

**NORTHERN LIGHTHOUSE BOARD
NAVIGATION COMMITTEE**

MINUTES – 24 June 2020

PRESENT:	Alastair Beveridge	Chair
	Mike Brew	Commissioner
	Hugh Shaw	Commissioner
	Brian Archibald	Commissioner
	Mike Bullock	Chief Executive
	Phil Day	Director of Operations
	Mairi Rae	Director of Business Services
	Peter Douglas	Navigation Manager
	Paul Hudson	Programme and Renewals Manager
	Andrew Stevenson	Asset Manager
	Karen Charleson	Senior Executive Assistant (notes)

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Commissioner Murray.

2. MINUTES OF PREVIOUS MEETING

The Minutes of the Navigation Committee meeting held on 19 March 2020 were agreed. It was agreed that a copy could be published on the website.

Action: Senior Executive Assistant

3. MATTERS ARISING

The Committee noted that the majority of Matters Arising from the previous meeting would be addressed within the relevant subject areas.

IOM Wreck Response – Confirmation received from Isle of Man Harbours that they would like to go ahead with an online exercise. Commissioner Shaw has circulated draft exercise slides for review.

It was noted that Trinity House (TH) had been involved in the marking and salvage of the wreck “Ella”. The Navigation Manager will ask the TH Navigation Manager for any lessons learned.

Action: Navigation Manager

Commissioner Shaw will also provide his observations as SoSRep at the time. It has been quite intensive for TH to deal with which took them away from their day-to-date business. It was agreed that this was an issue that should be looked at on a GLA basis. In the first instance it will be brought as an Agenda Item to the JSB to come up with a consistent approach to this type of incident and ensure a process is in place and specialist consultancy/legal advice available. It may be advantageous to have a protocol/procedure included as an Annex to the existing GLA/DfT Memorandum of Understanding. The Director of Operations will also discuss with Stephan Hennig (SosRep).

Action: Commissioner Shaw/Director of Operations

A number of risks have been identified which will need to be captured on the appropriate risk register.

Action: Navigation Manager

Little Ross – A review of Little Ross has been added to the AtoN Review. The Navigation Manager has informed the Engineering Team that there is no requirement to continue with trying to synchronise the two lights.

4. OPERATIONAL REQUIREMENTS

The Committee noted the report and discussion took place on the following items:

2020 AtoN Review

The completed 2020 AtoN review was launched at the GLA Joint User Consultative Group virtual meeting on 7 May 2020, and is published on the NLB website. No feedback has been received.

Corran South East

The proposal to erect a temporary light in spring 2020 has been abandoned, and it is planned to construct the permanent light by spring 2021. Given the current situation with regard to lack of active cruise vessels this is not considered likely to cause any additional hazard.

Scottish Natural Heritage (SNH) have confirmed that the proposed site is a Shore Site of Special Scientific Interest (SSSI), a Special Area of Conservation (SAC), and also close to the Ben Nevis and Glen Coe National Scenic Area (NSA). The ecological impact assessment has found that there is 2 otter resting sites within 100 metres of the proposed site. Further monitoring is required (3 months) to determine the status of the hole to see if it is still in use. If it is a breeding hole and the cubs can be seen leaving then NLB can apply for a disturbance license but if there is still young in the hole the works will need to be delayed for a further 3 months. Extensive mitigation has been incorporated into the design and an exclusion zone has also been agreed. The purchase of the land continues to be progressed.

A decision will be required on what the new light will be called. The Director of Operations will have a conversation with UKHO and report back to the next meeting.

Action: Director of Operations

Vessel Groundings

MV KAAMI grounded on Sgeir Graidach in the Minch on 23 March and the chemical products tanker KEY BORA grounded on 28 March whilst approaching the new Allt-an-Avaig pier West of Kyleakin. Both incidents are subject to MAIB investigations. Allt-an-Avaig pier is not part of a statutory harbour or Local Lighthouse Authority and would therefore not be audited by NLB, nor does NLB have powers to give Directions.

The Committee discussed NLB's obligation, role and legal limits. NLB will review applications for slips, jetties, etc in recent years to identify potential gaps. This will be reported back to the next Navigation Committee.

Action: Director of Operations

The Navigation Manager is looking at options for NLB to set up an in-house system to carryout AIS data analysis. The Navigation Manager will bring back a proposal to a future meeting.

