The International Regulations Commission met at 09:30 – 14:10 hours on 6 November 2009 at the Paradise Hotel, Busan, Korea.

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**Present:**
- Alan GREEN (GBR) - Chairman
- Michael STOLDT (GER) – Vice Chairman
- Paddy BOYD (IRL)
- Ken KERSHAW (GBR)

**Apologies:**
- Glauco BRIANTE (ITA)
- Adrienne CAHALAN (AUS)
- Stuart Carruthers (GBR)
- Carl Gerstroem (DEN)
- Joseph Mellino (USA)
- Jean-Bertrand Mothes-Masse (FRA)
- Abraham ROSEMBERG (BRA)

**Others Present:**
- Simon FORBES (Technical Manager)
- Henry THORPE (Technical Co-ordinator)
- Norbert MARIN (Technical Co-ordinator)
- Patrick LINDQVIST (FIN) – Chairman Special Regulations
- Dave Irish (ISAF Vice President)
- Jason SMITHWICK (Head of Technical)
- Phil Jones (AUS)

**1. Opening of the Meeting**

The Chairman opened the meeting by welcoming the members and observers. Unfortunately several new members of the Commission were unable to attend.

The Chairman noted that the Terms of Reference of the Commission in ISAF Regulation 43.6 and 43.7 were very broad – devoted ‘inter alia’ to the avoidance of unnecessary legislation in not just yacht racing but all recreational boating, and representation, in conjunction with MNAs and other bodies, of the interests of all users of recreational craft.

**2. Minutes of the Previous Meetings**

(a) Minutes

The minutes of the International Regulations Commission meeting of 7 November 2008 were noted.

(b) Executive Committee Minutes

The minutes of the Executive Committee February 2009 meeting regarding the Commission were noted.
(c) Minutes - matters arising

Minute 1(b) – The Chairman reported that following consultation with the Chairman of the Offshore Special Regulations Sub-committee it had been concluded to maintain the current situation and not at this time to create a specific ISAF-recommended minimum list of requirements for single-handed oceanic sailing. Vice President David Irish was pleased to advise that closer liaison could be expected between ISAF and the organizers and sailors in oceanic single-handed races under the Oceanic Concordat being worked on by Oceanic and Offshore Committee chairman Jacques Lehn.

Minute 2(a)(ii) - 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, International Maritime Organization (IMO) document MSC.1 Circ. 1281 had been published on 22nd December 2008 (see Appendix D, pleasure craft). The Guidelines may be followed by national maritime administrations and also contain information and best practice guidance to operators of pleasure craft. (Appendix D and other relevant IMO docs to be posted on the ISAF web site).

Minute 2(a)(iii) The Italian proposal to change the International Regulations for Avoiding Collisions at Sea (COLREGS) had been removed from the IMO work list. The latest indications from the Italian Sailing Federation (FIV) are that this matter is ‘sleeping’. The Chairman emphasized the importance of promoting basic competency training in all areas to avoid a repetition. Following the last Commission meeting, a meeting was held in London between RYA / ISAF / Italian Government and Greek Government representatives.

ISAF had recently appointed Dan Jaspers as Training and Development Manager and it was agreed that the Executive would be asked if his remit could include promotion of basic competency training including a knowledge of COLREGS noting also that voluntary adoption of best practice measures is the most effective counter to would-be legislators. (The training to be directed not solely at sailing boat operators but also power boat users). (Action: Chairman).

It was suggested that ISAF should produce a ‘flyer’ taken from examples from RYA/US Sailing/Canadian Yachting Association to communicate through MNAs and ISAF ‘Making Waves’.

Minute 2(c)(ii) The Chairman reported that a new range of on-board direction finding equipment for 406MHz and also 121.5 MHz was now on the market: www.rhotheta.com.

Minute 8 – Shipping Containers – The Chairman had held a meeting with Peter Hinchcliffe, Marine Director of the International Chamber of Shipping (ICS) regarding the loss of shipping containers at sea and their potential danger to small craft. ICS acknowledged that there was room for improvement in container stowage and concurrent with the meeting had published a new guidance handbook to the industry, with copies to the IMO and ISAF: Safe Transport of Containers by Sea – Guidelines on Best Practices.

