



The International Regulations Commission met at 09:30 – 13:30 hours on Saturday 5 November 2016 at the Renaissance Barcelona Fira Hotel, Barcelona, Spain.

1. Opening of the Meeting	1	6. Regulatory Information From Regional and other Organisations	5
2. Minutes of the Previous Meetings	1	7. Reports from Commission Members	5
3. Submissions	1	8. Any Other Business	6
4. International Maritime Organization	2		
5. International Standards Organization	4		

Present:

Stuart CARRUTHERS (GBR) - Chairman
Michael STOLDT (GER)

Patrick LINDQVIST (FIN)
Paddy BOYD (CAN)

Apologies:

Adrienne CAHALAN (AUS)

Abraham ROSEMBERG (BRA)

Others Present:

Simon FORBES (Technical and Offshore Manager)
Norbert MARIN (Technical Specialist)
Javier BLANCO (Technical Specialist)

Jason SMITHWICK (Head of Technical and Offshore)
Chuck HAWLEY (US Sailing)

1. Opening of the Meeting

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

2. Minutes of the Previous Meetings

(a) Minutes

The minutes of the International Regulations Commission meeting of 7 November 2015 (circulated and approved after the meeting) were noted and signed as a true record. 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. Submissions

- (a) Submission 005-16 from the Board regarding the creation of a Sustainability Commission was noted. There was some concern from the Committee about what sustainability represented and what it meant for World Sailing. It was felt that it was had not been adequately set out in the submission. Furthermore, Michael Stoldt considered that point h) of the submission was in opposition with World Sailing "Consultative Status" at the IMO. This made the submission difficult to support. Concern was expressed that the proposal might simply encompass an environmental dimension without integration of the economic and social dimensions. If that was the case there are numerous examples where environmental demands and the so called 'precautionary principle' which regularly operates in areas complicated by high levels of scientific uncertainty have had the potential to impact on our sport adversely. The committee also felt that, if this new Committee was formed, then there should be a

International Regulations Commission Agenda (cont.)

link with the International Regulations Commission to make sure that there is synergy between both Committees.

4. International Maritime Organization - IMO

- (a) The following reports on the IMO meetings attended by the Chairman and other members of World Sailing since the last meeting of the International Regulations Commission were received:
- i) NCSR 3 - 29 February to 4 March 2016 (Sub-committee on Navigation, Communication and Search and Rescue).
 - A number of new and amended Traffic Separation Schemes were approved;
 - A recommendation to the Maritime Safety Committee that Galileo should be recognised as a future component of the WWRNS to encourage a broader use of multi-constellation solutions for the benefits of all users and, as such, improving safety at sea;
 - A report was provided by IMSO on the technical and operational assessment for recognising the Iridium mobile satellite system as a GMDSS satellite service provider. The United States submitted a proposal for completing recognition of Iridium which was supported by the majority of delegations and it was agreed that Iridium could be incorporated in the GMDSS upon confirmation that any outstanding issues were resolved. World Sailing is urged to support this view;
 - NCSR invited MSC to approve the outcome of the GMDSS review and to develop the modernisation plan. It was noted that the modernisation plan states that *requirements for alerting and locating equipment are based on the concept that radio and/or EPIRBs will provide the alert and location of a vessel in distress. SARTs, pyrotechnic distress signals, highly visible colours for survival craft and flotation equipment, and locating lights are all intended to assist rescuers on-scene or close to the scene to locate survivors.* The different concepts of alert and location are now recognised by IMO and there is now considerable interest in the use of AIS-SART as a location device. As a result, a new work item beginning in 2016 may result in a performance standard for beacons that have both 121.5 MHz homing signals and AIS location;
 - It was noted that some administrations had expressed concerns about the multitude of new devices available which use AIS technology, without adequate provision for assignment and use of identities in the maritime mobile service. In general, it was agreed that unregulated targets should be displayed differently than normal AIS targets, to clearly indicate the type of response required from the crew on the ship and that a closed list of "agreed devices" which were allowed to operate on AIS 1 and AIS 2 should be created and all other devices should operate on alternative frequencies.
 - ii) MEPC 69 – 18-22 April 2016 (Marine Environment Protection Committee)

It was noted that the number of Contracting Governments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention) on 18 April 2016 was 49, representing 34.79% of the world's merchant fleet tonnage. The Committee urged those States which have not yet ratified the Convention to do so at the earliest possible opportunity. As a result, Finland handed over its acceptance of the BWM Convention on 8 Sep 2016 bringing the combined tonnage of contracting States to 35.1441%. The convention stipulates that it will enter into force 12 months after ratification by a minimum of 30 States, representing 35% of world merchant shipping tonnage. As such it will enter force on 8 Sep 2017.

iii) MSC 96 –11-20 May 2016 (Maritime Safety Committee)

MSC approved the outcome of the Detailed Review of the GMDSS (NCSR 3 above) and the continuation of the project in developing the Modernization Plan;

MSC endorsed the recommendation to incorporate Iridium into the GMDSS and that NCSR, would advise MSC when the issues identified have been complied with.

Stanley Honey as an observer shared his experience when he and his crew found a boat full of illegal immigrants near Gibraltar Strait. The advice he received from the authorities was to monitor the vessel from a distance but not to attempt a rescue due to the risk involved.

iv) MEPC 70 – 24-28 October 2016 (Marine Environment Protection Committee)

(b) Piracy

Since 2005, IMO has focused on piracy off the coast of Somalia, in the Gulf of Aden and the wider Indian Ocean. It is currently implementing a strategy for enhancing maritime security in West and Central Africa, in line with the region's maritime security agreements. IMO, with support and cooperation from the shipping industry, has through the years developed a number of anti-piracy measures, which have contributed towards the mitigation of the negative impact posed by piracy worldwide.

