



The International Regulations Commission met at 09:00 – 13:40 hours on 5 November 2010 at the Divani Caravel Hotel, Athens, Greece.

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Present:

Alan GREEN (GBR) - Chairman

Michael STOLDT (GER) – Vice Chairman

Paddy BOYD (IRL)

Glauco BRIANTE (ITA)

Stuart CARRUTHERS (GBR)

Carl GERSTROEM (DEN)

Ken KERSHAW (GBR)

Abraham ROSEMBERG (BRA)

Apologies:

Adrienne CAHALAN (AUS)

Joseph MELLINO (USA)

Jean-Bertrand MOTHES-MASSE (FRA)

Others Present:

Simon FORBES (Technical and Offshore Manager)

Henry THORPE (Technical Co-ordinator)

Norbert MARIN (Technical Co-ordinator)

Dave IRISH (ISAF Vice President)

Jason SMITHWICK (Head of Technical and Offshore)

1. Opening of the Meeting

The Chairman opened the meeting by welcoming the members and observers.

2. Minutes of the Previous Meetings

(a) Minutes

The minutes of the International Regulations Commission meeting of 6 November 2009 were noted.

(b) Minutes - matters arising

Minute 2(c) – 2(a)(ii) – Abe Rosenberg questioned whether the ISAF website had been updated with information about the MSC.1 Circ 1283. (*Secretariat Note: Subsequent to the meeting it was confirmed that it had already been published here: www.sailing.org/33542.php*). The circular related to Non-Mandatory Guidelines on Security Aspects of the Operation of Vessels which do not fall within the scope of International Convention for the Safety of Life at Sea (SOLAS) Chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code.

ISAF website – It was agreed that the International Regulations Commission was not easy to find on the ISAF website. It is not listed on the committee page and as a commission, reporting to the Executive Committee, access is via the Executive Committee page. There was a discussion on how ISAF could channel information so that it is more relevant to MNAs.

(c) Progress on Aims

The committee members reported on the four aims identified at the last meeting:

- i) collection of data on number of recreational craft,
- ii) commitment from MNA to training in basic safety and boat handling skills,
- iii) promotion of wearing of lifejackets and
- iv) promotion and awareness of the environment.

Carl Gerstroem reported that the networking of the Nordic countries was going well. Denmark had around 50,000 recreational craft greater than 6m length. A major part of a Nordic sailing club is the incorporation of a sailing school. In Denmark the law requires lifejackets to be on board. Training courses involving demonstration of distress flares reported poor reliability of the devices. Promotion of the environment has been a major project in Denmark with the government assisting in the exporting of environmental knowledge.

Paddy Boyd reported that in Canada it was a requirement to license your boat and that data was a mix of 'guestimates' and registration. There was pressure to legislate regarding lifejackets as fatalities were often where a boat was used as a 'means to an end' such as hunting/shooting/fishing. He felt the construction process for large wind farms did not seem very environmentally friendly. Disposal of out of date distress flares was an environmental concern.

Michael Stoldt noted that Germany does not have mandatory registration of boats. There are approximately 500,000 boats, comprising 35,000 dinghies, 115,000 open boats, 160,000 sailing yachts and 190,000 motor yachts. Regarding training, International Certificate of Competence are issued, awards are presented for clubs which conduct training. It is not mandatory to wear lifejackets but they shall be on board. The environment is embedded in the DSV constitution and green issues are championed with the WWF and other environmental organisations.

Stuart Carruthers reported that the United Kingdom does not have compulsory registration of boats, there are an estimated 450,000 boats. The RYA promotes training on a voluntary basis. There is no compulsory wearing or carriage of lifejackets on boats below 45ft(13.7m) length. Recent experience raised concerns at a significant failure rate with some standard parts of self-inflating lifejackets.