According to Vero Marine Insurance, http://www.veromarine.co.nz/dirvz/marine/marine.nsf/Content/PhotoFeature0007 at any given time, between 5 million and 6 million boxes are in transit. The Through Transport Club calculated that the total number lost over the side was probably less than 2,000 per year. Despite several incidents a year (estimate) reported in which small vessels considered it likely that collision with a container was responsible, no positive evidence had been collected by ISAF. The matter rests at the moment.
Minute 9(i) - Mandatory requirement for AIS transponders for small craft in the Bosphorus in Turkey, but not on recreational craft. (see email correspondence in Appendix 2 below)

Minute 9(j) - Commission Membership – the Chairman was pleased to report that Australia was represented at the Commission by Adrienne Cahalan and although she was not able to be present, he was pleased to welcome Phil Jones (CEO, Yachting Australia).

3. International Maritime Organization

(a) To receive reports on the IMO meetings attended by the Chairman and the ISAF at IMO team since the last meeting of the International Regulations Commission:

i) COMSAR 13 – 19-23 January 2009 (Sub-Committee on Radio Communications and Search and Rescue). Report previously circulated.

ii) BLG 13 – 2-6 March 2009 (Sub-Committee on Bulk Liquids and Gases) Report previously circulated, noting in particular the participation of ISAF in the IMO correspondence group whose 49 page draft IMO Guidelines document is included in the Report of the intersessional correspondence group on development of measures to minimise the transfer of invasive aquatic species through bio-fouling of ships submitted for consideration at BLG 14. 

ISAF is seeking separation of the 2 page Appendix A-1 Biofouling Management guidelines for recreational craft of length overall less than 24m so that it becomes a stand alone document.

The meeting of BLG 14 on 8-12 February 2010, will agree the format in which documents go to the Marine Environment Protection Committee (MEPC 60, March 22-26) for IMO’s effective final stamp of approval. The Chairman underlined that the February meeting would be critical.

Michael Stoldt noted that the Australian Administration supported the separation of Appendix A1, which he felt was most important to achieve. He also noted that 95-98% of all German yachts never cross a ‘bio-border’ and it seemed likely that only a very small percentage of leisure craft in the world made such voyages. He proposed and it was agreed that ISAF should strongly lobby MNAs to urge their national maritime authorities to press hard at BLG14 for Appendix A-1 to become a separate document.

(b) IMO Other Reports

i) Piracy- Maritime Security Centre Horn Of Africa (MSCHOA)

The Chairman reported that MSCHOA had asked for ISAF assistance and following a meeting with EU naval HQ, Guidelines on piracy and armed robbery were published by MSCHOA and ISAF on their websites. (www.mschoa.eu). 

The Chairman on behalf of ISAF had attended a piracy conference in Portsmouth, UK where the ISAF/MSCHOA guidelines were noted. The Baltic and International Maritime Council (BIMCO) security advisor Peter Cook had offered some additional notes to ISAF and it was agreed that they should be included in updating the advice on the ISAF Website.
ii) TSS – Traffic Separation Schemes

It was agreed to reiterate to MNAs that they should watch carefully for proposed new Traffic Separation Schemes (TSS) or Particularly Sensitive Sea Areas (PSSA) in their regions and contact ISAF if they have any small craft access or routing concerns to be raised at IMO.

iii) AIS (Automatic Identification System)

- AIS transponders compulsory for small commercial craft in Turkish waters – See Appendix 2.
- Satellite detection of AIS - see Appendix 3.
- AIS A recommended for yachts sailing solo

- AIS A transmissions cannot be inhibited by Vessel Traffic Services (VTS), while Class ‘B’ can be inhibited. For this reason and also because Class A transmits on 12.5 watts but class B on only 2 watts (allowing a longer range to be available to Class A sets ) yachts sailing solo should consider opting for Class A. Correct aerial siting including maximum aerial height is also important (see IMO Guidelines on installation of shipborne AIS – S/N Circ 227).

- Michael Stoldt noted the use of AIS virtual markers for windfarms. (Virtual AIS as Aids to Navigation will be the subject of an International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Workshop to be attended for ISAF by the Chairman January 25th-28th 2010).

(c) The Chairman reported that IMO continues to have an interest in small non-regulated craft crossing oceans. Maritime Safety Committee (MSC) this year again drew attention to MSC Circ. 1174 (originated by Chile with assistance from ISAF, urging small craft outside ISAF Offshore Special Regulations and similar regulations to carry minimum basic equipment etc).

(d) The International Aeronautical and Maritime Search and Rescue manual (IAMSAR) is still without a version more suited to small craft. Knowledge of IAMSAR is a requirement in the ISAF Offshore Special Regulations offshore personal survival training course.

