



## BSS Advisory Committee – Confirmed Notes

### BSSAC #71, 23 FEBRUARY 2010, BW OFFICES, HATTON

#### Present:

Chair  
IMarEST  
ABSE  
BMF1 - Executive Interests  
TBA  
YDSA  
EA  
IIMS  
RBOA  
NABO  
BMF2 – River-based Commercial Interests  
BMF3 - Canal-based Commercial Interests  
IWA  
RYA2 Yacht Clubs and Users  
AINA  
MCA  
AWCC  
BSSTC Chair  
BW

#### Co-opted & Others:

BSS Manager  
BSS Quality & Technical Manager  
ABSE  
AWCC

#### Apologies:

Broads Authority

#### Not Present:

RYA1 Executive Interests

#### 71.1 Apologies – Apologies were noted as listed above.

Members welcomed \_\_\_\_\_ who replaces \_\_\_\_\_ as the BW rep. \_\_\_\_\_ and \_\_\_\_\_ were welcomed as guests of the ABSE rep and AWCC rep respectively. The concept of Broads Authority interests being represented by the AINA rep is to be discussed with the incumbent Broads Authority rep.

BSS  
Secretariat

#### 71.2 Accuracy of the notes of BSSAC meeting #70 – Accuracy was agreed subject to the action included in error at 70.8.3 being deleted.

#### Matters arising from the notes of BSSAC meeting #70 [Not covered on the agenda]

71.2.1 [70.2.2 - Update on the 'scope' of the scheme (open boat/outboard) question] The BSS Manager reported no further progress at this time.

71.2.2 [70.2.4 – Solid Fuel Stove update] Members confirmed receipt of the notification that BS8511:2010, Code of practice for the installation of solid fuel heating and cooking appliances in small craft has been published and can be purchased from BSI.

71.2.3 [70.6.4 – Navigation Authority Agreement update] The BSS Manager reported no further progress at this time but said that draft versions will be presented to Navigation Authority representatives in advance of drafts being shared with BSSAC members.

71.2.4 [70.16.1 – Safety information response times] The RBOA rep asked why the media release concerning a carbon monoxide risk associated with several different makes/models of free-standing cooker had been delayed. The BSS Manager said that the delay was caused by a delay in the confirmation of overt support for the BSS release from one of the manufacturers concerned. He said this type of release must have manufacturer support.

