

ASSOCIATION OF INLAND NAVIGATION AUTHORITIES

Safety Issues Group – Position Table (January 2005)

Issue	Background	Current Position	Action Required
Terms of Reference	The AINA SIG was established in 2003 for the benefit of navigation authorities' staff and the wide range of waterways users. It provides a mechanism by which AINA can reach collective positions on safety issues both for reference to external bodies and for its own purposes in producing guidance for Members and analysing data.	The terms of reference have been amended to take account of revised methods of working and to enable the SIG to function as the 'Inland Waters' advisory group within the National Water Safety Forum. The revised terms of reference have been endorsed by the AINA Executive Committee.	None.
Responsibilities of Navigation Authorities	A discussion at the December 2002 meeting of the Marine Safety Coordinating Committee highlighted the difficulty of defining the responsibilities of navigation authorities for the health and safety of its users and visitors. The AINA representative was tasked to produce a definition.	A position paper has been produced and endorsed by the AINA Executive Committee and supplied to the December meeting of the Marine Safety Coordinating Committee.	Issue to AINA Members (PB).
Incident Reporting and Investigation System (IRIS)	<p>Following guidance issued to Members in Managing Inland Waterway Safety Risks: A good practice guide for navigation authorities, SIG commissioned a consultant (to produce software for an AINA-managed data base for incident and accident reporting. Using the software, AINA members would contribute their data to the central nationwide IRIS data base held by the AINA Office.</p> <p>Copies of the IRIS software were first issued to AINA members on CD Rom in 2003. It soon became apparent that problems with the software design would prevent application. A second version prepared by the consultant in June 2004 had not eliminated all the problems.</p>	<p>Corrections and improvements to the IRIS software have now been tested and approved and this is now ready for re-issue to the AINA membership. Analysis of possible training provision needs to be established to ensure members use the database.</p> <p>BW have produced a form promoting self reporting by members of the public. BW are collecting data on its use and will report back on progress to the next SIG meeting.</p>	<p>IRIS software CD's to be issued to AINA members. (PB/WEJ).</p> <p>PW to report back at next meeting.</p>

<p>Navigation Signage</p>	<p>SIG was approached by BSI who were considering extending their range of signage to include a standard for navigation signs for UK inland waters. After discussions with BSI and NWSC, SIG agreed to carry out the research and develop the standard.</p> <p>A SIG working group comprising PW, JJ and ER was set up to develop proposals.</p>	<p>The SIG document, 'Navigation Signs and Symbols: An Industry Standard for UK Inland Waterways' was approved for consultation commencing w/e 21st Jan. for a 6-8 week period.</p> <p>Advice in terms of an implementation strategy will be offered to members and hand-outs printed for users giving information on the principals surrounding the new signs.</p>	<p>Consultation process to begin w/e 21st Jan 2005. (Action WEJ)</p>
<p>Small Passenger Boat Code</p>	<p>Following collaboration with MCA, the Small Passenger Boat Code, 'Sound practice, safer waters' was published jointly by MCA and AINA in February 2004 and was issued to AINA members.</p> <p>Until this Code, there had been no national standard for small commercial vessels (carrying up to 12 passengers) using the UK's inland and estuarial waters. The Code allows for each operator's experience and own interpretation of risk and gives safety advice to operators, licensing authorities and regulators.</p>	<p>AINA is arguing the case for the Code to remain voluntary and that compliance with the BSS plus a degree of self-certification administered by navigation authorities would be appropriate.</p> <p>The SPBC covers Class D waters, however, the Port of London Authority felt that this might cause conflict as their Class D waters are covered by existing mandatory regulations.</p>	<p>MCA to be contacted to clarify the position with regard to Class D waters. (Action MB)</p>
<p>Safety of Hire Craft</p>	<p>The MAIB report into the capsizing of Beakaway V on the Norfolk Broads recommended that MCA form a working group to develop a code of safe practice for hire craft on inland waterways. MCA convened a meeting on 6 May where it was agreed that the code should be based on existing best practice identified within the industry and would follow the same general approach used previously for the Small Passenger Boat Code</p>	<p>Three sub-groups have been formed to look at stability, technical standards, and risk. AINA members are represented on each sub-group.</p> <p>The Stability Group is holding its first meeting w/c 16th Jan 2005. The original timescale for reporting back on this topic, as set by MAIB, will not be met and therefore the deadline has been extended until 2006. AINA's view is that Navigation Authorities should apply the new code through their licencing systems.</p>	<p>MB to report back on Stability Group meeting.</p> <p>PB to report on progress of other sub-groups.</p>

Alcohol limits for non-professional mariners	DfT issued a consultation document in April 2004 on criteria for exceptions to the alcohol limits for non-professional mariners and the designation of marine officials.	AINA issued a response to the consultation on 3 rd August 2004 and are awaiting the response from DfT.	Await outcome of consultation from DfT .
MAIB Accident Reporting Regulations	MAIB issued a consultation paper in July, Merchant Shipping (accident Reporting and Investigation) Regulations 2004. These draft regulations extend the list of persons with a duty to report accidents and serious injuries to include, amongst others, navigation authorities.	AINA issued a response to the consultation paper in October.	MAIB response received 25.1.05. Copies to be issued to SIG – Action WEJ
Discouraging swimming	First raised at SIG meeting on 16 September 2004 as a need for navigation authorities to discourage swimming. Methods discussed were (a) raising awareness of hazards, (b) signage, and (c) defining what is reasonable action for a navigation authority	<p>JJ reported that some RoSPA guidance is available and that the EA was seeking lottery funding for provision of supplementary educational material.</p> <p>The feeling of the SIG was that swimming in navigations was not to be supported or promoted however, BW reported that it had been approached to look at possible locations for triathlon events which it was investigating. Water Quality assessments were used to evaluate such locations.</p>	<p>JJ to source RoSPA guidance and provide copies for SIG members.</p> <p>PW to provide copy of BW's Water Quality document.</p>