(e) The Chairman noted that the IMO Exceptional Bravery Award was to be presented on 23rd November 2009. It is very satisfactory for the sailing community that IMO has an awareness of recreational sailing such that:-

"At its 102nd session (June 2009), the Council endorsed the decision of the Panel of Judges to bestow the 2009 IMO Award for Exceptional Bravery at Sea jointly on US citizens Maurice and Sophie Conti, nominated by the Government of New Zealand. The Contis rescued, in rough seas, three crew members from the yacht Timella, which had grounded and then sunk, off a remote South Pacific coral reef. The Contis are non-professional sailors who, at the time of the incident, were sailing with their young family. They planned and executed the rescue in the middle of the night (12 13 October 2008), exposing themselves to considerable risk, in the absence of marine/aviation rescue assets."

Nominations for the 2010 Awards must be submitted by 15th April 2010 and can be put in by governments and non-Governmental organizations (NGOs) including ISAF. Proposals should be sent to Int. Regs. Chairman.
4. **International Standards Organization**

Ken Kershaw highlighted that ISO International Standards are not in themselves International or National regulations unless invoked by other regulations.

(a) **Quick Release System Trapeze Harnesses – ISO 10862.**

Ken Kershaw reported that the Quick Release System Trapeze Harness – ISO 10862 has now been adopted as a full International Standard. In the European Union the standard is invoked by the Personal Protective Equipment Directive (PPE). This means that in the EU any quick release trapeze harness has to be manufactured in accordance with the standard. No one was manufacturing any at the moment as far as he was aware. The legislation applies at the first point of sale, the retailer.

(b) **Stability standards. – ISO 12217**

Ken Kershaw reported that three amendments had been made during the year relating to Part 1 -non-sailing boats.

Part 2 – sailing boats over 6 metres, is under review relating to monohull sailing craft. One issue was the limiting formula categorizing vessels by RCD category in relation to their angle of vanishing stability and displacement. No Mini Transat yacht satisfies the existing requirement for Category A. France are lobbying to limit the effect of displacement. An alternative approach was being considered which included using the area under the righting moment curve, which could be a better test whilst not bringing within Cat A the rest of the small boats. Some Mini Transats would not comply but he felt this would be a more technically sound approach. A second issue was that the Stability Index (STIX) working Group had decided not to make significant changes. Some changes regarding multihulls were under debate but these were in their infancy.

(c) **Scantling standard – ISO 12215**

Ken Kershaw reported that part 9 –Appendages and Rig Attachments had been a big struggle to become a ‘Final Draft International Standard’ (FDIS) at the meeting in June 2009. Subsequently ISO have agreed to put back Part 9 as a work item and so it is still a draft International Standard (DIS).

(d) **Liferaft standard - ISO 9650**

Ken Kershaw noted that no international directive mandates the standard and as far as he was aware no countries have in-depth legislation regarding leisure liferafts. The Offshore Special Regulations invoke ISO 9650 and addition ISAF requirements. There is no independent mandatory checking of these liferafts. There is increased concern that some liferafts placed on the market claiming compliance with the standard, do not comply when tested. The UK Maritime Coastguard Agency (MCA) and the UK Lifeboat Institution (RNLI) had formed a working party which includes Alan Green and Ken Kershaw to conduct a short series of meetings to look at very serious failings of yachtsmen’s liferafts and why some liferafts do not do ‘what it says on the box’.

Paddy Boyd noted that the market for leisure liferafts was very price sensitive for an item the owner is not expecting to use. Consumer legislation seemed to be the only current legal recourse, but was not very effective for this purpose.

Liferaft Servicing - Ken Kershaw noted that Fishing Vessels in the UK needed a voluntary standard for Non-Solas Liferaft servicing. The Maritime and Coastguard Agency (MCA) Safety Equipment Advisory Committee was expected to sponsor an amendment to the ISO 9650 standard in the form of an additional Part IV setting out a servicing routine.
(e) Standardisation of Distress Flares firing mechanisms

Following the request at the last meeting, Ken Kershaw advised that he had been appointed to the appropriate ISO Working Party. He requested from this Commission as much information as possible on the various firing mechanisms in distress pyrotechnics currently on the market.

Paddy Boyd noted that the RNLI (UK Royal national Lifeboat Institution) have changed distress pyrotechnics supplier and issued new instructions to their crews.