- 71.2.5 *[70.16.4 – Updated and current version of the Examination Checking Procedures (ECPs)]* Two members said that they had not received the updated ECPs sent to all members by email on 16 December. It was agreed that the ECPs should be sent to all members again. BSS Secretariat
- 71.2.6 *[Review of boat petrol fires 2009 to date – update]* The BSS Manager thanked members who had contributed comments in response to the proposed ways forward to develop non-alarmist, staged and proportionate response to the risk data collected. He said that all comments had been incorporated into a paper to BSSMC and that the BSSMC had agreed the BSS activity. Members should anticipate a series of optional media releases tailored to be relevant to those who use petrol generators or power tools or the owners of petrol engined vessels. He said this is the first stage of a strategy that will be built upon over the coming years.
- The RYA2 rep said that he had been working with EA Thames staff to ensure action on the ground to enforce petrol safety as he felt that awareness alone will not prevent incidents.
- The EA rep referred to the fact that several of the incidents reported in the BSS report occurred on the Thames and that he had circulated a paper to the Thames Waterway Working Group containing recommendations for proactive risk control measures to be introduced from 2010 and beyond, and especially concerning older petrol inboard engine boats. He referred to the fact that around 600 petrol boats registered on the Thames were built in the 1960's and 1970's and so fall into a higher risk category. He said he would share the paper with BSSAC members and that it covered proposals for key staff training, better investigation and the possible use of BSS Examiners to help support the initiative during peak periods. EA rep
- The IMarEST rep said the main problem as identified by the report is human behaviour and suggested the Navigation authorities give some consideration to the conditions of licensing, that for owners of petrol vessels, licensing will only be given after completing some training in handling petrol. To include an explanation of the direct comparison between diesel and petrol properties in particular the volatility and what its vapour pressure is and means. Basic definitions and values of flash point would also help plus the concentration required to make an explosive mixture in a normal atmosphere.
- The AINA rep reported findings from the Broads Authority 'super-safety' days that revealed issues concerning where boat owners store petrol. The RYA2 rep commented that one issue was the dearth of waterside facilities where petrol can be purchased and that poor stowage behaviour supported the need for spot-checks.
- 71.2.7 *[70.3.2 – Electrocuting risks - update]* The BSS Manager reported that the BSS had commissioned the consultant to draw up the report to BSSTC covering the nature of the electrical hazards presented by 230v systems on boats. He said that BSSTC members were happy with the intended brief to the consultant and were convinced that his involvement will help members move the subject on by drawing up the issues list. It was anticipated that the report will be with BSSTC members shortly and that the consultant will attend the next BSSTC meeting to represent the report and receive comments.
- The ABSE rep said that he had a copy of the draft report and was helping the BSS Office identify any gaps in its coverage. He said that this initiative and the enhanced understanding for examiners instilled during the current training courses were essential and what he had been pushing for for many years.
- The BSSTC Chair referred to the current revision of ISO 13297 (Small craft – AC installations) which had attracted many UK improvement comments.
- 71.2.8 *[70.8 – Update on the annual review of the CoC and Investigation Procedure]* The ABSE rep's guest introduced the update by saying that the aim was to develop a short succinct 'conditions of registration' document and to have in place supporting guidance for examiners. He said that it is intended to ensure an element of HR (human resources) best practice with the approach and that to date a framework document had been developed.
- He anticipated a meeting with the BSS Office in the next few weeks and it was recognised that the BSS Office would have to receive legal advice prior to any agreement to a revised version of the code. The examiner body reps around the table said they supported ABSE leading on this issue. It was hoped that an initial draft as agreed between the examiner bodies and the BSS Office can be developed in time for the next meeting. ABSE/BSS Office

### **70.3 To note actions arising from the last BSSMC Exec meeting #67**

70.3.1 The BSS manager reported that the meeting of the BSS Exec held on 17 December and replacing the cancelled full meeting, covered one subject, the proposed BSS Certificate price rise to examiners, and as this is on the agenda no discussion ensued.

### **71.4 Factors influencing the BSS Certificate selling price 2010-2013**

71.4.1 *Support papers – Factors influencing the BSS Certificate selling price 2010-2013 [Doc E1 BSSAC #70, and Docs E2 and E3, BSSAC #71]*

71.4.2 *Context – The expiry of the three year period during which the price of the BSS Certificate to examiners is fixed ends on 31 March 2010 and it is intended to fix the price once again for a similar period.*

*The task for members set by BSSMC was to comment upon the cost challenges and contributory factors facing the scheme over the next three years that are necessary to allow the scheme to be managed effectively.*

*In response to Doc E1, BSSAC members requested more detailed financial information and this request was put to the BSSMC Exec who agreed. Doc E2 provided figures and subject to a further request from some BSSAC members Doc E3 provided a more detailed breakdown.*

71.4.3 The BSS Manager said that all comments from six members that provided them had been provided unedited to BSSMC Exec.

The BSSAC Chair said that he had received an email last night (22/2/10) addressed to all non- Exec members of BSSMC outlining the BSSMC Exec intentions to raise the BSS Certificate price to examiners by £5, the price is to be held for a period of four years. He gave members a final opportunity to comment. The following comments were recorded:

User group reps - IWA rep – the decision is the product of a monopoly mindset and he supported the one/two year budget review period.

RBOA rep – the rise may not be that much but was concerned that members are having to sell their boats and so any increase should be minimal. She supported the four year budget period.

