

The International Regulations Commission met at 09:30 – 11:20 hours on Saturday 4 November 2017 at the Sheraton Baganvillas Resort, Puerto Vallarta, Mexico.

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Present:

Stuart CARRUTHERS (GBR) - Chairman
Eleni MATZARIDOU (GRE)

Patrick LINDQVIST (FIN)

Apologies:

Michael STOLDT (GER)

Others Present:

Simon FORBES (Technical and Offshore Manager)

Carlos DE BELTRAN (Head of Technical and Offshore) (part of Meeting)

Norbert MARIN (Technical Specialist)

Chuck HAWLEY (US Sailing)

Stan HONEY (Chairman Oceanic&Offshore Committee)

Jason SMITHWICK (RORC Director of Rating)

Sally HONEY (Special Regulations SC)

Bas EDMONDS (RYA)

Michael ROLLICH (FIN)

1. Opening of the Meeting

The Chairman welcomed commission members and observers to the meeting.

2. Minutes of the Previous Meetings

(a) Minutes

The minutes were noted of the International Regulations Commission meeting of 5 November 2016 (circulated and approved after the meeting). The minutes can be downloaded at www.sailing.org/meetings

(b) Minutes - matters arising

There were no matters arising not covered elsewhere on this agenda.

3. International Maritime Organization

Reports were received on the IMO meetings attended by the Chairman and the 'World Sailing at IMO Team' (David Brunskill and Alan Green) since the last meeting of the International Regulations Commission. The Chairman noted that in the past the International Regulations Commission had been involved at IMO on issues such as Security of non-SOLAS Vessels, Anti-fouling and Ballast Water. Over the last four years the work of IMO has been dominated by Convention-Ship Construction, Ship Design Efficiency, Greenhouse Gas Emissions. On these subjects it is difficult for World Sailing to be seen to be contributing to the general debate.

Adopted in 2004, The Ballast Water Management Convention finally came into effect on 8 September 2017. As the convention took so long to be ratified, industry has been slow to implement the required water treatment systems. Some figures from IMO: 10 billion tons of ballast water are moved every year, one new invasive species every nine weeks. 'The Guidelines for Ballast Water Management Equivalent Compliance' developed in 2004 apply to pleasure craft used solely for recreation or competition or craft used primarily for search and

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rescue less than 50 metres in overall length and with a maximum ballast water capacity of eight cubic metres. It is now possible that these craft may now need to demonstrate to their national authorities that they are complying with the spirit of Convention.

(a) MSC 97 – 21-25 November 2016 (Maritime Safety Committee)

Issues discussed included maritime cyber risk management – (Interim Guidelines).

Chile had provided data concerning non-SOLAS ships operating in polar waters and SAR incidents. Friends of the Earth International, WWF and the Pacific Environment had expressed concern about the threat to human life and the marine environment. Following the adoption of the Polar Code, MSC had agreed that the work related to the second phase for compliance by non-SOLAS ships should not begin until experience is gained with the new Polar Code for SOLAS Ships.

The Chairman highlighted that World Sailing will need to monitor developments at MSC 99 to help ensure that any developments that are put in place are proportional and pragmatic.

(b) NCSR 4 – 6-10 March 2017 (Sub-committee on safety of Navigation, Communication and Search and Rescue).

i) Traffic Separation Schemes

The Sub-Committee approved the amendments to the existing Long Sand Head two-way route and SUNK Inner precautionary area in the traffic separation scheme "In the SUNK area and in the Northern approaches to the Thames Estuary".

The Sub-Committee approved the establishment of the following new routing measures other than TSSs:

- (i) recommended route "Off the western coast of Izu O Shima Island";
- (ii) area to be avoided "Off Peninsula de Osa in the Pacific coast off Costa Rica";
- (iii) area to be avoided "Tubbataha Reefs Natural Park Particularly Sensitive Sea Area (PSSA) in the Sulu Sea" as an associated protective measure.