Glauco Briante felt that everything was mandatory in Italy. There is mandatory registration of boats over 9m length and mandatory third party insurance. For any boat with an engine, the insurance is linked with the installation, so the figures include inflatable dinghy tenders. The mandatory registration under the Italian flag does not provide reliable data as a lot of foreign yachts are registered due to leasing arrangements for VAT purposes. Regarding training, an initiative called Vela Scola supported by the Education Ministry for 11-13 year olds had seen 12,000 taking part during school hours in an initiative promoting the culture of the sea, respect for the sea and basics of sailing. Regarding powerboats there is a mandatory licence requirement linked with the car driving licence instructors and administration. There is a theoretical and practical test for driving boats with engines of greater than 40hp. The wearing of lifejackets is mandatory in all sailing schools and mandatory under all sailing activity under FIV supervision. In general sailing, lifejackets must be carried and it is up to the captain to decide when they should be worn. Environmental awareness was promoted as part of Vela Scola.

Alan Green asked everyone with effective training schemes to send them to Glauco Briante for translation to Italian and promotion of best practice.

Dave Irish reported that in the United States of America, training is driven by the requirements of insurance companies. It was noted that the National Boating Federation reported 900,000 registered non-motorised craft, out of 12.7 million registered boats in 2009. Alan Green noted that Boat U.S. Foundation was organising a competition for designing a lifejacket : www.boatus.com/Foundation/Lifejacketdesign whose goal was: "to encourage and solicit innovative ideas and new technology to design a life jacket that the majority of average boaters might wear." The closing date for entries is 1 February 2011.

Abe Rosemberg reported that Brazil had around 60,000 recreational craft over 14ft of which 16% were sailboats. Training is mostly for sailing, though there is a theoretical government/navy exam. Lifejackets wearing is not mandatory. On the environmental side, a clean marina/blue flag program had been initiated. Safety at Sea seminars had been conducted for the last few years and were moving to different venues.

Ken Kershaw reported that he had been appointed to an International Standards Organisation working group relating to distress flares, which is not under TC 188 Small Craft. He needed committee members to supply data on the types of firing mechanisms.

Stuart Carruthers advised that the RYA had revised its guidelines on the carriage and use of flares as distress signals at sea as more robust and technologically advanced alternatives have developed. EPIRBs and VHF DSC are both reliable alternative alerting methods to the use of parachute flares to indicate distress, however the alternatives to flares for pinpointing vessels in need of assistance are less reliable, therefore flares remain the recommended means for location in the final mile for the time being.

It was agreed to include distress flares as an agenda item for the 2011 meeting.

3. International Maritime Organization - IMO

- (a) COMSAR 14 – March (Sub-Committee on Radio Communications and Search and Rescue) and MSC 87 – May (Maritime Safety Committee)

Alan Green reported that issues discussed included:

- i) Abnormal high waves damaging a cruise ship between Genoa and Barcelona.
- ii) The publication of a Telemedical Advice Service document IMO MSC.1 Circ/1366 24 May 2010 which is detailed in the Special Regulations submissions. The document should be brought to the attention of Oceanic and Offshore Race Organisers.
- iii) Increasing use of NAVTEX (Navigational Telex), though concern at the lack of NAVTEX in the Gulf of Aden. An issue of relevance for the Special Regulations is the availability of handheld DSC VHF marine transceivers and the issuance of Maritime Mobile Service Identities (MMSI) to these sets. IMO accept that a handheld device could move from one ship to another and a portable MMSI registration is planned.
- iv) The International Telecommunications Union (ITU) are redefining the criteria for man-overboard equipment and this may not be favourable to Personal Location Beacon (PLB) devices currently on the leisure market.
- v) The Automatic Identification System (AIS) 'EPIRB' is expected to become more mainstream and appears to be a very good concept.