AWCC rep – did not see the increase as justified in view of the inflationary cost increases. Was surprised BSSMC discussed the issue by way of a conference call.

NABO rep – said the rise will be poorly received and asked if in terms of risk mitigation the need was 'copper-bottomed'. Although not a great amount he asked what the actual effect will mean in practice.

TBA rep – was disappointed that all his suggestions had been rejected and said the percentage increase was too high. He said that annual budget review is not a big task and that any IT project must be accepted and justified as a cost saving initiative.

RYA – boat owners will be upset by the rise and will see it as not justified. He considered that examiners will mark-up the rise to £10.

Trade reps – BMF Exec interests rep- annual rises must be easier to sell.

BMF3 rep, could see the reason for a £5 rise or the percentage planned in terms of 'profitability' in the short term but said that the recent Scheme cost savings appear to now be planned to be spent for additional use of outside contractors or new equipment and not as a saving for the boatowner.

Practitioner reps – ABSE – examiners will pass on the increase.

IIMS rep – supported the four year freeze period and said examiners would likely have increased charges notwithstanding the £5 increase.

YDSA – annual increases are better, the certificate price increase will be used as a reason to increase examiner fees.

71.4.4 The Chair summarised the BSSAC view as follows, (as presented by the Chair to BSSMC Exec 24/2/10):

*Members registered their deep rooted concerns about the timescale of the process leading to the decision to increase the price of BSS Certificate to examiners by £5.*

*Concerns include the perception that the process seems to have speeded up recently and that the proposals had not been placed before a full meeting of BSSMC nor time allowed in the process for a proper debate at BSSAC once requested information was received from BSSMC just one day before the BSSAC meeting.*

*Members remain mainly of the view that BSS budget reviews should happen on an annual basis and that any associated and necessary certificate price rise should occur annually.*

*Members urge the BSSMC Exec to consider if an increase is necessary at all and if it is considered necessary, to carefully consider the explanation supporting any announcement. User reps believe that the £5 increase will be poorly received by boaters and that the explanation will be key to mollifying the impact.*

*Members registered their concerns that elements of the budget were ill thought-through, and that they are being placed in a position of being unable to make a detailed critique of the budget without being criticised for 'micro managing' any budget. A clear discussion and instruction from BSSMC is required at the next BSSMC meeting in this regard (see also point 2 above).*

## **71.5 BSS Customer Charter – Final Draft**

71.5.1 Support papers –BSS Office Customer Charter – Final Draft Version [Doc C1, BSSAC #71]

71.5.2 Context – The BSS Customer Charter is one of the suite of three documents being developed in support of the purpose of the Scheme. It sets out the service standards that can be expected by any customer contacting the BSS Office, together with the qualities and values of the BSS Office. Members are requested to comment on the final draft.

71.5.3 The BSS Manager thanked members for the comments received on the initial draft version and said those comments had been incorporated into the final draft. He confirmed that no further comments had been received concerning the final draft version

It was agreed that any final comments can be forwarded within seven days and if no comments are provided, the version can be considered clear to proceed to BSSMC.

All

## **71.6 The Service Level Agreement**

71.6.1 Support papers –

- The BSS Office and Examiner Service Level Agreement [Doc D1 BSSAC #71]
- BSS Office/Examiner Customer Performance Service Standards [Doc D2, BSSAC #71]

71.6.2 Context – The BSS Service Level Agreement (SLA) is one of the suite of three documents being developed in support of the purpose of the Scheme. It is intended to be an agreement between all examiners and the BSS Office covering all aspects of the interaction and aimed at achieving the consistent application of BSS requirements and enhancing the reputation of the BSS in the eyes of customer groups.

71.6.3 The ABSE rep's guest introduced Doc D1 and said that there was now a good level of consensus on the way forward and that the agreed draft was commended to members and comments were invited. The BSS Manager confirmed full BSS Office support for the document subject to the discussion in respect of Doc D2.

