



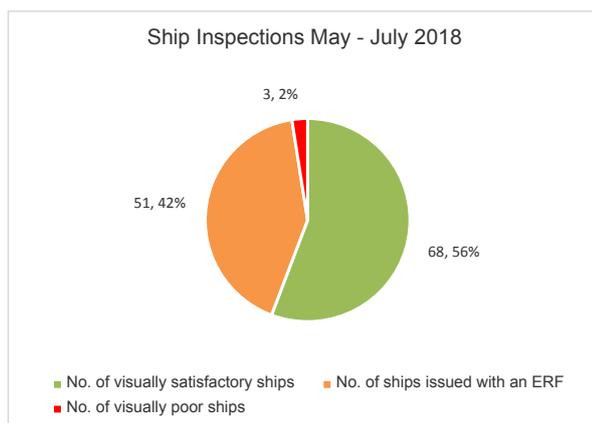
## Manchester Port Health Authority Achievements May –July2018

### Ship Inspections

Manchester Port Health Authority (MPHA) undertakes inspections of vessels arriving on the Manchester Ship Canal. A risk assessment is used to identify ships that require inspection. Requests for visits are also received where the Captain requests MPHA to undertake work on behalf of the ship (issuance of a new Ship Sanitation Certificate or to undertake water samples) the majority of this work is subject to a fee.

During the period May – July 2018, 343 ships visited the Manchester Ship Canal. Of this number it was deemed necessary to inspect a total of 123 ships. These ships are inspected according to the WHO Handbook for Inspection of Ships and Issuance of Ship Sanitation Certificates. Following this visual inspection 3 ships were deemed to have extremely poor standards on board, requiring significant improvement, and 51 ships required further action to be taken in order to meet the required standard.

Total Ships visited in period May-Jul	123
No. of visually satisfactory ships	68
No. of ships issued with an ERF	51
No. of visually poor ships	3
No. of Ship Sans issued	14



### Water Samples

Ships water systems are extremely complex and water is stored for extended periods of time. When not managed correctly, water can pose a risk to the health of the crew and visitors through the transmission of pathogens. It is also a legal requirement for ships to be provided with water that is safe. MPHA undertake sampling to ascertain the status of water on board and to facilitate the ships crew in demonstrating that their water systems are being effectively managed.

### Legionella Samples

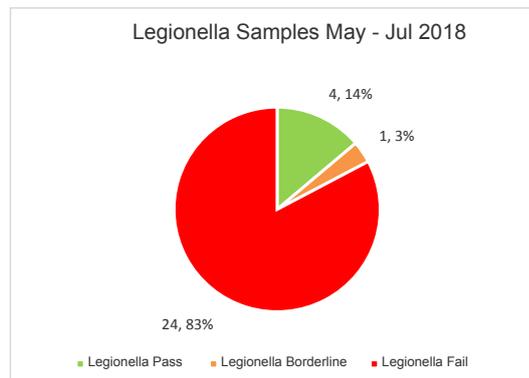
Legionella bacteria are the cause of legionellosis including legionnaires' disease which can be fatal. Due to the nature of ships water systems, legionella control techniques must be implemented to minimise the risk to crew members and visitors. A total of 58 individual legionella samples were taken from 29 ships during the period

May – July 2018. An average of 2 samples were taken from each ship in order to identify if the ship has legionella on board and if so, whether the ship is colonised with the bacteria (there is legionella throughout the system). 83% of the ships sampled for legionella were unsatisfactory according to Approved Code of Practice L8 (4th Edition) HSE Books 2013 and the associated Legionnaires' disease: Technical Guidance HSG274, thus requiring a full system review.

Where samples are returned as unsatisfactory, contact is made with the ships Master and agent to provide advice and guidance on the action to be taken to reduce legionella to within acceptable levels. A certificate is provided stating that the analysis results were unsatisfactory. This will be looked at by the next Port Health Authority and will be actioned appropriately. Where a ship enters the port with unsatisfactory water sample analysis, further samples will be taken and where appropriate an Evidence Report form or Ship Sanitation Control Certificate will be issued.