- vi) The 406MHz Emergency Position Indicating Radio Beacon (EPIRB) system is expanding with more repeaters, in addition to CORPAS-SARSAT satellites, they are being sited on Russian GLONASS, U.S. Navstar GPS System and European Galileo systems. 406MHz should be better than ever before as a return link service is planned to be added which would acknowledge the reception of the distress message sent by the beacon. Alan Green recommended that Offshore Special Regulations (OSR) 4.19.1(g) should be re-written: "Beacons with only 121.5MHz are not valid for distress alerting." It was agreed to ask the ISAF Office to refer this to the OSR Sub-committee. OSR 4.19.1(b) amply refers to the homing role of 121.MHz.
 - vii) The International Civil Aviation Organization (ICAO/IMO) have a joint working group on the use of Unmanned Aerial Vehicles for Search and Rescue.
 - viii) There was concern at the lack of terrestrial back-up to the GPS system. GLONAS and Galileo are not fully active. Paddy Boyd noted that LORAN C (Long Range Navigation) is being 'pulled' in USA. 'E' Loran is being developed in Europe as an alternative to satellite as a back-up for ships around the European coast.
- (b) BLG 14 – February (Sub-Committee on Bulk Liquid and Gases) and MEPC 60 & 61– March and September (Marine Environment Protection Committee).

In an IMO correspondence group preparing guidance documents regarding measures to control the transfer of invasive aquatic species in biofouling (hull fouling) Alan Green reported that the 'ISAF at IMO' team had been lobbying delegations. The goal was to gain acceptance for a short educational document to be accepted for recreational craft in place of a 'commercial -ship' management handbook. The correspondence group will finalise its work at BLG 15 in February 2011 before a report goes to MEPC for the final stage of the current argument.

Paddy Boyd felt that national administration representatives were only involved at MEPC level and that lobbying approaches would need to be passed down to attendees at BLG.

Stuart Carruthers said that the aim for ISAF at IMO was for guidelines and not mandatory regulation.

Alan Green summarised the ethos of the role of the ISAF International Regulations Commission as the avoidance of unnecessary legislation in not just yacht racing but all recreational boating.

Michael Stoldt stressed that in this case the message was that ISAF was seeking a stand-alone paper and that an 'annex' would be the worst case.

It was agreed the ISAF paper should be re-submitted and support canvassed for a stand alone paper the 'Option 1': version 8 Guidelines, excluding recreational craft of less than 24 metres in length from the Guidelines, focusing on commercial vessels and recreational vessels of 24 metres in length or greater, and finalizing the education version as the sole and stand-alone document for the recreational sector.

- (c) NAV 56 – 26-30 July 2010 (Sub-Committee on Safety of Navigation).

The paper submitted by ISAF to NAV 56 was received which was entitled: 'Comments on guidelines recommended by the correspondence group regarding consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ.'

Consideration had been given at IMO to the creation of standard criteria for very large safety zones (the impetus had come from a need to protect a Fixed Point Storage and Offloading unit (FPSO) which needed a very large clear area.) On behalf of ISAF,

Alan Green was concerned that such criteria could be used to exclude recreational craft from wind farms and had succeeded in the inclusion in the final IMO document of a recommendation that all stakeholders should be consulted before very large safety zones was approved.

Stuart Carruthers noted that the guidelines had been deleted by IMO as a work item.

Paddy Boyd reported that wind-farms were a hot issue in Ontario, Canada. There is strong state support through tax breaks. The construction of wind-farms was disruptive and 'muddying the waters' on a metaphorical and literal basis regarding access and availability of sailing waters. He noted that the USA have plans for extending wind-farms down the east coast as far as Chesapeake Bay. As an aside, he noted a paper by Chris Bedford of Sailing Weather Services which stated that there is a wind shadow from a wind farm. It can extend miles downwind from a single large wind turbine and modelling shows the shadows extending hundreds of miles downwind in the case of large wind farms.

- (d) IMO contact group discussion on piracy in waters off Somalia, ISAF/MSCHOA conference at Northwood, London 19 October 2010.