The Chair sought confirmation from the other examiner body reps concerning the level of acceptance and this was generally confirmed. For IMarEST and YDSA, support was to be subject to the document being shared with their respective professional affairs committees and that this process will be complete by the end of April. The IMarEST rep said that his organisation will endeavour to have sign of by the end of April.

IMarEST/  
YDSA

It was stated that the final draft SLA will be shared with all examiners and comments invited, it was envisaged that this process will be complete by the end of April.

BSS  
Manager/  
Examiner  
Bodies

- 71.6.4 The following comments were recorded concerning *Doc D1*:
- Page 8, 'BSS Examiners will' section, 2<sup>nd</sup> bullet, reword to make clear that it is the BSS Office that will guide the examiner as to what detail to leave the customer with and the timescale for the anticipated answer;
  - Page 11, 3<sup>rd</sup> bullet, replace 'possible', with 'practicable', to be consistent with a previous bullet.

ABSE  
Guest/BSS  
Manager

- 71.6.5 The BSS Manager referred to *Doc D2* concerning the level of BSS Office support for the levels of service from the office to examiners as covered on page 7 in *Doc D1*. He said that in respect of the time-pressured elements of the listed service levels the office could not support any more onerous standards than those published by British Waterways. He said he was happy for the SLA to include aspirations to provide an enhanced level of service but was not prepared for the office to be measured against these aspirations. The reason he gave was that the BSS Office team is very small and so is subject to changed work priorities without notice and is particularly subject to the vagaries of periods of staff sickness or leave.

The YDSA and ABSE reps saw a point of difficulty with the BSS Manager's position particularly in respect of weekend technical cover. The YDSA rep was keen to learn of the views of other BSSAC members.

The Chair sought views from the user group representatives who in general were of a view that a lower level of technical cover from the BSS Office at weekends was acceptable.

The AINA rep said that the need for 7-day cover must be identified before moving forward and the BSS Manager agreed it must be ruled in on the basis of proven need in support of consistency aims and should not be allowed to detract from the development of the SLA.

- 71.6.6 It was left that the generality of *Doc D2* should be incorporated into the SLA and that a period of informal consultation with all examiners should now follow in order that any comments can be considered as part of a final refining process. The consultation will end at the end of April to be in line with the outcome of the IMarEST and YDSA actions at 71.6.3.

ABSE & all  
practitioner  
bodies/BSS  
Office

## **71.7 Annual review of BSS Examiner case investigations and determinations**

- 71.7.1 *Support papers – Review of 2009 examiner case investigations and determinations, [Doc K1, BSSAC #71]*

- 71.7.2 *Context – The review forms part of the annual round of quality assurance reporting and is intended to guide BSS quality assurance policy changes.*

- 71.7.3 The Chair invited comments on *Doc K1* and the following were recorded:

- In the context that some of the case investigations being associated with boat sales outlets/brokers promoting sales on the basis of renewed BSS Certificates, a short debate about the name 'safety' on the certificate ensued. The BSS Manager explained that the word safety is not on the certificate and the Chair pushed back debate to the next meeting at which the intended nature of the suite of BSS documents to support electronic transfer of examination data is to be discussed.
- The YDSA rep requested that for future reports, the level of experience and examination history of the examiners proven to have fallen short of required performance should be included in the report. This was agreed.
- The ABSE guest suggested that the BSS and Navigation Authority websites should include stronger messages about the purpose of the BSS Certificate and the need for prospective boat purchasers to commission condition surveys from professional marine surveyors.

