



BSS Advisory Committee – Confirmed Notes

BSSAC #109, TUESDAY 8 MARCH 2022 - ZOOM CONFERENCE

Present:

Chair
BSS Manager
BSSTC Chair
BSS Support Exec & Secretariat

Guest

BSS Business & Tech Manager
BSS Communications Manager
BSS Customer Service Officer
BSS Delivery Executive

Examiner Body reps:

ABSSE
YDSA

Boat User Group reps:

RBOA
IWA
TBA
NABO
AWCC

Navigation Authority reps:

EA
Canal & River Trust
Broads Authority (part meeting)
AINA

Marine Trade reps:

BM1 – British Marine Executive Interests – replacement representative for this meeting

Apologies:

IIMS
BM3 - British Marine Boatbuilding
RYA Nominee

Vacancies:

BM2 - British Marine Hire Boats

109.1 Apologies and introductions

109.1.1 Apologies as noted above.

Introductions BSS Customer Service Officer, note taker and supporting Committee Secretariat; and BSS Delivery Executive observing.

The RYA has filled their vacancy.

109.2 Notes of last meeting and matters arising

109.2.1 Members confirmed the previous meeting notes as accurate.

109.2.2 Matters arising –

Interim review of ECPs. Update from BSS Business & Tech Manager. Minor suggestions for editorial change since launch in September 2021 gone through TC for the 2nd time, amendments made and reviewed, some more before completion. Consultation now rolled out. Progressing steadily, for completion in next few months.

The Chair advised that we bring the results of the Consultation to the next meeting.

The AINA revision of the BSS Requirements for non-private craft. Update from AINA representative. Work underway, need to agree what standards applied. To be concluded before the end of the year.

*Action 1 –
AINA
Representative*

BSSTC Chair requested to see the document for planning purposes. AINA representative will report to BSSTC.

Hire Boat Code (HBC) implementation. Update from AINA representative. Following the publication in May, now been implemented by Navigation Authorities. Hire Boat Working Group will be reconvened to further discuss their implementation and enforcement policies.

The EA representative spoke about those hire operators who are not members of British Marine. The BM1 representative advised there is a course that covers every aspect of the code for anyone to attend. It is up to each Navigation Authority what standards they apply and it was emphasised that the HBC excludes static renting boats and the risk of mixed messages. Suggest revision of the non-private standards for tenanted and letting boats

Smoke Alarm Survey RRAP. Not yet available. Push forward to next meeting. The AWCC rep's query about the role of the smoke alarm survey to boaters can be discussed then.

*Action 2 - BSS
Secretariat*

New Examiner and existing examiner training. BSS Manager gave an update.

Fire Safety Stick. BSS Support Exec & Secretariat updated the committee that there is no performance standard or certification and is therefore not an approved device and so owning the product is a matter of owner choice.

109.3 To note actions from the last BSSMC meeting

109.3.1 The Chair advised that he was unable to attend and submitted a written report from the BSSAC.

The BSS Manager gave a verbal update:

- The BSSMC Chair requested navigation authorities provide the BSS with robust and timely information regarding incidents and accidents
- Request to update the BSSMC and BSSTC Terms of Reference.
- Debate about the ECP review, progressing
- Item raised about in-depth research through BSSAC to look at risk regarding length of frequency of BSSC as need to maintain standards. Is the frequency ok? The direction is to look at this more holistically. Consider length; should BSS Certification expire upon new ownership or upon major work to systems and how many certifications of the same boat by the same examiner, e.g., should this be capped at 2.
- Insurance for examiner Public Liability and Indemnity Insurance now only 2

*Action 3: BSSTC
Chair and
BSSAC*

- providers of block policies, both underwritten by the same company. This is a risk.
- The Chair spoke of the implications of the review of frequency of scheme. It is a substantial piece of work. Asked each of the constituent groups to think who they would like to nominate to form a working group to prepare a scoping document by the end of the year. Connected issues are whether we are offering new or potential examiners a genuine business opportunity, that then impinges on total number of examinations and the frequency of those examinations, what the risk assessment is and what are the Conditions of Registration
 - AWCC representative asked for clarification on who on the committee is able to vote. The Chair clarified they are those nominated of the agreed constituent bodies.
 - The Chair advised that the IIMS representative is stepping down from BSSAC and his role as the examiner representative on BSSMC. He has represented the examiners on both the BSSMC and BSSAC in a most robust fashion for a great many years.

*Action 4 –
Chair will write
to all
constituent
groups*

The Chair said we need a new nomination from the examiner bodies on BSSAC for the BSSMC examiner body role and that the Chair of the BSSMC will need to accept that nomination. ABSSE Rep agreed to be put forward and this was endorsed by the YDSA rep. The retiring IIMS rep will be asked whether the ABSSE rep can be endorsed, or if an alternative nomination is to be suggested.

*Action 5- BSS
Secretariat*

- Next BSSMC meeting is pushed back from 15 March to 19 May.

109.4 Nominations for BSSAC Chair's position

- 109.4.1 The BSS Secretariat asked for ratification or nominations for the position of Chair. There was a majority of members in favour of the Chair being in place for the next 12 months.

*Action 6 - BSS
Manager to
discuss views
of members
with the Chair*

109.5 Review of BSSAC membership and membership types - Chair

- 109.5.1 No applications to join.
- Tenanted boats again recognised as a group that are not generally represented.
- No proposals to change the committee at this time.

109.6 BSS Examiner Conditions of Registration review introduction - any necessary changes?

- 109.6.1 The Chair advised this has already been covered off with previous discussion. BSS Customer Service Officer brought to our attention that the Conditions of Registration were due to review, and it is suggested this will be incorporated into scoping study already discussed.