The dangers of piracy off the 'Horn of Africa', the Gulf of Aden and the northern Indian Ocean had been publicised on the ISAF website with links from the Ocean Cruising Club (OCC) website, also 'Noonsite' and a number of other cruising sites. The Royal Cruising Club (RCC) and Cruising Association (CA) had also been fully involved. A one-page 'flyer' had been distributed to a large number of ports and marinas in the area surrounding the Gulf of Aden through which cruising yachts were known to pass. An estimated 200-250 cruising yachts passed through this area each year. For those yachts which did make a passage, advice was given about how to contact the authorities etc.

Alan Green reported on a meeting held with personnel of Maritime Security Centre, Horn of Africa and representatives of sailing organisations, some of whom are organising sailing convoys through the area concerned. The EU Naval Force (Somalia) had been formed in response to the threat to international shipping through strategic shipping routes of the Gulf of Aden and Western Indian Ocean. The World Food Programme (WFP) requested a naval escort in June 2008, the EU resolved to undertake supportive operations and it became operational in late 2008. The core tasks are:

- i) Protect WFP shipping
- ii) Protect, on a case by case basis, selected humanitarian and other vulnerable shipping
- iii) Establish surveillance, especially in high-risk areas
- iv) Deter and disrupt piracy activity across the Area of Operations

MSCHOA provides email alerts of incidents.

It was noted that the UN Security Council has extended the naval operation until 2012.

In the view of the naval authorities, most yachts under-estimate the risk of a GoA passage. The advice remains that it is not a good idea to transit the Gulf of Aden.

- (e) A report was received on the IALA (International Association of Lighthouse Authorities) Virtual Aids to Navigation (VATON) Workshop, January 2010.

Alan Green noted that there is no requirement for an AIS Type 'B' receiver to display virtual aids to navigation but a number of manufacturers were adapting their display units to cope with VATONs.

4. International Standards Organization - ISO

Ken Kershaw reported that ISAF's observer status with ISO had been re-confirmed.

ISO 15085 – Man-overboard Prevention and Recovery is under revision and he recommended that someone from the 'user group' should gain representation on that working group.

ISO 8666 - Principal Data is under review.

ISO 12402 – Personal Flotation Devices suite of standards is published and available and always under review.

ISO 12215 – Small Craft Hull Construction and Scantlings – subsequent to the 2009 ISAF annual conference the ISO working group had agreed to split part 9 - Appendages and Rig Attachment into separate parts. This has enabled Part 9 – Appendages (including keels) to progress to be very near to Final Draft International Standard (FDIS) and had enabled OSR plan review to be implemented.

ISO 16180 – Small Craft – Electric Navigation Lights – has been under review for a number of years. Work has started on a new standard which will cover filament bulbs but will also embrace newer LED technology.

ISO 12217 – Small Craft - Stability and Buoyancy remains 'stable' and will be re-published.

ISO 9650 – Small Craft – Inflatable Liferafts. A new work item has been proposed which would require liferaft service stations be appointed and inspected. IMO has standards for service stations for IMO liferafts. Progress had stalled awaiting the availability of funding. A funding source has now come forward, so progress may start.

Alan Green showed photographs of liferafts with ballast pockets and children's plastic spades as paddles.

Ken Kershaw noted that in many countries there are no regulations on what is sold as safety equipment. The ISO standard sets the standard that equipment should be made to. In North America, EU and Australia consumer protection laws mean that the seller could be prosecuted.

It was concluded that the advice to purchasers of liferafts was to:

- i) Look for 3rd party verification (e.g. Bureau Veritas or RYA) of ISO 9650 and
- ii) Look at the price tag – a cheaper liferaft could be bad value.

5. Juvenile Singlehanded Sailing

The Chairman gave an update regarding ISAF policy position on juveniles and oceanic single-handed sailing and outcome of discussions with GWR (Guinness World Records).

Following agreement by WSSRC not to recognize records depending on a human condition (e.g. age) the Commission had secured an agreement with Guinness World Records whereby GWR would not recognise an oceanic single-handed record unless the sailor was at least 18 years of age and possessed an oceanic yachtmaster certificate or equivalent.