The Chairman noted that the issue arose from evidence given by Bryan Willis as Chairman of the Jury for the Volvo Ocean Race. It was noted that some of the main manufacturers are: Hansson, Pains Wessex, Chemring (AUS), RFD Survivetech (AUS), Ningbo Zhen-hua Electrical Equipment (CHN). It was agreed that ISAF would write to these manufacturers asking what firing mechanisms they use on maritime pyrotechnics.

Chairman’s note: (Under SOLAS LSA Code 4.5.2 a hand-operated flare may “be operated from the bottom (safe end) or…contain…an operational safety delay of 2s”. It may be considered that a 2s delay is dangerous to an untutored person who could suppose that the flare was not working and be tempted to examine it).

Paddy Boyd recommended that a clear pictorial diagram should be required in every case.

(f) Lifejackets

Ken Kershaw advised that regarding Level 150 lifejackets there was an initiative from BSI who have founded a working group in early December which highlights the problems with crotch straps. He also noted that ISO may consider a new standard for small craft Personal Flotation Devices (PFDs). There are no current standards which look at PFDs over a prolonged time or in a seaway.

Chairman’s note: (An ISAF Working Party on crotch straps reported during the current ISAF conference to the Oceanic and Offshore Committee and Special Regulations SC. As a result crotch straps would be required by Offshore Special Regulations to be fitted to both harnesses and lifejackets, with minimum breaking strains to be specified but capable of lifting the weight of the wearer).

(g) Availability of ISO Standards – RCD Web

The ISAF Secretariat has access to all standards relevant to yachting.

A system had been developed by the RYA and BMF (British Marine Federation) to enable subscriber access to a group of standards at less cost than that of individual standard purchase.

RCD Web - www.rcdweb.com – offered all standards relating to the EU Recreational Craft Directive but not those invoked by the Personal Protective Equipment Directive. The cost of all standards on RCD Web was £440 plus VAT = £506 for a 12-month subscription, with a 12-month renewal charge of £140 plus VAT = £161.

The commission agreed to make trial draft summaries of one or two standards including direct quotations of not more than 10% of each (which is permitted by copyright) to try to produce guidance of value to the end user without repeating technical detail of interest only to a manufacturer.
5. Juvenile Singlehanded Sailing

The Committee considered whether it should recommend to the Executive an ISAF policy position on oceanic single-handed sailing by juveniles.

Phil Jones (observer) noted a current high profile attempt of Ella’s Pink Lady and her 16 year old girl skipper to establish a record as the youngest non-stop solo circumnavigation. This raised questions such as:

- “At 16 can one accumulate enough experience to consider whether the voyage is appropriate? and
- “at 16 have you the physical strength and stamina to meet the demands of dealing on your own with a long, hard and stressful voyage?”

There were also questions of appropriate skills and training.

The Commission agreed that parents who ignored these considerations and took the view: ‘jolly good go out and do it’, should be roundly condemned.

The World Sailing Speed Record Council had confirmed that they no longer recognise ‘human condition’ records such as youngest person to sail a particular voyage, etc.

Phil Jones advised that Yachting Australia (YA) supported the WSSRC view. YA also believed that it would be very unusual for a 16 year old to have sufficient experience to sail round the world. He noted that the current attempt was sponsored by a media company. He noted that the minimum age for a Yachtmaster qualification is 18.

Paddy Boyd noted that regarding human condition benchmarks, some MNAs have long-term Athlete Development Programmes which guide what the athlete gets involved with at certain ages.

Michael Stoldt believed that ISAF should neither be seen to promote these attempts nor that the attempts should be under ISAF conditions. However ISAF cannot prevent people from setting out.

The Commission agreed that:-

- Neither ISAF nor the WSSRC will recognize sailing records which depend on a human condition (e.g. "youngest", “oldest”, etc.).
- Before undertaking a daunting voyage appropriate experience and skill should be acquired at least comparable with that of a Yachtmaster (Ocean).
- Any form of promotion including commercial promotion of a voyage without proper regard for the safety and well-being of the young person involved, was irresponsible.
- The ISAF/WSSRC refusal to recognize records depending on a human condition, set a precedent which could be followed by other record-keeping bodies including e.g. the Guinness Book of Records. The Chairman would discuss this with the GBR.

6. Windfarms

The Deutscher Segler Verband had achieved a change to German federal law whereby, in a safety zone established according to Article 60 around a wind farm, boats under 24m would be allowed to navigate provided there was no danger posed by the boats, that the crews were well educated in maritime matters and that there was at least 400m distance between each tower.
However the commission was concerned that national maritime administrations may seek to establish ever-larger safety zones around windfarms or other offshore installations with an unwarranted restriction on navigation particularly for pleasure craft. The Commission agreed that there was in general no safety case or environmental risk to justify the exclusion of small craft from wind farms.

