

NAVIGATIONAL RISK ASSESSMENT WORKING GROUP

NRAWG Date:	28/1/16	Owner:	M Townens	NRAWG Ref:	56	NRAWG Title:	Review of High Speed RIB Operations
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Group Members:

Name	Organisation	Name	Organisation	Name	Organisation
Mark Townens	PLA – HMU	Matthew Harris	Livetts Launches	Richard Bain	Jetstream Tours
Steve Rushbrook	PLA – DHMU	Mike Cole	London RIB Voyages	John Field	Thames Experience RIB
Ryan Hall	PLA – DHMU	Craig Campion	Campion Launches		
Darren Knight	PLA – DHM SMS	Philip Otto	Thames Limo		
Andrew Thomas	PLA – DMS Vessel Licensing	Deam McGlinchey	Thames Experience RIB		

	Detail / Terms of Reference	Action/Recommendation
1	<p>The NRAWG was invited to:</p> <p>Undertake a comprehensive and rigorous risk assessment under all likely conditions in order to determine and confirm the maximum capacity of High Speed RIB operations between Tower Bridge and Margaretness.</p>	<p>Summary</p> <p>The NRAWG considered, in detail, the hazards associated with the increasing amount of High Speed thrill rides operating on the River Thames. In undertaking this risk assessment the NRAWG identified the following:</p> <p>There remains additional capacity for high speed RIB operations within C. London, but issues of wash generation, passing distances, proximity of other RIBs and compliance with passage planning require resolution. In particular the need for traffic separation was agreed to ensure all vessels navigate at a safe distance from any vessel or structure and the use of a timed gap between vessels was deemed the best way to manage this issue.</p> <p>Failure to follow current agreed and submitted passage plans was highlighted, all operators should ensure that masters of vessels are fully aware of the companies passage plan and that they have an obligation to adhere to it at all times. Recent successful prosecutions should highlight this to operators should they be in any doubt.</p> <p>Maintaining a good lookout was also highlighted and the need for the second person/mate to maintain a good lookout as well as the master is imperative, again operators should ensure that crews are fully aware of their individual responsibilities.</p>

The Risk Assessment process identified a number of new mitigation measures that are necessary to ensure the continued safe operation of High Speed RIB Rides.


Mitigation Measures

1. Minimum passing distances when overtaking other vessels to be established at not less than 20m
2. A minimum separation between RIBs following each other to be established at not less than 10 seconds.
3. RIB operation timetables to be monitored using the new "timetable" clause in Pier RWL to reduce conflict where possible.
4. Harbour Service to be specifically tasked to enforce requirements during expected high levels of recreational activity (e.g. Bank Holidays, Weekends etc)
5. Restricted manoeuvre zones to be established between St. Saviour's Dock and Tunnel Pier, From Limehouse Dock to Canary Wharf Pier and from Deptford Creek to Greenwich Power Station. This should be promulgated in the revised PVOps Code..
6. PLA to incorporate wash issues into the next round of LKE renewals / new assessment
7. Modifications to **Byelaw 10 – SMALL, FAST VESSELS**: 10.1 (b)- consideration should be given in regard to re wording this and stipulating that vessels of this size operating commercially must have an engine cut out system fitted and used at all times when underway? Currently this states "if fitted".

Actions

With the exception of the modifications to Byelaw 10, these mitigation measures will now be taken forward by the HMU team with an anticipated completion date of September 2016. The modifications to the Byelaw are non-urgent and will be delivered during the next scheduled amendments to the Byelaw.

2.	Report the finding to the MMM	Report submitted to MMM in June 2016.
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Panel Chairman:	S Rushbrook	Signature:		Date:	13/6/2016
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