6. Regulatory Information From Regional and other Organisations

(a) European Boating Association

Stuart Carruthers reported that the EBA had established a working group regarding yacht charter and was looking at safety in harbour initiatives such as provision for gas bottles.

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Fuel quality was under consideration, the sulphur quantity in marine diesel and issues with bio-diesel storage problems relating to bacteria growth and engine performance. There was also an issue of 'Red-diesel' and taxation in Belgium.

Regarding the International Certificate of Competence, there was a proposal to issue an ICC to nationals of other countries who are not able to obtain an ICC in their own country. (GBR could not issue an ICC to a Spanish citizen, but GBR could issue an ICC to a Brazilian citizen.)

7. Environment

Alan Green reported that he met with Stuart Carruthers, Jerome Pels, Norbert Marin, ISAF VP Teresa Lara (via skype), Kate Chapman (Earth to Ocean) and Jane Swan from the RYA Green Blue program.

A comprehensive series of environmental guidelines are being prepared by Kate Chapman for consideration and then publication and circulation to MNAs.

Alan Green had drafted an Environmental Code for Offshore Boats which is to be included in the Offshore Special Regulations. (see Appendix 3)

8. Any Other Business

Michael Stoldt (recht@dsv.org) extended an invitation to interested parties for a workshop on the subject of 'in-water cleaning of hulls' with international experts on 12 March 2011 in Osnabrück, Germany.

Alan Green was now standing down as Chairman of the International Regulations Commission and wished to thank all members and the ISAF staff for their great support. Alan was very pleased that Stuart Carruthers had agreed to take on the chair and wished Stuart and the Commission every success. Alan will continue to assist as a member of the 'ISAF at IMO' team.

The Commission gave Alan a standing ovation.

Note: Subsequent to the meeting the ISAF Executive confirmed the appointment of Stuart Carruthers as the new Chairman of the Commission.

There being no further business the meeting closed at 13:37.

Attachments:

Appendix 1 – Programme of IMO Meetings for 2011

Appendix 2 – ISAF Environmental Code for Offshore Sailing

Appendix 3 – ICOMIA Recreational Craft data

International Regulations Commission Minutes (cont.)

Appendix 1

Programme of IMO Meetings for 2011

NAME OF MEETING	SESSION NO.	DATE
Sub-Committee on Bulk Liquids and Gases (BLG)	15	7-11 February
Sub-Committee on Radiocommunications and Search and Rescue (COMSAR)	15	7-11 March
Marine Environment Protection Committee (MEPC)	62	11-15 July
Maritime Safety Committee (MSC)	89	May
Sub-Committee on Safety of Navigation (NAV)	56	June

Appendix 2

INTERNATIONAL SAILING FEDERATION

DRAFT

Statement to be printed facing page 1 of Offshore Special Regulations

Offshore racing environmental code

ISAF is committed to the promotion of care for the environment. In offshore racing we will

- use holding tanks where fitted and empty at a pump-out station or more than 3 miles offshore
- in the bilges use oil collection pads and dispose properly ashore
- use environmentally-friendly cleaning products suitable for the marine environment
- retain garbage on board for recycling or disposal ashore except on a long voyage when biodegradable waste may be discharged overboard
- avoid the use of 2-stroke engines (except advanced models with pollution control)
- use solar, water power or wind charging when appropriate
- use shore toilets when in port
- observe IMO guidelines on biofouling

