

# Boat Safety Management Group

**Notes of the meeting held on 12 March 2018**

**at Dockyard Meeting Room commencing at 9.30am**

Present: Nicky Talbot (BA Navigation Committee - Chair), Colin Dye (BHBF), Tony Howes (BHBF), Les Mogford (NSBA), John Tibbenham (NSBA) Steve Birtles (BA), Andy Ellson (BA), Sarah Mullarney (BA – minutes), Rob Rogers (BA), Sue Stephenson (BA)

1.	Welcome and Apologies	Apologies were received from Stuart Carruthers (RYA), James Buck (Peel Ports), and Sian Johnson (Peel Ports).  Andy Ellson was attending on behalf of Lucy Burchnall, and Sue Stephenson was attending on behalf of Dan Hoare.	<b>ACTION</b>
2.	Minutes of the Last Meeting	The minutes of the meeting held on 18 September 2017 were agreed as a correct record subject to the following amendment:  Minute 9. Incidents at Sailing Regattas, Paragraph 3, first line: 'LB confirmed there were 5 or 6 river races every year.' to read 'LB confirmed there were many races every year.'	
3.	Matters Arising from the Minutes of the Last Meeting	See 'Actions Update' document.	
4.	Hire Boat Code Licencing Conditions	SB gave a verbal update on the Hire Boat Code Licencing Conditions. Members were informed that in order to ensure stability the test had been reviewed to make it simpler, and cost effective.  The previous version was implemented by the Broads Authority, however the Environment Agency and Canal & River Trust didn't feel they could use the test for their operators.  Members were made aware that the Hire Boat Code had been completed and would be passed to the Association for Inland Navigation Authorities to sign off. It would then be made public for consultation. SB to update Members with dates of the consultation.  SB discussed the x3 different tests: ISO 12217; Inland Waterways small passenger boats; and MCA Code. It was confirmed that retesting would not be required for currently licensed boats, but new boats going into fleets would need to take 1 of the 3 new tests.  One Member queried the requirement for unpowered crafts. SB said that the code had been extended to cover sailing boats over 6 metres in length but doesn't include manually powered boats or sail boats under 6 metres.	

## Boat Safety Management Group

		The new code is to be implemented by 1 April 2019.	
5.	Safety Audit Interim 2017 Report	<p>SB confirmed that the Safety Audit Interim 2017 report was until the end of February 2018. It was reported that there was one boat related death and two fires. There had also been a rise in the number of people taken to hospital for treatment, however it is not clear if this rise is due to more severe incidents or higher rates of precaution.</p> <p>SB said that it was difficult to create a benchmark against other navigational areas but that national drowning statistics could be used to determine how the Broads fares nationally.</p> <p>Members discussed anti-social behaviour and the Chair asked that a table be included in future reports to show these incidents.</p> <p>RR explained that anti-social behaviour could be classed differently by different bodies, he referred to the discussions of the anti-social behaviour group as some Members considered speeding as anti-social behaviour.</p> <p>The Chair said it would be useful to be able to demonstrate that the measures that had been put in place were reducing incidents.</p> <p>One Member asked how many significant and criminal incidents there were. AE stated that the Broads Authority were not always involved with incidents and that it was not in the Rangers remit to deal with anti-social behaviour. He added that boat companies were to be informed of any reported incidents that the BA were aware of.</p> <p>Members were conscious of the negative image over publicisation of anti-social behaviour incidents would have and agreed not to raise it to a disproportionate level.</p> <p>SB said that future reports to the BSMG would include incidents where there were either public order offences or criminal incidents.</p>	
6.	Boat Insurance Audit	<p>SB explained that the figures in the report had been updated since they were presented to the Navigation Committee meeting on 22 February 2018.</p> <p>SB said that of the 300 boats included in the audit 90.3% were compliant. He added that there were various reasons for those that weren't.</p> <p>It was noted that there was an awareness issue and the Broads Authority needed to do more to publicise the requirement for insurance. SB added that Broadsheet would be used to achieve this.</p>	

