



BSS Advisory Committee - Unconfirmed Notes

BSSAC #90, 9 JUNE 2015, CRT OFFICES, HATTON

Present:

Chair
BMF3 - Canal-based Comm. Interests
BSSTC Chair
CRT
IIMS
IWA
NABO
RBOA
RYA1 Executive Interests
TBA
YDSA

Co-opted & Others:

BSS Manager
BSS Quality & Technical Manager

Apologies:

ABSE
AINA
AWCC
BM1 – Executive Interests
BM2 – River-based Comm Interests
Broads Authority
EA
IMarEST

90.1 Apologies and introductions

90.1.1 Apologies are as listed above. It was noted that The Broads Authority rep has now been appointed and should attend the next meeting.

90.2 Notes of last meeting

90.2.1 The unconfirmed notes of the last meeting, *Doc 11, BSSAC #89* were accepted.

90.2.2 Matters arising

90.2.2.1 *Tenanted boats* – it was noted that the BSS manager was to meet CRT's Welfare Office shortly

90.2.2.2 *BSSAC vacancy for Chair position* – With no nominations from members present, it was agreed to promote the impending vacancy and collect expressions of interest in the BSSAC Chair's role from 'user' or trade BSSAC member organisations and their current representatives.

The aim was to establish two or more interested and appropriate candidates and then for BSSMC to appoint the Chair on the basis of the best person for the role.

If no candidates were identified by the ends of June it was planned to advertise the role in relevant publications. Post meeting note - candidates were found from two user groups – RYA and TBA.

90.2.2.3 *Carbon monoxide safety on boats update* - Members received a detailed update on the MCA-led forum meeting; the forum was set up following recommendation 2 of the MAIB ARNISTON report. The update covered the proposed framework of the improvement task and the intended project leadership using Gas Safe Charity funding.

Members heard of meetings between the BSS Manager and separately with Gas Safety Trust and Gas Safe Charity, as initial steps to achieving funding for project leadership and research.

The report announced a CO E-course for BSS Examiners - a compulsory E-learning

training and assessment course will deliver examiners an enhanced understanding and awareness of CO in boats. The aim is threefold. It will increase understanding of CO to help support Examiner's safe working practices. It will also underpin the application of those Part 8 checks that cover the CO risk, and it will help examiners in those conversations with customers on this subject. There is a realisation that examiners play a key role to help influence the behaviour of boaters and keep them safe.

Subject to available funds, plans were reported for 'busy' examiners to carry four-gas analysers to help measure CO exposure levels on vessels they are examining. This will also inform any risk review of the BSS examiner role.

Members questioned the outcome of the work conducted by BMF concerning diesel appliance CO research. There was disappointment that a one paragraph summary of the work did not provide any information upon which to form a view. Members recognised the importance of the outcome of that particular project and that every strand of information that feeds into this project is as important as the next.

Members were generally supportive of the initiatives and had suggestions to offer to provide boats for testing and test methods.

The Cranfield University 'blue-sky' research was agreed as critical especially in terms of answering the queries with regard to ventilation provision.

90.3 To note actions arising from the meeting BSSMC #85

90.3.1 Members were appreciative of the support and initiatives to improve CRT incident reporting especially in respect of third-party incidents. Members generally considered that tangible evidence of improvements were appearing but that culture change would take time. The item will remain as an agenda item for the next meeting and the CRT rep will be asked report further on project improvement milestones.

Disappointment was expressed about the delays in consulting upon the revised Hire Boat Code and the fact that code as a licensing condition would be introduced later than revised BSS hire boat requirements.

90.4 BSS Risk Management Process – continuous improvements update

90.4.1 It was reported that the BSS consultant is commissioned to develop tools for incorporation into the BSS Risk management process that will better identify level of risk at play and will better indicate how specific risk management outcomes are achieved in accordance with the process. One aim is to improve the clarity and transparency of the process. This subject will return to the next BSSAC meeting agenda and there was pressure from one quarter to deliver the improvements by August.

90.5 Update on the Navigation Authority Hirer Safety Review

90.5.1 Plans for MCA to administer the Hire Boat Code consultation were made known. Members were keen that the consultee list was accurate and complete. Members, commenting that previous MCA consultations have been somewhat invisible, agreed that every organisation that is involved makes sure the consultation is well publicised. In view of the delays, members considered any attempt to bring in Hire Boat Code provisions for April 2016 to be unreasonable.

The Chair expressed the view that the proposed implementation date for introducing revised BSS hire boat requirements of April 2016 was unrealistic to allow operators to conform and suggested December 2016. The majority of members agreed that the BSS consultation should proceed on the basis of an April 2016 implementation date and see what comments from the hire industry come back.

The work at BSSTC concerning removing the potential for examiner subjectivity when checking slip-resistant surfaces was reported and some further surface types identified for assessing.

90.6 BSSAC Terms of Reference and Members' Code

90.6.1 Members reviewed draft TOR and Members' Code documents based upon those ratified at BSSTC and taking into account comments from members at the last meeting. Members were given a further six weeks to provide further comment.

90.7 Report from BSSTC Chair

90.7.1 The report was largely taken as read.

It was noted that BSSTC are looking at LPG flame supervision devices to draw together a position on whether or not examiners should be testing the operation of them during BSS examinations.

It was also noted that BSSTC are developing a Risk Review and Assessment Paper (RRAP) concerning CO alarms on privately owned boats and that BSS Risk Management Process improvements should aid this task.

90.7.2 It was noted that there is a task to liaise with HSE concerning the new Petroleum Regulations and the BSS requirements covering petrol storage as these appear out of step with the Regulations.

90.8 Annual BSS Quality Management Activity Report

90.8.1 In the context of the discussion about encouraging the Lake District to participate in the BSS, the number of live-aboard boaters on the coast at town creeks, estuaries and harbours living in converted boats that no longer appear seaworthy and that are not provided the protection of the BSS or any other umbrella of protection. Perhaps a subject for a future agenda item.

90.8.2 Members received a paper concerning any correlation between examiner complaints received about an examiner and the number of examinations that examiner does annually. The answer from the research was that there was no correlation. However from the paper it can be concluded that after 2008 the frequency of complaint drops down indicating better quality examiners coming through and more robust quality management processes.

90.9 Report from the BSS Manager

The report was largely taken as read. Members were informed that the quarterly incident report contained headlines only. A full incident report would follow.

90.10 Items for BSSMC

Nothing specific, just a flavour of the items covered

90.11 Dates of the remaining 2015 BSSAC meeting, at Hatton

#91 Tuesday 17 November

90.12 Any other business [AOB]

90.12.1 The need for the promised committee support website was raised in the context of the need for a published BSSAC project plan whereby milestone dates are published and any variance to the plan discussed at meetings.