eag/isaf 2 November 2010

Table Summary of Section A

1. GENERAL

Nation	Boat builders	Engine manufacturers	Employees in boating industry	Total turnover in boating industry million €*	Persons per boat	Marinas / yacht harbours	Berths / slips / open moorings
Argentina	153	N/K	7,000	76.00	287	251	80
Australia	396	0	26,000	N/K	28	490	66,500
Croatia	74	1	N/K	N/K	N/K	134	16,000
Czech Republic	5	0	450	N/K	691	12	1,270
Denmark	N/K	N/K	N/K	N/K	N/K	250	N/K
Finland	62	0	N/K	588.70	7	1,770	80,900
France	162	2	45,000	3,354.50	130	404	233,843
Germany	410	10	21,800	N/K	186	2,667	N/K
Greece	79	0	6,100	440.00	74	19	8,000
Ireland	4	0	8,000	N/K	157	23	7,936
Italy	N/K	N/K	28,000	4,590.00	97	105	128,000
Japan	72	14	N/K	N/K	517	N/K	N/K
Netherlands	1,000	1	17,100	N/K	31	1,137	186,000
New Zealand	150	0	10,000	N/K	8	205	22,000
Norway	70	2	16,000	414.00	6	305	N/K
Poland	N/K	0	6,500	N/K	544	1,262	80,200
Portugal	45	0	1,324	35.90	171	81	14,000
South Africa	71	0	4,318	N/K	9,813	25	2,500
Spain	45	3	12,000	N/K	228	372	122,949
Sweden	50	2	5,000	N/K	12	1,500	200,000
Switzerland	20	0	1,500	156.00	77	N/K	N/K
Turkey	380	8	40,000	2,450.00	1,608	50	26,500
UK	550	5	32,500	3,914.26	113	545	236,300
USA	1,100	36	126,000	N/K	19	11,000	800,000
TOTALS*	4,898	84	414,592	16,019.36	14,804	22,607	2,232,978

* Totals exclude not known figures

2007 data

2. BOAT PARK (units)

Nation	Sailboats	Inboard / sterndrive motor boats	Other rigid boats incl outboard motor boats	Inflatable boats 2.5m+ and 20kg+	Totals (excluding not known figures)	PWCs
Argentina	2,980	16,060	102,200	24,820	146,060	N/K
Australia	N/K	N/K	N/K	N/K	784,500	N/K
Croatia	N/K	N/K	N/K	N/K	N/K	N/K
Czech Republic	2,432	2,262	3,967	5,800	14,461	1,100
Denmark	N/K	N/K	N/K	N/K	N/K	N/K
Finland	N/K	N/K	N/K	N/K	729,500	1,500
France	141,847	349,804			491,651	N/K
Germany	195,000	190,000	115,000	N/K	500,000	N/K
Greece	8,453	12,985	109,127	14,340	144,905	N/K
Ireland	N/K	N/K	N/K	N/K	27,000	N/K
Italy	13,684	26,054			618,500	N/K
Japan	12,000	222,000		13,000	247,000	78,000
Netherlands	193,000	187,000	133,000	N/K	521,000	N/K
New Zealand	43,124	20,374	386,333	25,369	475,200	N/K
Norway	58,000	270,000	412,000	110,000	850,000	N/K
Poland	64,000	N/K	N/K	N/K	68,000	N/K
Portugal	3,096	13,809	24,181	21,068	62,154	10,258
South Africa	N/K	N/K	N/K	N/K	4,881**	N/K
Spain	16,760	137,810	21,640	24,930	201,140	N/K
Sweden	98,150	98,400	569,650	38,000	804,200	N/K
Switzerland	32,224	60,397	6,763	N/K	99,384	N/K
Turkey	7,760	23,510	3,530	10,100	44,900	N/K
UK	212,305	94,805	155,850	78,600	541,560	15,000
USA	1,567,300	2,820,000	11,360,000	N/K	15,747,300	1,180,000
TOTALS*	2,672,115	3,947,412***	13,403,241***	366,027****	23,118,415	1,285,858