Action: Navigation Manager

National Air Traffic Services – Data Sharing

There has been request from the National Air Traffic Control Service for access to marine aid to navigation lights information which are included on their aeronautical charts. There is desire to formalise the process and the Executive are looking at the legal position before it is signed-off. NLB does not accept any responsibility by providing this data. The Navigation Committee is content in

principle subject to the Executive making sure there is a joint approach with TH and Irish Lights. The Navigation Manager will raise this with the other GLAs and report back to the next meeting.

Action: Navigation Manager

Annual report

The Committee noted the draft annual report of inspections of Local Lighthouse Authorities which was included in the meeting papers. The Committee discussed the impact of weather on rig inspections. There will be increased focus on rig inspections this winter and the discussion can be picked up again next year to look at alternative options if required. The Committee also discussed the degree of non-compliance at fish farms and the opportunity to further development relationships with Marine Scotland.

The annual report fulfils the requirement within the Merchant Shipping Act 1995 for NLB to report the results of its inspections to the Department for Transport, and is also distributed to a number of third parties including the Scottish Government and OPRED. The Committee approved the report for distribution and it will now be published on the NLB website.

GNSS Resilience

The Committee noted the US Department for Homeland Security published report on alternative sources of Position, Navigation and Timing (PNT).

The Committee also noted that on 25 March the European Space Agency published its MarRINav project report into Maritime Resilience and Integrity in Navigation which was led by the GLA Research and Development team.

Marine Licence and Sanction Requests

The Committee noted the summary of Marine Licence Activity and Sanctions for the establishment/disestablishment of AtoN.

5. ENGINEERING

The Committee noted and discussed the Engineering report:

Programme and Renewals

Temporary lights remain at Mull of Kintyre, Stroma and at Butt of Lewis. All sites have been suspended since the last Navigation Committee due to COVID-19.

The new light source at Mull of Kintyre is to be commissioned by NLB staff on 9 July 2020.

Assets

Availability - The Committee noted the 3 year rolling availability figures to 31 May 2020. Since the last Committee there has been 5 outage over 72 hours.

Whale Rock buoy – unfortunately the buoy had to be replaced because it was so badly damaged. Following testing, the AIS was found to be only been picked up on a low power so a new antenna will need to be fitted.

AIS – NLB continues to suffer failure of AIS units (Cat 3). There is now a supply of replacement units and the existing units are being replaced as they fail or as they are returned for normal rotation during a full buoy refurbishment.

Racons - New racons have been bought to replace any that are over 20 years old. However, information has been received that Tideland Signal product lines will be discontinued therefore NLB will have to retender for further supplies.

Monitoring

The Existing monitoring system and servers continue to operate reliably. NLB staff working from home and the Harwich Night watch continue to provide 24 hour cover.

The replacement system project has been stopped due to COVID-19 and is reliant on installation of servers at George Street to move to the next stage of Site Acceptance Tests. The installation of the top end system in Edinburgh and Oban is due to commence shortly. The new system and old system will run in parallel for 12 months to test the reliability of the new system.

DGPS

The DGPS system continues to work well. A communications issue at Earls Hill was attended to by technicians and BT. The communication plan for the closure of the DGPS system on 31 March 2022 is being implemented. An M notice has been drafted and sent to MCA for consideration along with a Seaways article.

2015 Aton Review

The Committee noted the Summary of Proposed Changes and Stations Update document for the AtoN Review.

6. NOTICES TO MARINERS

The Notices to Mariner published since the last meeting was noted.

7. RISK CARD REVIEW

The Committee reviewed the Risk Card and agreed to add:

- **Potential Risk Cause** - TH unable to effectively remote monitor NLB AtoNs (out of hours) due to pandemic impact.
- **Potential Risk Cause** - Impact of failure of critical suppliers (i.e. Tideland)
- **Control & Treatment** - Robust record keeping of minutes and decision making process by Navigation Committee.
- **Additional Actions** – Remove 2020 AtoN review as it is now published on the website.

8. ANY OTHER BUSINESS

III Code and IMO Audits

The Chief Executive has had a conversation with the Chief Executive of the MCA about the III Code and IMO Audit. The Chief Executive highlighted that the NLB currently has the Chair and should therefore be the GLA representative for the audit.

9. DATE AND TIME OF NEXT MEETING

The next meeting of the Navigation Committee will take place on 9 September 2020 at 10.30am in Stevenson Room 2.