


NAVIGATIONAL RISK ASSESSMENT WORKING GROUP

NRAWG Date:	01.07.14 & 16.07.14	Owner:	Deputy CHM	NRAWG Ref:	52	NRAWG Title:	Navigational Risk Assessment of the Tilburyness Area
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Group Members:

Name	Organisation	Name	Organisation	Name	Organisation
Gordon Price	Pilot/DHM(L) - PLA	Kevin Gregory	VTSM - PLA	Andrew Sime	Sea Pilot - PLA
Julian Parkes	DCHM - PLA	Cerwyn Phillips	POM - PLA	Colin Skelton	DPC / Pilot - PLA
Kelvin Arterton	DHM(SM) - PLA	Richard Flynn	PRM - PLA	Geoff Holland	Harbour Master - POT
Paul Hanson	DHM(L) - PLA	Kevin Boyd	Svitzer	Peter Hutchinson	PEC Holder
Nick Evans	VTSO - PLA	Doug Harding	Kotug	Graeme Faulkner	GPS Marine
John Pinder	PH - PLA	John Reid	River Pilot - PLA		

Detail / Terms of Reference	Observation/Recommendation
<p>This Navigational Risk Assessment Working Group (NRAWG) was asked to undertake a formal risk assessment to:</p> <ol style="list-style-type: none"> 1. Review the navigational incidents recorded for the area during the last six years; 2. Consider the relevant hydrodynamic and river regime data for the Tilburyness area and establish whether enough data, in sufficient detail is promulgated to practitioners and river users; 3. Consider the navigational requirements of the full range of through traffic and vessels manoeuvring for berths in the area; 4. Review the role of London VTS in the management of vessel traffic in the area and identify any improvements or enhancements that could be made to improve safety in the Tilburyness area; 	<p>Recommendations The following recommendations are made to the PLA's Navigational Management Team:</p> <ol style="list-style-type: none"> 1. Review the current data requirements of its incident database and consider the inclusion of Spring/Neap tidal information. 2. Consider issuing guidance to vessel Masters about the impact on the rate of turn when a vessel swings/moves from slack water into the tidal flow or vice versa on the bend at Tilburyness. 3. Consider how its VTS technical capability can be better and more effectively used in the management of traffic in the Tilburyness area, including the provision of advice on potentially conflicting traffic to Pilots, Masters and PEC Holders 4. Consider providing Pilots with tripping experience on (craft) tugs and tows navigating in and around the Tilburyness area. 5. Review the Pilots' A Form with a view to including a specific section relating to navigation around Tilburyness – to be completed as appropriate 6. Re-issue the relevant tidal flow diagrams, in colour and with supporting text.

<p>5. Consider the scope, depth and relevance of the training of PLA Pilots (including simulation) in respect of the Tilburyness area, in order to establish whether any improvements or enhancements can be made to the training regime in order to reduce the level of navigational incidents in the area;</p> <p>6. Confirm or otherwise, the effectiveness of the current risk control measures established for marine operations in the area in question; and</p> <p>7. Identify any recommendations associated with any of the above with a view to enhancing the safety of marine operations in the Tilburyness area.</p>	<p>7. Update the tidal information in the PLA's pilotage simulator for the Tilburyness area.</p> <p>8. Make the Tilburyness tidal flow diagrams readily available on the PLA website.</p> <p>9. Improve awareness of the problem by providing PEC applicants with a dedicated briefing document on the issues associated with navigating the Tilburyness area.</p> <p>10. Navigation of the Tilburyness area should be a standard, mandatory element to the Area 4 PEC examination.</p> <p>11. Include a section in the Admiralty Sailing Directions and the various Port Entry Guides on the difficulties and issues associated with navigation on and around Tilburyness.</p> <p>12. Include a warning diamond and associated notes on the Admiralty chart of the area.</p> <p>13. Issue a (Permanent) Notice to Mariners and Notice to Agents' Berth and Ship Operators highlighting the dangers and issues in navigating in the Tilburyness area – both transiting vessels and vessels manoeuvring for berths in the area.</p> <p>14. Consider developing similar statements in respect of navigation on other bends, such as Broadness, Stoneness and Blackwall Point.</p> <p>15. Intra-port (inland waterways) operators should include specific reference to the problems associated with navigation in the Tilburyness area in their generic passage plans.</p> <p>16. Review its Recreational User Guide to consider highlighting the dangers associated with Tilburyness, especially for larger vessels.</p> <p>17. Consider the development of a dedicated chartlet for the Tilburyness area to be used for passage planning purposes.</p> <p>18. Review the Pilots Operational Letter in respect of MAIB recommendation 2011/127 and consider whether the use of a tug until the vessel has fully entered the stream, when a strong tidal counter-flow is present, should be mandatory, rather than a recommendation.</p>			
<p>Panel Chairman:</p>	<p>Julian Parkes</p>	<p>Signature:</p> 	<p>Date:</p>	<p>30.10.14</p>