's technical services partner Capita has been approached who have offered the use of their central graphics and reprographic facilities to produce the proposed items without cost.

### **3.0 Decision Options**

This is an information only report.

### **4.0 Appendices:**

**Appendix 1** – Shipping trends at the Port of Tyne from 2006

### **5.0 Contact Officers:**

Frances McClen, Chief Port Health Officer – Tel: 0191 643 6640

### **6.0 Background Information:**

There are no background papers to this report.

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **1.0 Finance and Other Resources:**

There are no direct financial implications arising from this report.

### **2.0 Legal:**

There are no direct legal implications arising from this report.

## SHIPPING TRENDS SINCE YEAR 2006

<b>YEAR</b>	<b>ARRIVALS</b>	<b>INSPECTIONS</b>	<b>DEFECTS</b>
<b>2006</b>	2048	316	24
<b>2007</b>	1940	303	30
<b>2008</b>	1772	310	52
<b>2009</b>	1479	195	24
<b>2010</b>	1669	269	13
<b>2011</b>	1928	284	17
<b>2012</b>	1850	357	22
<b>2013</b>	1548	234	2
<b>2014</b>	1466	233	10
<b>2015</b>	1381	203	97
<b>2016</b>	1621	210	56

## CRUISE SHIP ARRIVALS

<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
19	23	29	23	20	38	33	31	31	36	48