* Totals exclude not known figures

***excludes France, Italy & Japan

****excludes France & Italy

Estimated figures in italics

2007 data

** Number of registered boats but not all boats are registered

Table Summary of Section A

3. DOMESTIC BOAT PRODUCTION (units)

Nation	Sailboats	Inboard / sterndrive motor boats	Other rigid boats incl outboard motor boats	Inflatable boats 2.5m+ and 20kg+	Totals (excluding not known figures)
Argentina	118	472	3,710	1,590	5,890
Australia	N/K	N/K	N/K	N/K	31,515
Croatia	50	282	730	275	1,337
Czech Republic	N/K	N/K	N/K	N/K	682
Denmark	784	20	N/K	N/K	804
Finland	79	2,355	20,596	N/K	23,030
France	8,019	2,314	6,491	23,555	40,379
Germany	3,510	2,670	15,326	N/K	21,506
Greece	45	132	9,600	1,758	11,353
Ireland	N/K	N/K	N/K	N/K	N/K
Italy	1,206	5,080	4,839	15,193	26,318
Japan	171	397	2,372	7,613	10,553
Netherlands	N/K	N/K	N/K	N/K	2,400
New Zealand	981	1,191	4,934	2,894	10,000
Norway	10	2,000	3,200	125	5,335
Poland	464	N/K	N/K	N/K	464
Portugal	9	362	1,295	2,218	3,884
South Africa	N/K	N/K	N/K	N/K	2,100
Spain	N/K	N/K	N/K	N/K	N/K
Sweden	N/K	N/K	N/K	N/K	N/K
Switzerland	N/K	N/K	N/K	N/K	N/K
Turkey	320	710	200	845	3,075
UK	963	2,325	765	1,130	5,183
USA	9,300	56,500	548,100	28,300	642,200
TOTALS*	26,029	76,810*	622,158*	85,496	848,008**

* Totals exclude not known figures

** total does not add up horizontally due to not known figures

2007 data

4. SALES

[Values are shown in millions in Euro]
[Currency values are based on exchange rates at 1June 2008]

Nation	ENGINE SALES - Units sold -			TOTAL VALUE -Millions in Euro			
	Outboard engine	Inboard/ sterndrive diesel engines	Inboard/ sterndrive petrol engines	New boats	PWCs	Boat accessories	Marine equipment
Argentina	10,159	761	277	N/K	N/K	N/K	N/K
Australia	44,500	2,000	7,000	N/K	N/K	N/K	N/K
Croatia	3,805	N/K	N/K	N/K	N/K	N/K	N/K
Czech Republic	336	N/K	N/K	36.0	1.0	1.0	1.0
Denmark	5,857	780	71	N/K	N/K	N/K	N/K
Finland	23,791	1,657	147	176.0	N/K	113.0	
France	25,448	8,984	729	N/K	N/K	N/K	N/K
Germany	14,398	2,965	30	N/K	N/K	N/K	N/K
Greece	12,294	1,050	108	180.0	N/K	24.5	35.0
Ireland	1,398	N/K	N/K	66.0	N/K	N/K	N/K
Italy	25,709	17,493	1,737	3,822.0	N/K	1,458.0	
Japan	21,528	2,897	150	83.0	21.0	N/K	12.8
Netherlands	11,587	N/K	N/K	N/K	N/K	N/K	N/K
New Zealand	9,200	427	88	317.0	N/K	N/K	205.0
Norway	21,077	1,956	203	253.0	N/K	28.0	30.0
Poland	1,364	N/K	1,662	N/K	N/K	1.0	N/K
Portugal	2,646	45	29	98.8	5.8	N/K	N/K
South Africa	N/K	N/K	N/K	N/K	N/K	N/K	N/K
Spain	9,669	2,050	800	N/K	N/K	N/K	N/K
Sweden	16,088	1,841	905	N/K	N/K	N/K	N/K
Switzerland	2,264	49	51	N/K	N/K	N/K	N/K
Turkey	4,899	1,125	350	1,500.0	N/K	10.0	20.0
UK	18,742	4,600	N/K	N/K	N/K	N/K	N/K
USA	227,000	5,500	52,200	8,619.0	360.0	1,563.4	N/K
TOTALS*	513,759	56,180	66,537	15,150.8	387.8	1,627.9++	303.8++

* Totals exclude not known figures

2007 data

++ excludes Finland & Italy