The new measures detailed above to be implemented six months after adoption by the IMO Committee, i.e. on 1 January 2018 at 0000 hours UTC.

ii) Revised Global Maritime Distress and Safety System (GMDSS)

Also discussed was a revised Global Maritime Distress and Safety System (GMDSS) Plan to include Iridium (in addition to INMARSAT) and to write out the compulsory carriage of obsolete items. The target date is 2024.

iii) Review of Radar v AIS Search and Rescue Transponders (SART)

It was noted that the NCSR Sub-Committee considered information provided by the United States presenting a review of the radar SART versus the AIS-SART and concluding that the AIS-SART was more cost-effective and considered to be a better technology for search and rescue purposes. The Sub-Committee was invited to consider a proposed draft COMSAR circular on this matter.

The NCSR Sub-Committee noted a general preference for the use of AIS-SART over the radar SART and agreed that more technical information would be needed to take a final decision. In this context, it was noted that an amendment in SOLAS chapter IV would be appropriate to address this matter.

iv) VHF DSC MOB Class M devices

The operational use of new Digital Selective Calling (DSC) Class M devices had been referred by NCSR to Joint IMO/ITU Experts Group and the ICAO/IMO Joint Working Group, for detailed consideration at their next meeting and to provide advice to NCSR 4, as appropriate.

NCSR received comments provided by the United Kingdom on the operational use of new DSC Class M devices. It was noted that these personal devices were to support the recovery of individuals in man overboard (MOB) situations. The United Kingdom expressed its concerns on the use of these devices, and other personal devices operating on maritime safety frequencies, in mass rescue operations.

NCSR noted that there were some concerns because these devices were readily available, but not recognised by IMO, older AIS display devices might not display a MOB symbol and in a mass rescue operation could clog-up the DSC system.

As an observer, Stan Honey noted that AIS Fishing Net Tracking Buoy Locators were available on the market for less than \$200 and that Race Committees are starting to use them. By using these beacons on the start line marks the competing yachts no longer need to 'ping' the line which can be a source of potential pre-start collision.

v) Medium-altitude Earth Orbit Search and Rescue system, (MEOSAR) GMDSS Satellite Services

The MEOSAR system commenced on 13 December 2016 with the anticipation that the initial Full Operational Capability (FOC) would be achieved in 2019.

It was noted that existing 406 MHz beacons, known as First Generation Beacons, would be fully compatible with the MEOSAR system, so that there would be no requirement to replace existing beacons and that the second-generation beacons, currently under development, and anticipated to become available in 2018, would provide better performance and additional functionality, and thereby eventually improve the performance of the Cospas-Sarsat system as a whole. Once fully operational, the MEOSAR system will offer advantages by providing transmission of the distress message, and independent location of the beacon, with a near real time worldwide coverage. The MEOSAR system also will facilitate other planned enhancements for Cospas-Sarsat beacons, such as a return link transmission that will allow the beacon to provide to the user a confirmation that the distress message has been received. The large number of MEOSAR satellites that will be in orbit when the system is fully operational will allow each distress message to be relayed at the same time by several satellites to several ground antennas, improving the likelihood of detection and the accuracy of the location determination.

Training material (video modules) on the Cospas-Sarsat system in general, and the MEOSAR system in particular was expected to be available on the Cospas-Sarsat website by the end of 2017.

The International 406-MHz Beacon Registration Database (IBRD), will be undergoing a comprehensive redevelopment in the near future. The IBRD is available at no cost to users with no access to national registration facilities or that wish to upload their national records to ensure 24/7 access for RCCs. It was further noted that through registering beacons in the system, the IBRD also aimed at helping Administrations to facilitate proper registration by beacon owners while avoiding administrative costs and inconvenience to their governments.

Contracting Governments with 406-MHz beacon registration databases should

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investigate the usefulness and appropriate methods of adding fields or using existing fields within their databases, to permit the association of a 406-MHz beacon's Hex ID with the IDs of one or more combined-device transmitters, including an AIS ID (e.g. for an EPIRB-AIS combined device) and other types of IDs that might be associated with other combined-device transmitters.

