

**NORTHERN LIGHTHOUSE BOARD
NAVIGATION COMMITTEE**

MINUTES – 9 September 2020

PRESENT:	Alastair Beveridge	Chair
	Mike Brew	Commissioner
	Hugh Shaw	Commissioner
	Brian Archibald	Commissioner
	Duncan Murray	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

There were no apologies for absence.

2. MINUTES OF PREVIOUS MEETING

The Minutes of the Navigation Committee meeting held on 24 June 2020 were agreed. A copy will 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 – Commissioner Shaw circulated a paper on 25 June 2020 with his observations of the Ella incident to see if there was anything that required to be changed/added to the questions in the table top exercise. Draft 3 of the Table Top exercise was circulated on 9 July for further comment. It was noted that the Director of Operations had reached out to SoSRep after the last meeting and they would be very keen to take part in any exercise being arranged. The Chief Executive will take arrangements for an exercise with the Isle of Man Government forward with the assistance of Commissioners Shaw and Brew.

Action: Chief Executive/Commissioner Shaw/Commissioner Brew

The Navigation Manager received a lessons learned on the Ella incident from Trinity House (TH) which reinforced the message that it would be wise to seek consultancy advice in this type of scenario and to have protocols in place.

Following an exercise it is proposed to feedback to the JSB, through IGC5, to move forward a standard sequence of events as an initial response to this type of incident to try and reduce the scope for delays, environmental impact, etc.

Action: Director of Operations

The risk associated with uninsured vessel recovery has been noted on the Navigation Risk Register.

Corran Narrows South – A proposal for a name for the new sector light at Corran will be submitted to the next Navigation Committee for consideration and approval.

Action: Director of Operations

4. OPERATIONAL REQUIREMENTS

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

Vessel Traffic Analysis

NLB have now got access to a basic risk analysis tool via a subscription version of Marine Traffic. This provides a limited amount of traffic plotting but also allows investigation of incidents going back up to a year. A licence for a year might be purchased when the next AtoN review arises to provide in-depth analysis, the cost for this will be captured in the Corporate Plan.

Action: Director of Operations

Data Sharing with NATS

After discussion with TH it is considered that the risks associated with data sharing, although unlikely, are not justified under the current terms. The data is available in the public domain through UKHO.

Annual Report

The Annual Report of Inspections was forwarded to DfT, Transport Scotland and OPRED. It was noted that a supplementary question was received from DfT around compliance with recommendations for aquaculture marking.

Wrecks

The angling vessel MV KERRY sank just North of Loch Inchar on 1 August 2020. The wreck lies very close to the shoreline in 25-30 metres of water and is not assessed to be a hazard.

Vessel groundings

KEY BORA - The Director of Operations and Navigation Manager attended the MAIB recommendations meeting resulting from the grounding of the chemical products tanker KEY BORA West of Kyleakin. The Director of Operations gave a verbal update to the Committee. It was noted that relocating the Black Eye Buoy to the SSE has resolved the issue at the outer area.

An onsite meeting has been arranged with MOWI and their DP on 14 September 2020 to discuss the marking of approaches to the pier. The Director of Operations will provide an update at the next Committee meeting.

Action: Director of Operations

ARROW - The Ro-Ro vessel ARROW grounded in the entrance to Aberdeen harbour on 26 June 2020. She was floated off and an MAIB investigation has commenced.

WAVERLEY – The iconic paddle steamer WAVERLEY made heavy contact with Brodick Pier whilst berthing on 3 September 2020. The MAIB has been informed of the incident.

Navigation Team Activity

Despite the restrictions imposed by COVID-19, all correspondence has been addressed by the Navigation Team. Although face-to-face audits have not been possible, Forth Ports was re-audited by virtual means, and similar audits are planned of Perth Harbour, Dumfries & Galloway Council and

CMAL. A number of aquaculture inspections have been undertaken using NLV POLE STAR which has provided a useful different perspective.

Seaweed farms - East Coast

Marine Licence applications received recently include three planned seaweed farms in the Moray Firth. These are of interest as, although similar in scale to mussel farms, they do not fall into the 'presumption' against planning approval for aquaculture East of Loch Eriboll. NLB has provided marking recommendations for these sites.

GNSS update

GPSIII-3 was launched on 30 June, and subsequently declared operational.

Beidou-3 G3 was launched into Geosynchronous Orbit on 23 June, and subsequently declared operational.

SUCG

It is intended to host the Scottish Users Consultative Group as planned on 4 November 2020, as a virtual meeting. UKHO will be invited to present, any further suggestions for speakers or Agenda items should be passed to the Navigation Manager.

The Navigation Manager will arrange a separate discussion around the structure, how questions could be asked, and how attendees could be involved in an interactive way. A copy of the plan will be emailed around the Committee.

Action: Navigation Manager

Marine Licence and Sanction Requests

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

Outside of oil and gas, aquaculture and renewable energy, NLB handles 250 applications per year. There is reputational risk attached to all applications although much of it is very routine e.g. outfalls, moorings, bridge repairs, etc, there is some that are more significant e.g. piers, etc. The largest developments barely appear in Marine Scotland correspondence and are usually dealt with through a separate Act of Parliament or under Harbour Empowerment Provision.

NLB are aware that there is activities in certain parts of the coast where there is very little regulatory oversight. It was acknowledged that NLB has limited authority over most of these organisations which could provide a reputational risk.

The Committee are asked to feedback anything they become aware of to the Navigation Manager.