The results of Legionella samples taken by MPHA are currently being fed into a national survey of Legionella on ships. This survey is being used to investigate the extent of legionella colonisation in water on board non-passenger ships and to shape the development of guidance for Shipping companies (issued by the MCA) and for port health officers (to be issued by PHE).

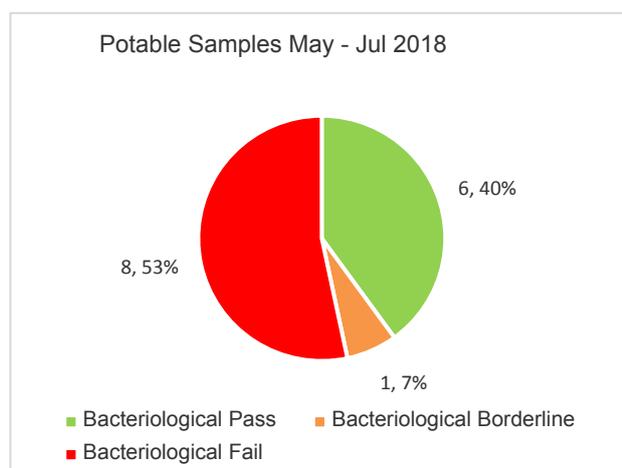
Total samples Taken	58
Total Samples (Sample Sets)	29
Legionella Pass	4
Legionella Borderline	1
Legionella Fail	24



## Potable Samples

During the period May – July 2018, 30 water samples were taken from 15 ships to determine the bacteriological quality of the water. These samples are tested for coliforms, enterococci and e-coli along with aerobic colony count. Of these samples 53% were deemed unsatisfactory and required further action.

Total Samples Taken	30
Total sample sets	15
Bacteriological Pass	6
Bacteriological Borderline	1



## Galley Swabbing Follow-Up Project Proposal

During 2016/2017 Manchester Port Health Authority participated in a UK wide galley hygiene project in conjunction with Public Health England. This involved taking bacteriological swabs for analysis from different items within a ships' galley (non-passenger ships only). For example: work surfaces and chopping boards. Cleaning cloths were also taken for analysis.

The results of the study clearly illustrate the need for improvement in the education of cooks on cargo ships regarding cleaning, disinfection and cross contamination, and;

Following the results of the original survey, Manchester Port Health Authority have undertaken an extensive education programme aimed at ensuring Ships Cooks have a clear understanding of how to effectively clean and sanitise. This included providing simple, easy to understand guidance and procedures for cleaning and sanitising in the galley.

When attempting to improve standards of food safety and hygiene on board cargo vessels it is necessary to take several issues into consideration including:

- Language and Culture of Officers and Ratings;
- Resources available;
- Type, size and age of vessel;
- Vessel's Flag State and Management Company
- Time available for cleaning.

In order to assess how effective this educational programme has been, a second round of sampling is now being undertaken on ships which previously formed part of the original project.

In the event of unsatisfactory results, appropriate follow-up action will be taken as follows:

- Where possible, the ship will be revisited, and appropriate action taken to improve both the understanding and implementation of successful cleaning methods.
- The ship will be issued with an 'Evidence Report Form' as a 'Control' attachment to the Ship Sanitation Certificate requiring immediate remedial action under the Public Health (Ships) Regulations 2007 (as amended).

- The 'Evidence Report Form' will be copied to the ship's owners/management company along with a letter to explain the context of the intervention;
- Where necessary/appropriate (i.e. significant numbers of pathogens) the information will be forwarded to the Maritime and Coastguard Agency (MCA) to enable action under the Maritime Labour Convention (MLC 2006).

After thorough interrogation of the data and consequential actions/interventions, a report of the relevant findings will be written and made available for peer review and publication. Once this is completed the salient points of the report can be used to offer information and guidance for Shipping Companies/Crewing Agencies etc. regarding Cooks training courses.