BSS Office

## **71.8 The suggested amended check of gas cylinder locker condition**

- 71.8.1 *Support paper - Proposed ECP Changes concerning LPG cylinder locker condition – BSS Check 7.2.1, [Doc J1, BSSAC #71]*

71.8.2 *Context – A long standing item to amend the BSS checks concerning cylinder locker condition*

71.8.3 *(This item was held over until after lunch)* The BSS Manager referred to *Doc J1* and explained the level of difficulty in refining the intended change of check 7.2.1 to reflect a visual inspection of gas lockers for holes. He said that the paper attempted to define a path through the wide range of practitioner views and that the stance it took supported Navigation Authority interests. He recognised that there was a delicate balance to introduce to ensure the practical application of the new check on the ground and achieving boat owner agreement and support for any additional preparation measures necessary to ensure a proper check.

71.8.4 The BSSTC Chair questioned the responsibility of the ‘focus group’ of ten examiners referred to in *Doc J1* and said that BSSTC had not endorsed such a group and that the draft check as agreed by BSSTC had been altered in respect of the addition of an ‘applicability; covering ‘hatches and temporary openings’. He added that as a BMF view, the proposed application to include hatches and temporary openings may be in conflict with EU law in respect of CE marked craft.

The BSS Manager replied that the draft check had not been altered from the version agreed by BSSTC, BSSAC and BSSMC in this respect and that the applicability reflected consistent BSSTC decisions going back many years.

He said that the entire basis of the sticking point affecting the introduction of the revised check was the issue of the practical application on the ground and that the focus group was established to help find a path to a repeatable and reasonable checking action and as such they had no technical remit.

The IIMS rep said that the action from BSSMC was with BSSAC to be content with the detailed checking actions as described in the revised check.

It was decided that the paper should go back to BSSTC for review.

BSS  
Secretariat

71.8.5 The following additional comments were recorded:

- The use of the word ‘robust’ in connection with checking actions was questioned.
- Difficulties in seeing the bottom plates of gas lockers in narrowboats with the gas locker bottom underwater were raised.
- A short debate about the risks involved in examiners disconnecting and removing gas cylinders ensued. The YDSA rep said that such a policy would likely lead to damage and would likely lead to claims against examiners and the BSS Manager said that the BSS risk assessment supported the YDSA rep’s view.
- The IIMS reps views were repeated in respect of a two-tier check whereby failure of an advice check could be used in circumstances where an examiner cannot be assured the locker is hole-free. The BSS Manager said that advice checks have to date not been used to cover the potential for fire and explosion risks.
- The BMF3 rep said that he was on the focus group and said that the summary of views contained in *Doc J1* did not include suggestions to check for corrosion although these had been made by many of the Examiners in the focus group. The BSS Manager said that this was because the task set the group concerned the practical application of the checking actions and that BSSTC had ruled out an assessment of corrosion as not suitable or repeatable. It was however agreed to provide BSSTC with the full responses from members of the focus group.

BSS  
Secretariat

## **71.9 Efficiency - Update on the progress of the BSS IT project**

71.9.1 *Support paper - Efficiency - Update on the progress of the BSS IT project - [Doc I1, BSSAC #71]*

71.9.2 *Context – standing item – a report by the BSS Quality and Technical Manager*

71.9.3 The BSS Q & T Manager introduced *Doc I1* and report no comments had been received in advance of the meeting. He said that things had slipped a little in timescale because of the recent sickness of the two BSS staff key to this project.

BSS Examiners were due to be invited to apply to re-register online in early March and that a 'How to Guide' supporting examiners adding additional information about themselves to the examiner listing in the public facing BSS website was also imminent.

He said that the materials ordering system was working well and that two additional items can now be ordered online by examiners, namely, copies of the BSS Essential Guide and test point washers for gas systems.

He said a separate 'test group' of examiners were assessing the BSS examiner support site navigation prior to material being uploaded onto it.

71.9.4 The following comments were recorded:

- The BMF3 rep said that the instructions for examiners to use the 'sandpit' were still awaited; the test group are to assess these before the wider examiners are issued them.
- The BSS Q & T Manager was invited to demonstrate the BSS examination reporting site at the next meeting to illustrate the developments since the last time it was shown.
- The IMarEST rep volunteered to be on the first tranche of 40 examiners to move over to online examination reporting.