IMO has adopted appropriate guidance aimed at addressing maritime security, piracy and armed robbery against ships. This includes Guidance to Governments, ship owners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships; investigation of offences and the use of armed personnel on board ships. Best Management Practices (BMP), which were developed by the shipping industry, outline the appropriate procedures to be employed when responding to acts or attempted acts of piracy and armed robbery against ships in specific regions. The IMO supports the Best Management Practices, which have been disseminated publicly by the Organization.

Regrettably none of this makes it any safer for recreational craft. It is judged that the permissive conditions ashore that were present at the start and height of piracy remain. Whilst merchant vessels are able to implement self-protection measures and employ armed guards to protect themselves, a

sailing vessel cannot.

5. International Standards Organization

(a) ISO/TC188 Small Craft Liaison Report.

Stuart Carruthers, Chairman International Regulations Commission has continued to represent World Sailing on ISO Technical Committee 188, the recreational boating industry's main forum to develop standards for small craft to 24m length of hull with support from Jason Smithwick and Simon Forbes who have been specifically involved in WG18 to develop hull construction standards.

(b) ISO 12217

The three parts of the ISO 12217, the Stability standards have now been published and harmonised within the EU.

(c) ISO 12215

ISO 12215 Hull construction and scantlings - Part 5: Design pressures for monohulls, design stresses, and scantling determination is under revision and is on a three year development track which started on 3 Jun 2016.

ISO 12215 Hull construction and scantlings – Part 7: Scantling determination of multihulls has been approved by TC188 as a New Work Item and it is planned to submit the draft information standard once agreed for vote. A delay in progressing the draft has been caused primarily by the complexity of the subject. World Sailing would be well advised to check the draft of Part 7 to ensure that it fully meets their requirements.

ISO 12215 Hull construction and scantlings – Part 10: Rig loads and attachments has been approved by TC188 as a New Work Item and it is planned to submit the draft information standard once agreed for vote.

(d) ISO 16315

ISO 16315 Electrical propulsion systems, was approved in parallel final approval voting in ISO, IEC and CEN and published on 16 March 2016.

(e) ISO 12401 – Part 6

ISO 12402 Personal flotation devices — Part 6: Special application lifejackets and buoyancy aids - Safety requirements and additional test methods. The development of this part of the standard which contains a specification for an offshore sailing lifejacket which is based entirely on the Specification set out in OSR 5.01 for MoMu 0, 1 and 2 category races. Progress has been slower than expected because it is linked to the other nine parts of the standard which are all being revised together at the same time and in particular Parts 2 and 3 which are the performance standards for level 275N and 150N lifejackets upon which the offshore sailing lifejacket is based. It is Part 2 and 3 that specify that where a ride-up prevention system is supplied as part of a device the strength tests in accordance with ISO 12402 Part 9 shall be conducted with the ride-up prevention system correctly fitted.

6. Regulatory Information from Regional and other Organisations

(a) European Boating Association

i) EU Directives

There are three main issues facing European boaters of all disciplines at the moment. These are:

- The prevention of invasive alien species;
- Biocides used for antifouling;
- Disposal of old boats.

The first two of these are linked. The European Commission has introduced regulation concerning invasive alien species (IAS), but at the same time appeared is prohibiting the use of effective biocides in antifouling to inhibit growth on boat hulls through the biocides directive. The European Boating Association has prepared a Code of Conduct on Recreational Boating and Invasive Alien Species on behalf of the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention). Among other things, the Code of Conduct recognises that appropriate anti-fouling coating systems and good maintenance are the best way of preventing biofouling accumulation, which therefore minimises the risk of introduction and spread of aquatic IAS.

The Disposal of old boats is an issue that is gaining some traction as the industry gradually wakes up to the fact that the materials that are used to construct most recreational craft (GRP, FRP, Carbon Fibre) are not sustainable because recycling is not economic and there is little use for the recycled products. The idea of a circular economy, like in the car industry, where up to 85% of the car is getting recycled, was suggested as the model to follow.

ii) Offshore renewable energy

iii) Traffic Separation Schemes

(b) Other Reports

7. Reports from Commission Members

Paddy Boyd reported in the current problem in Canada with invasive species such as the Zebra Mussel and the highly aggressive Asian Carp. A big battle to avoid the introduction of the Asian Carp in the Great Lakes is currently ongoing.

The use of pyrotechnic distress flares and its comparison with the equivalent electronic devices based on LED lights was discussed. At the moment, there is no electronic device capable of producing the amount of light a pyrotechnic distress flare is capable of producing, 30,000 candles in 40 seconds. However

International Regulations Commission Agenda (cont.)

pyrotechnic flares are used in rare occasions and are difficult to dispose of once they reach its expiry date. These are some of the reasons why they are being phase out for its LED equivalent.

8. Any Other Business

There was a strong support for the continuity of this Commission for the next quadrennium. The work of the Commission which includes representation in different Regulatory and Technical Organizations is paramount for World Sailing.

There being no further business the meeting finished at 11.10.

Appendix 1 – Programme of IMO Meetings for 2016-2017

Name of the Meeting	Session number	Date
Maritime Safety Committee (MSC)	97	21 – 25 November 2016
Sub-Committee on Safety of Navigation, Communication and Search and Rescue (NCSR)	4	6 – 10 March 2017
Marine Environment Protection Committee (MEPC)	71	8 – 12 May 2017
Maritime Safety Committee (MSC)	98	5 – 16 June 2017