## Boat Safety Management Group

		<p>One Member said that considering there are 10,500 registered boats, 10% was a high number of boats without insurance.</p> <p>Another Member responded that compared to road users the compliance percentage was very high.</p> <p>A Member said that if a boat is stopped for any reason they should be in a position to provide details of their insurance. AE said that the insurance information wasn't accessible by Rangers but that they are able to issue a notice asking for boat owners to produce their insurance details within 28 days.</p> <p>SB added that the audit was an assurance that insurance is in place for the majority of boat owners, he confirmed that self declaration had been an agreed way forward.</p> <p>Another Member stated that pursuit by admin means was too complex and that a clear message needed to be sent to toll payers that measures would be taken to ensure boats are insured.</p> <p>SB said that production of insurance would be included in the Broads Authority's correspondence with boat owners regarding expired Boat Safety Schemes. He said that if the BSS was out of date and the boat owner has a toll then this was a proportionate approach in asking for insurance information. This was to be introduced next season, 2018/19.</p> <p>The Chair confirmed that it had been agreed at the Navigation Committee meeting that the audit would be completed again in 3 years time.</p>	
7.	<p>Broads Authority Safety Management System Internal Audit findings</p>	<p>SB reported the findings of the recent audit of the Hydrographoc Policy included in the Authority's Safety Management System.</p> <p>The findings showed that the policy was well evidenced and showed the survey's influence on the dredging programme.</p> <p>It was noted that the Sediment Management Strategy needs to be reviewed.</p> <p>Members noted the report.</p>	
8.	<p>Rowing Incidents</p>	<p>Due to LB's absence, Rowing Incidents will be deferred to the next meeting.</p> <p>The Chair said that the rowing clubs would need to be kept informed of any areas that may be of interest to the rowing clubs; SB responded that there was no new representative for rowing interest but said he would enquire if they wanted to appoint someone to the group.</p>	

## Boat Safety Management Group

9.	Escort Policy Update	<p>SB explained that the Escort Policy outlined procedures for moving of equipment as Rangers were required to escort operators for this purpose.</p> <p>AE confirmed that the draft policy was currently being looked at, the deadline was in a couple of weeks time.</p> <p>SB said that LB would contact the BSMG group if views were required before the next meeting.</p> <p>The Chair added that it would be worth touching base with the NSBA to keep them informed of any issues e.g. large boats being escorted round the navigation area.</p>	
10.	Speed Limit Lower Bure and Waveney	<p>SB informed Members that the Broads Authority had moorings on the lower Waveney and lower Bure but stated that there were no speed limits. AE added that speed limit signs were used in the area but the Authority was unable to prosecute. SB said that navigation byelaws were in place to enable the area to be policed using care and caution byelaw.</p> <p>It was noted that there had been no reports of significant speeding in the area.</p> <p>One Member said that he would like to see speed limits at Breydon, he added that there was an area further east of the area that could be used for boat tests. Another Member commented that it was the only area that sea going boats could be tested.</p> <p>SB stated that there were no issues with the boat test areas and that the Authority had a good relationship with the boatyards, and were kept well informed when boat tests were being carried out.</p> <p>AE emphasised that boat owners would go elsewhere onto the river system to test their engines if the only place private boat owners go was restricted.</p> <p>Another Member commented on the difficulty in identifying boats as the registration numbers are too small. He said if people are unable to identify a boat they would be less likely to report it. RR advised that boats could be identified by description as well and said it was always worth ringing Broads Control or reporting the incident.</p> <p>SB said there were no disproportionate issues with speeding in these areas.</p> <p>It was resolved that at this time speed limit proposals did not need to be progressed but that if speeding in the area required action it would be brought to the group again to reconsider.</p>	
11.	To Note	<b>PMSC Notices to Mariners</b>	

## Boat Safety Management Group

		<p>Notice No. 2. Mutford Lock          Notice No.4 Ludham Bridge (ncc repairs)          Notice No. 3 Oulton Broad - Power boat racing</p> <p><b>Safety Alerts</b>          1 fire related death on the canal at Stone in Staffordshire from a log burning stove. Advice regarding alarms has been pushed out.</p> <p><b>Navigation warnings for Excess Speed and Wash</b>          The Chair noted that the data provided demonstrated that the Broads Authority were on top of dealing with cases of excess speed and wash.</p> <p><b>Incidents</b>          None reported as these were included in the interim report.</p> <p><b>Operations Update</b>          SS updated Members on the Operations team schedule. She said that the Hickling mudpumping finished next week. Members were informed that dredging on the lower Bure would carry on through April and into the Summer. Dredging on the mid Bure at Horning would be starting soon, with Waveney starting in the summer. The next phase at Hickling would be starting in October.</p> <p>SS informed Members that 3,000 metres of tree work had been completed, she noted that this was down due to requiring landowner permission to complete the work as well as the sinking of a work boat. SS added that 4,000 metres had been allocated in next years work programme; the prioritisation of which was to be determined next month.</p> <p>RR added that maps were available on the Authority's website which identified the tree clearance priority areas.</p>	
12.	Any Other Business	None.	
13.	Date of Next Meeting	9.30am Monday 1 October 2018 Dockyard meeting room	