BSS Q & T  
Manager

BSS Q & T  
Manager

BSS Q & T  
Manager

## 71.10 Report from BSSTC Chair

71.10.1 *Support paper – Report from BSSTC Chair for BSSAC [Doc H1, BSSAC #71]*

71.10.2 *Context – standing item – a report of BSSTC*

71.10.3 The BSSTC Chair referred to *Doc H1* and highlighted the following:

- An EU Directive setting new restrictions on sulphur in marine fuels will mean that sulphur-free gas oil will have to be supplied to inland waterway craft from as early as the end of the 2010. It seems that if non-biodiesel is needed boaters will have to ask suppliers but it must be predicted that suppliers will not want to provide a range of types of diesel in the small quantities involved in the marine sector.
- The 'bullseye' decklight fire risk may find its way into the revision of the Small craft – Fire protection standard ISO 9094.
- The RCD was currently undergoing a complete review and that this should be with the European Parliament this year. He said that the new approach would be 'goal setting' whereby the builders can choose standards other than the 'harmonised' standards.

71.10.4 The RYA2 rep asked about the level of BSS compliance of makes of boats such as Sealine and Linsens where access to fuel lines is not provided. The BSSTC Chair said that some BSS access requirements were in excess of RCD requirements but that the access to fuel line was not one of these.

71.10.5 The IMarEST rep asked about the recently published solid fuel stove installation standard, when it should be considered mandatory for builders to use it. The BSSTC Chair said that the code was not compulsory but that builders/installers should comply with it from now.

## 71.11 BSS Quality Management Report

71.11.1 *Support papers - The BSS Quality Management Annual Report. [Doc F1, BSSAC # 71]*

71.11.2 *Context – standing item*

- 71.11.3 The BSS Q & T Manager invited comments upon *Doc F1* and the following were recorded:
- The EA rep said that, contrary to the statement half-way down page 2 of *Doc F1*, the EA are planning for craft registration numbers to remain the same or grow slightly. An amendment to the BSS report was agreed as necessary.
  - In response to a question from the RBOA rep, it was reported that the BSS Office failed to publish Technical Updates to examiners in 2009. The BSS Q & T Manager said that a new mechanism should ensure subjects for inclusion are handled much quicker.
  - In response to a question from the RYA2 rep, the BSS Manager said that the review of the suggestions for improvement of the Examination Checking Procedures (ECPs) had nearly completed the BSS Office review stage. Some technical issues have been submitted to BSSTC and more will follow and the BSSAC sub-group, the ECP Working Group will likely be revived to consider the changes identified as essential in support of the consistent application of BSS requirements by examiners.

## **71.12 Report from the BSS Manager**

71.12.1 *Supporting Document, Annual report of incidents and accidents recorded for the year 2009, inferences drawn and proposed 2010 BSS risk-activity [Doc G1 BSSAC #71]*

71.12.2 *Context – standing item*

71.12.3 The BSS Manager invited comments upon *Doc G1* and the following were recorded:

- The NABO rep drew attention to the apparent inconsistency between para 3.5 and 5.8 in respect of the numbers of solid fuel stove incidents.
- The ABSE guest challenged the use of the word ‘conflagration’ to describe the circumstance of a boat fire spreading from one boat to another. He was tasked with coming up with an alternative word. ABSE Guest
- The EA rep pointed out that the statement at 5.6 that incomplete information was a major challenge appeared to be contradicted by table A9 which suggests that in only about one sixth of incidents the cause is not known.
- The IMarEST rep asked if sinkings through frost damage were coming through to BSS, the BSS Manager said that such information would only be recorded if it was passed to BSS, but the short answer was no.
- In response to a question from the RBOA rep, the BSS Manager reported the unfortunate recent death of a person on a barge on the Grand Union canal, connected with CO poisoning from a generator.
- The ABSE guest said that the electrical causes at 5.1 should take account of portable battery charges and inverters, etc, the BSS Manager said that the report commissioned for BSSTC will include a reference to such potential causes of fire.
- A short debate took place as to whether the BSS report should include collisions and sinkings and the consensus was that the records should, for comparative purposes.

