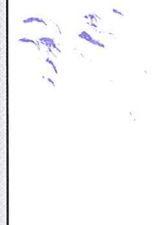


# NAVIGATIONAL ADVISORY PANEL REPORT

<b>NAP Date:</b>	6 <sup>th</sup> October 2010	<b>Owner:</b>	HM(L)	<b>NAP Ref:</b>	34	<b>NAP Title:</b>	LONDON GATEWAY DREGGING PEC REVIEW
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**Panel Members:**

Name	Organisation	Name	Organisation	Name	Organisation
Roy Stanbrook Chairman	PLA	Barry Goldman	PLA		
Chris McQueen	PLA	Ronny Simons	DI		
Peter Steen	PLA	David Brown	DI		
Cerwyn Phillips	PLA	Phil Shayler	PLA		
Julian Parkes	PLA	Richard Flynn	PLA		

Detail / Terms of Reference	Observation/Recommendation
<p><b>Background</b>                      Provision of pilots to dredgers operating on the London Gateway development are currently a major drain on pilotage resources resulting in delays.                      It has been determined that, as the Regulations to the Pilotage Directions do not form part of the Directions, they can be varied, having undertaken a robust risk assessment, without recourse to the full consultation process. The purpose of this NAP therefore, is to develop an appropriate training and examination regime to ensure that the requirements of the Navigational Safety Management System are met.</p>	

**Terms of Reference**

The Navigational Advisory Panel is requested to consider:

1. The navigational hazards to which a dredger working in this area is subject.
2. The level of navigational, communication and shiphandling expertise required to mitigate these hazards.
3. The type and level of training and examination required to satisfy these requirements

The navigational hazards relevant to the operation of dredgers in support of the construction of London Gateway Port were reviewed and the HAZMAN database was amended to reflect the findings of the panel. In summary,:

1. The grounding hazard was found to be mitigated by the use of experienced ship handlers, precision navigation systems and constantly updated hydrographic information.
2. The collision hazard was deemed to be a higher risk due to the positioning of the discharge pipelines into the bund and their proximity to passing traffic.
3. The contact hazard was not felt to be particularly significant as the positions of navigation marks are superimposed on operational survey system employed on the dredger as well as being marked on the navigational chart

It was considered that due to the precision navigation systems being employed and their built-in redundancy, the levels of navigational and shiphandling control were adequate for the operation of a dredger in the area of concern between Sea Reach 1 and Mucking 3 buoys. Deficiencies in communications procedures and local knowledge were identified which would require training of the PEC candidate to rectify.

It was determined that the current requirements for the issue of a PEC did not exactly match the safety requirements for operating a dredger without an embarked pilot and that the normal operation of the vessel adequately covered the navigational and positioning aspects of the operation, whereas an enhanced training regime would be necessary to ensure candidates are fully conversant with the traffic elements of the operation. It was also decided that the current tripping requirement of 12 trips was not entirely appropriate as the normal operation of the vessel doesn't mirror that of other PEC applicants.

<p>Recommendations</p>	<p>The panel recommends that the following regime is adopted for the issue of Pilotage Exemption Certificates for masters and mates operating dredgers employed in the construction of London Gateway Port in an area between Sea Reach 1 and Mucking 3 buoys.</p> <ol style="list-style-type: none"> <li>1. Candidates will attend a mandatory PEC Introductory Course.</li> <li>2. The candidate will then undertake a minimum of six trips between the London Gateway site and Sea Reach 2 buoy in the presence of a PLA pilot.</li> <li>3. The candidate will undergo a full PEC examination, and then</li> <li>4. He/she will be assessed by an assessing pilot.</li> </ol>
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<p>Panel Chairman:</p>	<p>Roy Stanbrook</p>	<p>Signature:</p> 	<p>Date:</p>	<p>19.10.10</p>
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