<p>Land-side drop protection at locks</p>	<p>First raised at SIG meeting on 16 September 2004 as a need for navigation authorities to consider. Has also be raised by the Visitor Safety in the Countryside Group.</p>	<p>BW/EA already sharing views and identifying lock sites and other waterside locations with a view to establishing key commonalities and differences.</p> <p>The EA is currently undertaking a review which will form the basis of their position and will share the information with BW before the end of March.</p>	<p>PW/JJ to formulate joint approach for further discussion.</p>
<p>Red diesel</p>	<p>Raised at SIG meeting on 16 September. Use of red diesel is to be banned from waterways by 2006. Some are concerned that this may lead to a reversion by boaters to petrol carried in jerry cans with ensuing safety risks. However, the SIG agreed that the issue did not warrant further action.</p>	<p>The AINA Executive Committee has requested that the SIG considers supporting the RYA/BMF proposal on red diesel on the grounds of health and safety.</p> <p>The group felt that this was not a matter of major concern, however, it would endorse the statements contained in the RYA/BMF proposals where they referred specifically to health and safety.</p>	<p>PB to draft response and circulate to SIG group prior to issue to RYA.</p>
<p>Safe boarding</p>	<p>MCA have been carrying out a Formal Safety Assessment project which is looking at the application of risk assessment methods to passenger vessels. It is one of the actions arising from the Marchioness Inquiries. There have been a number of workshops and MCA's consultants have been working on a cost-benefit analysis methodology.</p>	<p>One of the issues that have arisen has been the safety of vessel boarding points with confusion amongst trip boat operators and others as to who is responsible. Although the Dock Regulations apply (in BW's view), the HSE has stated that as part of their new strategy it will not update these regulations. Therefore, by implication creating the opportunity for industry standards to ultimately fill the void which will be created by the current regulations 'fading away'.</p>	<p>Seek the views of AINA members as to how significant this issue is felt to be and whether any particular problems have been experienced. (PB)</p>

<p>National Water Safety Forum (NWSF)</p>	<p>Following the Government's review of 'Roles and responsibilities' for water safety, it was recommended that the NWSC be reformed to provide a one-stop-shop for water safety standards information and advice. The NWSC has now been superseded by the NWSF which comprises smaller, specialised advisory groups reporting to a co-ordinating group.</p>	<p>The SIG now forms the Inland Waters advisory group of the NWSF and its first meeting took place in October 04. MB was appointed Vice Chairman of the Group. The next meeting will be held on 3rd March 05.</p> <p>Agreement was reached that official SIG minutes would be superseded by the Position Table which would be updated after each SIG meeting. The Table would be circulated to the SIG membership for approval before being placed on AINA's website available for public access.</p> <p>Any requests for information received via the NWSF (via RoSPA) would be circulated by PB to the SIG group before responding.</p> <p>PW advised that he had been approached to sit on the committee forming the 'Information Group' and his nomination received support from the SIG members.</p>	<p>Letter to be sent to other organisations (RYA, IWA etc.) explaining how the issues raised by the NWSF would be dealt with and how these would be publicised. It would expand on the SIG's role and suggest ways that other organisations can contribute to it. (Action MB/PB)</p>
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<p>Craft classification and licensing</p>	<p>This initiative has been triggered by the need for navigation authorities to deliver a licensing process to accommodate the requirements of the Small Passenger Boat Code, and the forthcoming Hire Boats Code. It also has wider value to AINA in terms of helping us to understand the basis upon which all types of craft are classified, registered or licensed on the inland waterways.</p>	<p>Agreement was reached on the commissioning of a consultant to work on a short study looking at developing a consistent classification for the types of craft and their uses; to produce a risk ranking for the classification; to determine appropriate risk control measures for each class; to determine the control measures currently exercised by AINA members, and the legal powers by which this is done; and to determine, where needed, any additional legal powers required.</p> <p>This may help counter any proposals to make more issues mandatory in law.</p> <p>Approval was given to the draft project proposals tabled by MB.</p>	<p>Consultant to be appointed asap to undertake the work. (Action MB/PB)</p> <p>SIG to be kept informed of progress on the project via email. (Action MB)</p>
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Remote handling of boats	The waterways press has reported the development of a system for single-handed boaters to work craft through locks by remote control from the lock side. This is thought to present a safety risk and BW has opposed the use of such systems.	SIG has been asked by the AINA Executive Committee to give backing to the BW position and recommend to AINA members that such systems be banned on all licensed or registered craft. Agreement reached to back BW's position on this issue.	AINA to confirm its support of BW's position. (Action PB)
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Occupational Safety - Fatalities (1)	MB reported on two separate incidents involving fatalities at BW. The first one involved construction of a temporary dam where a diver apparently became trapped and later died.	Under investigation by BW and the HSE. All diving operations within BW are now undertaken under the terms of a 'special approval notice' as suggested by the HSE.	MB to report back on progress with the investigations.
(2)	The second fatalities occurred on the Kennet & Avon. Two men undertaking hedge cutting (and using BW equipment) are alleged to have attempted a three point turn. The edge of the towpath apparently collapsed, and the tractor fell into the navigation.	The issue and management of small contract works are being investigated by BW.	MB to report back on progress with the investigations.

Key to initials:

MB – Mike Barrett (British Waterways)

PB – Philip Burgess (AINA)

JJ – Jonathan Jones (Environment Agency)

WEJ – Wendy Jones (AINA)

ER – Ed Rose (Upper Avon Navigation Trust)

PW – Peter Wade (British Waterways)