109.7 Report from BSSTC Chair [Doc C1, BSSAC #109, attached]

- 109.7.1 BSSTC Chair surprised the smoke alarm Risk Review and Assessment Paper did not come into this meeting.
- 109.7.2 Interim ECP review. Looked at minor editing.
- 109.7.3 Had a general non-technical discussion about reducing the period between examinations.
- 109.7.4 Mentioned electrical work to pick up again and some new technology items
- 109.7.5 Bringing Terms of Reference for the BSSTC in-line with the BSSAC Terms of Reference.
- 109.7.6 Commercial boats, lack of progress is frustrating. Need to get revised ECP's going for this.

109.8 Report from the BSS Manager

109.8.1 The BSS Manager gave a slide presentation. The following bullet points are extracted from the presentation.

109.8.2 a) BSS Achievements during the past 10 of the Boat Safety Scheme

- July 2012 Canal & River Trust launches. BSS is now jointly owned by the Environment Agency and the Trust. BSS continues its extensive CO safety messages and background work.
- Previous decade saw 12 CO related deaths, an average of 1.2 per annum.
- April 2013 BSS launches a review of hire boat crew safety following a number of hire boat incidents. BSS launches online Certification database to replace paper Certifications.
- 2014 Between 2014 and 2017 every BSS examiner undergoes at least one quality assurance assessment in the field. BSS works with CO alarm manufacturers to develop a new European standard for CO alarms for boats BS EN 50291-2. Availability of CO alarms specifically for boats follows.
- 2015 AINA, British Marine and BSS joint research project on the stability of hire boats. Consultation on substantial changes to the regulations on hire boats.
- 2017 BSS commissions research on the drift of CO gas from various sources in and around moored boats.
- April 2017 BSS requirements for self-drive hire boats implemented, including mandatory CO alarms.
- April 2019 CO Alarms become mandatory to reduce the risk of harm to crew members from CO entering the boat from an external source
- Summer 2020 BSS, working on joint research with Swedish and German companies, develops an improved text process for identifying gas leaks utilising Bubble Leak Detectors available to boat owners.
- September 2020 Six-month programme launches to upgrade and re-assess every BSS Examiner in their gas system checking practices.
- November 2020 BSS launches a redeveloped quality assurance process, the Desktop Assessment, which enables the BSS to review Examiner's work remotely.
- January 2021 BSS launches a full integrated suite of online learning modules for new

- entrants Examiners. BSS collaborates with Broads Authority to create the first BSS field craft and BSS training and skills centre.
- In the Summer and Autumn of 2021, the BSS sees 36 new Examiner trainees attend New Examiner Training.
 - Spring 2022 Next cohort of new entrant trainee BSS Examiners are due to start their online learning modules in the BSS Examiner Training Programme.
 - CO related death over the last 10 years average 0.6 per annum, down from 1.2 over the previous 10 years.
- b) BSS Examinations
- To date, we have seen over 195,000 Examinations completed in the last decade. More than 150,000 BSS Certifications issued.
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- d) Protection from Fires and Explosions BSS Examinations
- BSS Examiners have identified over 11,000 gas leaks in boats which were rectified before the boats were issued with BSS Certifications.
- e) Carbon Monoxide
- Despite an increase in the number of boats and usage of boats, the BSS has seen the average annual CO death halve from 1.2 to 0.6 compared to the previous 10 years.

109.8.3 Annual report of incidents and accidents recorded, and inferences drawn

The Chair confirmed this report has been circulated is now an annual report. The figures have been reflected in the BSS Manager presentation, particularly in reference to carbon monoxide. The Chair asked for any further comments.

The Canal & River Trust representative advised they have been collating information and trying to improve.

The Broads Authority representative advised they are expecting report MAIB to be published regarding the Yarmouth incident in due course. The BSSTC Chair confirmed that they were not able to work on this as they were awaiting the report

*Action 7 –
Broads
Authority
Representati
ve*

The Canal & River Trust representative thanked the Broads Authority for sharing for their safety videos with them and the Environment Agency.

The IWA representative pointed out that man overboard still seems to be a serious issue.

NABO felt we should look at near misses. The Navigations Authorities updated the committee on what they currently do.

AWCC representative felt the report could be slimmed down and exclude for example the third largest item, grounding, which should be investigated by the Navigation Authorities. Leave items that we can actually do something about. Feel 90% of man over boards not reported.

The Chair reiterated that the BSS needs information for the report to be robust. There has been a firm request from the BSSMC to improve the information provided. We could look at refining the report. The causes of accidents and incidents are often use of the vessel rather than the construction of the boat and we need to ascertain whether it impinges on the BSS.

109.9 Items for BSSMC

109.9.1 The Chair will raise the scoping study with the BSSMC.

109.10 Dates of the 2022 BSSAC meetings

109.10.1 The dates for next year's BSSAC meetings are confirmed as:

#110 – Tues 28 June; #111 – Tues 8 November

109.11 Any other business (AOB)

109.11.1 *Hydrogen Powered Boats* update from the IWA representative. The IWA sustainable propulsion group identified Hydrogen as a possible future propulsion method. Wanted to draw the committee's attention to the fact that there is a slowly growing interest in Hydrogen.

109.11.2 *New Chair and Vice chair of AINA* update from current AINA Chair. Phil Mulligan from the Canal & River Trust has been ratified as Chair and David Thomas has been ratified as Vice Chair.

109.11.3 *Location of next meeting* - Date Tues 28 June. Chair suggested to meet in person in Norfolk to look at the training facility there.

Any objections please advise the Chair in writing in the next week or so. We can then decide for the November meeting whether to meet in person or revert to a virtual meeting.