

NAVIGATIONAL ADVISORY PANEL REPORT

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| NAP Date: | 15.08.07 | Owner: | Chief Harbour Master | NAP Ref: | 20 | NAP Title: | Review of Hazards outside LKE Area |
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Panel Members:

| Name | Organisation | Name | Organisation | Name | Organisation |
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| John Potter | T&M Passger Boat Co | Geoff Lord | Svitzer Towage | David Snelson | PLA - CHM (Chair) |
| Paul Mara | RYA | Chris Livett | CWL & PBA | Julian Parkes | HM(SMS) |
| Rick Elliott | Coastal Bulk Shipping | Mark Robertson | GPS Marine | Christopher Mendoza | HM(U) |
| Alex Hickman | W&L Pract Committee | Alan Hurrell | Local Nav Cert Holder | David Foster | DHM(U) |
| Roy Stanbrook | HM(L) | Alex Brown | River Manager | Barry Smith | Harbour Service Master |
| Kevin Gregory | Deputy VTS Manager | | | | |

| Detail / Terms of Reference | Observation/Recommendation |
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| <p>In the context of the port's navigational Safety Management System (including the outcome of the risk assessment, which determined the PLA's application for a LKE in the central area) and the MCA's LKE criteria, this Navigational Advisory Panel is asked to:</p> <ol style="list-style-type: none"> 1. Review the historical navigational incident records for the tidal Thames between: <ol style="list-style-type: none"> i) Putney Bridge and Teddington; and ii) Margaretness and Lower Hope Point in order to reveal any, as yet, unidentified hazards to navigation. | <p>Findings and Conclusions</p> <ol style="list-style-type: none"> 1. The Panel did not identify any <u>new</u> hazards to navigation in the areas in question. Although, the Panel did highlight a lack of detail in some hazards as a result of the removal of duplicated hazards. There was concern that such lack of detail may lead to poor mitigation (See Recommendation 1 d)). 2. No new risk control measures were identified to mitigate further the frequency or outcomes of the identified hazards. 3. A number of practitioners were strongly of the opinion that the current BML LKE area should be extended to the east and west to encompass the area between Teddington and Lower Hope Point. However, the PLA maintained that set against its previous risk assessment and the MCA published LKE criteria, there was no such case and even if the PLA supported it. It is the PLA's view that such application would be rejected by the MCA's Equivalence Committee. 4. As an alternative way forward, Chris Livett suggested that a syllabus of additional professional knowledge of the tidal Thames outside the LKE area could be developed as an optional qualification to supplement the knowledge and experience established through the generic BML qualification. PLA HMU supported the proposal as being consistent with the principles of Continuous Professional Development. Chris Livett offered to expand on his ideas by way of a written proposal. 5. The knowledge and characteristics of emergency berths and casualty landing points does not fall within the definition of local knowledge laid down by the MCA. |

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| <p>2. Having confirmed (or otherwise) that the current list of hazards to navigation is appropriate, review the associated risk control measures already in place to mitigate the frequency and impact of those identified hazards in respect of the above areas.</p> <p>3. Submit a report to the PLA's Navigation Management Team, summarising the findings of the review and recommending, as appropriate, any new or revised risk control measures, as the Panel deems appropriate.</p> <p>4. This Navigational Advisory Panel will be chaired by the Chief Harbour Master, David Snelson.</p> | <p>Recommendations</p> <p>1. The following actions are taken forward:</p> <ul style="list-style-type: none"> a) PLA to investigate the provision of tidal stream data on its new charts. b) PLA to include incident reporting above Putney Bridge topic on next RUCF (U) agenda. c) PLA to review Hazard 40 to identify specific shoal areas. d) PLA to review the requirement for channel navigation marks below Margaretness. e) Chris Livett to provide initial thoughts on the professional knowledge initiative. f) PLA to consider how information and guidance on the following topics could be promulgated more effectively: <ul style="list-style-type: none"> - areas where fog is likely to form; - the Rowing Code to non-rowers; - casualty landing point and emergency/SAR procedures <p>2. Consideration is given to the development of a local, Thames centric, Continual Professional Development (CPD) initiative, which would encourage the development of professional experience and the assimilation of work-based knowledge in support of Inland Waterways passenger and freight operations on the tidal Thames to complement the LKE qualification.</p> |
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| Panel Chairman: | DAVID SNELSON | Signature: |  | Date: | 18.09.07 |
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