71.12.4 Pushed by the BSS Manager for a view on the suggested BSS risk activity for the coming year, members endorsed the proposals as fine to recommend to BSSMC.

BSS  
Secretariat

## **71.13 Items for next BSSMC #68, 23 March 2010**

71.13.1 No items were suggested and the ABSE rep volunteered to attend the next BSSMC meeting as BSSAC observer.

## **71.14 Dates of BSSAC meetings, all at BW Offices Hatton**

71.14.1 The error on the agenda in respect of the date of the September meeting was acknowledged, the dates of the next meeting are as follows: 8 June, 14 September and 23 November.



## 71.15 Any other business [AOB]

71.15.1 The RBOA rep introduced *Doc L1* an RBOA report concerning the proposal that boat builders should be proactive and do better in designing out potential risks. She referred to poor solid fuel stove and electrical installations and said that no one should suffer harm as a result of poor installation practice or improper boat design.

The BSSTC Chair answered on behalf of the marine industry and asked how she saw the BSS handling the material in the paper. The RBOA rep said that it was not for BSS to deal with but that unless it was addressed the BSS will never succeed in eliminating incidents.

The BSSTC Chair explained that builders of new craft subject to the RCD must apply standards and referred to the intention to include 'bullseye' decklights in the ISO fire protection standard and that narrowboats, like all other craft, need protection from falling overboard. The RBOA rep replied that in practice new boats fail the BSS examination and that RBOA advice is that buyers of new boats achieve a BSS Certificate from new.

The BSSTC Chair said that where the boat does not comply with RCD standards the redress is back with the builder and the RYA2 rep said that owners sometimes want traditional design rather than choose safe design. He also reminded members that not all new boats are subject to the RCD.

The BSSTC Chair identified two ways forward, raising customer-facing awareness and continuing the works supporting the ISO small craft standards. The YDSA rep said the advice must include employing a surveyor.

The RBOA representative suggested that one way forward would be to raise awareness amongst boaters of some of the potential dangers caused by bad design and by the fitting of potentially unsuitable items of equipment. This could be done within RBOA via articles in their magazine. The BSSTC Chair agreed to assist with background information on craft construction requirements.

The MCA rep asked where is the standards-work going if the revised RCD will not require the application of the ISO standards and was concerned that standards of craft construction would be even less reliable than now. The BSSTC Chair said that Trading Standards departments would continue to use the harmonised ISO standards as the benchmark.

The ABSE rep said the focus on 230v electrical safety is bound to have a beneficial effect on improving ISO standards and installation practice.

71.15.2 The BSS Manager reported that the minimum levels of insurance cover required to be held by BSS examiners are under review. This is as a result of recent advice from BW's legal director and BW's insurance advisors that BSS examiner's level of insurance cover should be increased from £1m to £5m (for professional indemnity PI and public liability PL).

He reported that the BSSMC Exec had determined that:

- the detail and the minimum appropriate level of insurance cover for BSS examiners should be subject to urgent and fundamental review;
- no immediate rise in minimum cover levels will be imposed, however should the outcome of the review indicate an urgent need to raise levels the matter of the timing of the implementation of any decision will be re-considered.

He thanked the examiner body reps that had provided an instant initial reaction over the past few days to the advice to raise minimum levels and said that the urgent review would take account of considered views from the bodies.

He said that the aim of the review was to ensure that the right level of minimum insurance cover was in place to help protect all those who had an interest in the matter, namely, examiners, to protect them from the impact of claims, boat owners who may consider that examiners must have adequate cover, and the Navigation Authorities that need assurances that they will not be called upon in respect of any insurance shortfall.

Members should anticipate further contact on this subject shortly

BSS  
Manager

Ends