- (c) MSC 98 – 7-16 June 2017 (Maritime Safety Committee).

Verbal report combined with report from MSC 97; written report to follow.

- (d) MEPC 71 – 3-7 July 2017 (Marine Environmental Protection Committee).

Seeking to develop advice on the disposal of fibreglass vessels, MEPC has invited delegations and international organizations to forward information that could be of assistance, for example, on best practices, guidance or case studies on the recycling and/or destruction of fibreglass vessels.

The Chairman noted that the European Boating Association (EBA), European Boating Industries Association (EBIA) and International Council of Marine Industry Associations (ICOMIA) are forming a committee to look at the design of new boats either at METS (November 2017-NED) or Dusseldorf BOOT (January 2018-GER).

- (e) Piracy

The most recent published guidance: www.sailing.org/piracy was noted and the Chairman gave a verbal update. The IMO Bureaus note three areas of piracy concern:

- i) Gulf off Guinea off Nigeria
- ii) Malacca Straits
- iii) Off Somali and the Gulf of Aden (Horn of Africa)

The Chairman advised that the guidance published on the sailing.org website will be updated. The advice remains: do not take a small boat through the Gulf of Aden.

4. International Standards Organization

- (a) The World Sailing June 2017 ISO/TC188 Small Craft Liaison Report was noted.
- (b) Stability standard – ISO 12217 is due for review in 2020 no concerns have been reported with Part 2 of the standards which specifies methods for evaluating the stability and buoyancy of intact (i.e. undamaged) boats of hull length of greater than or equal to 6m.
- (c) Scantling standard – ISO 12215
 - i) Part 7 – Scantling determination of multihulls, is due to be published shortly as an ISO standard. It was noted that scantlings derived from this part are primarily intended to apply to recreational craft, not for racing craft that are only performance oriented and excludes boats designed only for professional racing.
 - ii) Part 10 – Rig loads and rig attachments, is progressing as a work item
 - iii) Part 5 – Design pressures for monohulls, design stresses, scantlings determination; a revision of the standard completed a Draft International Standard ballot on 26 October 2017. Considerable editing is required to improve the English in the draft.

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- (d) ISO 11812- Watertight cockpits and quick-draining cockpits is under review but may take another two years.
- (e) ISO 15085 Man-Overboard Prevention and Recovery is under review to address the EU RCD requirement for person unaided to get back on board a boat. A revision of the standard has been proposed. Once agreed it will permit comments made during last year's OSR sub-committee meeting on push pit guard rails and wires to be addressed.
- (f) ISO 15083 Bilge-pumping systems is under revision. The Chairman highlighted [in relation to a Special Regulations submission] that the Scope of the current standard is "to remove normal accumulations of bilge water; the standard does not set requirements for bilge pumps or bilge-pumping systems designed for damage control."

5. Regulatory Information from Regional and other Organisations

(a) European Boating Association

i) EU Directives

The Water Framework Directive may affect docks, harbours, ports and marinas in relation to dredging silt.

EU Biocides Regulations in relation to anti-fouling paint and the transfer of invasive aquatic species may require recreational craft to prove they are not impacting the environment

ii) Offshore renewable energy and Traffic Separation Schemes

The Chairman noted that the North Sea (GBR, BEL,NED,GER) is rapidly filling up with renewable energy installations that there is a need to harmonise right of navigation rules through adjoining national installations.

As an observer Stan Honey felt that the current systems used in US ports where yachts could race through Traffic Separation Schemes under certain conditions was working well.

6. Reports from Commission Members

(a) Finland

Patrick Lindqvist noted that there was government pressure to phase out pyrotechnics on pleasure boats. Locally, it is currently at the boat owner's choice.

(b) Greece

Eleni Matzaridou highlighted the issue of cyber security and cyber risk management. She noted a recent incident where the email system of a yacht marina was hacked and visiting yachts booking payments stolen.

7. Any Other Business

There being no other business, the Chairman closed the meeting at 1120.