Action: All

Commissioner Archibald asked whether NLB was locked in to the development of Marine Planning Partnerships. The Navigation Manager advised that NLB had been taken part in a lot of workshops involved in setting up the concept of Marine Planning Partnerships but there has not been any realisation in meantime, although Orkney now look like they will be the first area planning to take this forward. This may potentially be an avenue NLB should be involved in to get a better handle on what marine planning is doing in each local authority area. The Navigation Manager will look to see if would be possible to set up alerts to monitor shored based planning applications.

Action: Navigation Manager

Over the years NLB has tried to get various enforcement powers into legislation with little success. It was also found the MCA enforcing powers are weak in certain environments. It would be therefore be advantageous if there was one body that could step in and deal with non-compliance issues e.g.

marking, etc. While it may not be NLB that has the powers it would be good to ensure that there was an MCA approach that did. This will be raised at the MCA Forum as an Agenda Item. It was noted that the Merchant Shipping Act 1995 is scheduled to be reviewed and it would be worth NLB having a list of changes they would like to see made being drawn up.

Action: Chief Executive

Commissioner Shaw enquired as to whether NLB put forward proposals or queries to DfT if they think ports should be LLAs. The Navigation Manager advised that NLB cannot nominate ports, etc to become an LLA so in that regard they would remain out with the recognised system.

Commissioner Archibald asked whether this topic should be an item for discussion for awareness at the forthcoming SUCG meeting. The Navigation Manager will make a point that NLB is looking to revise their powers and ask the User Group if they would have any input to that.

Action: Navigation Manager

Customer Satisfaction Survey

The Committee noted and discussed the results from the recent Survey.

5. ENGINEERING

The Committee noted and discussed the Engineering report:

Programme and Renewals

Contractor started back on site in July 2020 following the relaxation of COVID-19 restrictions. Cape Wrath and Barra Head are both active sites and good progress is being made. The painting of Sound of Harris Beacons is almost complete.

The aim is to get the concrete pad in place before Christmas for Corran Narrows South Light. The initial window in November might need to be rescheduled but the pad will still be in place to allow it to go off over the Christmas period. The land ownership process still needs to be completed.

Portain beacon materials are all in Oban for mobilisation once the contract is awarded.

Assets

Availability - The Committee noted the 3 year rolling availability figures to 28 August 2020. Since the last Committee there has been 3 outage over 72 hours.

- Dubh Artach AIS CAT3 Temporary Inoperative 18/08/20 on-going
- Cruden Scaurs AIS CAT 3 Temporarily Inoperative 08/07/2020 to 25/07/2020
- Whale Rock AIS CAT 3 Reduced Range 08/06/2020 on-going

AIS issues are primarily longer term outages because they are Category 3 and therefore are not given the same priority as Category 1 and 2. There is also often a new unit to be reprogrammed and put on the ship to be taken out resulting in an operational delay while a new unit is prepared for deployment.

The Committee noted that top worst performers. This is largely a case of reordering of existing faults rather than a particular site in any one year that had new failures.

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 was delayed due to lockdown. Contractors have now attended and installed the servers but have some remote configuration to do. Some confusion arose during cross department activities and a lessons learned process has been initiated. The contractor will soon be able to access the servers and install the top end monitoring system for Site Acceptance Tests. The date this will occur is currently unknown. RTU for 13 stations have been procured and install is to be arranged. It is intended that the new and old systems will run in parallel for up to a year whilst these RTU are installed and system checking is conducted.

DGPS

The DGPS system continues to work well. The GLA's remain on track to shut down the DGPS system at the end of March 2022. A Communications Plan has been issued and information about the closure of DGPS is being promulgated. Formal notices will go out closer to the actual closing date in terms of Notice to Mariners, etc.

Tideland Signal

The parent company of Tideland Signal, a major supplier of AtoN over the years, has decided to close the company though continues to support warranty work. Whilst many Tideland ML300 and other lights are in service they are easily supported by modification of lamp holders, etc. Tideland also supply the Sea Beacon Racon which is a major part of the GLA inventory. Sufficient spares are held across the GLAs and a routine Tri-GLA procurement of a supplier has coincidentally commenced. Tideland have indicated the intention to sell the Racon IP and it may be the supply/support of these can continue from another supplier. If not the GLA inventory will have to be changed out slightly faster than intended if repair services are not available.

2020 Aton Review

The Corporate Plan 2021-26 has been drafted and includes the actions identified for the NLB in the 2020 Aton review.

6. NOTICES TO MARINERS

The two Notices to Mariner published since the last meeting were noted.

7. RISK CARD REVIEW

The Committee reviewed the Risk Card and agreed to amend as follows:

- **Potential New Risk** – Risk to helicopter provision and the direct impact it has to AtoN provision.
- **Potential Risk Causes** – Remove duplication of references to 3rd parties and climate change.

8. ANY OTHER BUSINESS

AIS Analysis Tool

The Navigation Manager provided a demonstration on the density mapping which plots the path of vessels. The programme can be filtered to show the vessel type and size and contains 2 years' worth of data. The programme also has the ability to look at individual vessel behaviours and can go back a full year which will be useful for incident investigation. This will provide a viable tool for day to day use. Anatec UK could produce a report on NLB's behalf if a full analysis is required. The Navigation Manager will look to ascertain how often a chart is updated.

Action: Navigation Manager

9. DATE AND TIME OF NEXT MEETING

The next meeting of the Navigation Committee will take place on 9 December 2020 at 10.00am.