On the suggestion of Michael Stoldt the commission agreed to have informal talks with IMO regarding the interpretation of Article 60 of UNCLOS (United Nations Convention on Law of the Sea Artificial Islands, installations and structures in the exclusive economic zone). Initial questions should include:

- Is there a legally binding duty on an administration to declare a safety zone around a windfarm ? and
- When Article 60 was drafted, was it thought that a safety zone would cover an area as large as 600km² ?

The expectation was a "no" to both questions. (Since the meeting these question have been posed and the answers were “no” to both).

It was agreed that the Chairman and Michael Stoldt would prepare appropriate input to IMO. (This would be either via MSC 97 (May 2010), and/or NAV 56 (July 2010) and/or a correspondence group established at IMO to consider Guidelines for consideration of requests for safety zones larger than 500m around artificial islands, installation and structures in the EEZ due to report to NAV 56.)

The commission agreed that administrations should be urged only to consider a limit on navigation when there is a proven safety case or environmental risk.

7. Regulatory Information From Regional and other Organisations

(a) European Boating Association

A report from the EBA was noted.

(b) Canada

Paddy Boyd reported on a meeting of the Canadian Marine Advisory Committee, a stakeholders meeting which is held twice a year. He noted that there was compulsory legislation on the wearing of lifejackets on boats under 6m – there being many incidents involving hunting and fishing. Personal Flotation Devices (PFDs) standards are being harmonised with USA and US Coastguard requirements will move to ISO standards. There is a compulsory licence scheme for mechanical-powered pleasure craft requiring a Pleasure Craft Operators Card. This had been introduced by Transport Canada early in the decade. The card could be obtained by an on-line test, but proper checks and balances were lacking, with other people standing in for the applicant or taking the test with the text book open. In the tourist industry for visitors from outside Canada could show appropriate licensing such as International Certificate of Competence.

(c) Spain/France

Some reported difficulties emphasized that good relations and co-ordination essential between MNAs and sailing organizations on the one hand and national maritime administrations and local harbour and SAR authorities on the other. Recent reported problems: the Regatta Costa Maresme, Calatonia, 3rd/4th October 2009 which was cancelled at the last moment and turned away 100 sailors (RFEV is investigating).
The Clipper Race was reported to have scheduled a start in French waters without going through the normal consultation and permission-seeking process. Further enquiries would be made.

8. **Any Other Business**

(a) **Yacht construction liability issues**

Phil Jones (CEO of Yachting Australia, observer) highlighted the civil action case against the builder of the yacht Excalibur, where the plates of the keel were modified by cutting and then welded. The weld failed and the yacht capsized with loss of crew. In a trial the boatbuilder was found guilty and sentenced to 3 years’ jail and appealed the sentence. *(the sentence was later overturned).*

Phil had received questions from the media asking who was liable for plan approval and checks during building.

Jason Smithwick said Offshore Special Regulations (in categories 0, 1 and 2) require the designer to submit structural plans for checking to an ISAF-recognised Notified Body, that the builder has to declare the boat is built to the approved plans, and the same for any significant modification or repair.

Extending the Offshore Special Regulations (OSR) to require in-build survey might be a valid response but the cost would escalate. Maintenance of the vessel was the responsibility of the owner.

Ken Kershaw said a boat placed on the EU market, over 12m, not marked ‘solely for racing’ would be expected to have had between 1-3 visits by the Notified Body during construction. This could be explained in the Offshore Special Regulations together with advise that when commissioning a new boat an owner should consider whether to specify in-build survey by a qualified independent third party.

The Chairman thanked Ken for his offer to draft a submission to the OSR sub-committee on this basis.

(b) **Racing Rules of Sailing and COLREGS – Australia**

Phil Jones (CEO of Yachting Australia, observer) highlighted that Craig Coulson a lawyer in Brisbane had advised the International Etchells Class (Australia) that in Australian states except New South Wales (which has a Special Rule) COLREGS take precedence over RRS. Mr Coulson recommended “the National authority with the cooperation of the State authority (to) lobby the relevant State and Commonwealth Ministers to seek the adoption of the NSW Special Rule across the Commonwealth”.

Michael Stoldt noted that a competitor commits to race under the RRS, though the COLREGS remain in place.

Paddy Boyd highlighted the need for a penalty for a competitor taking part in a race and not actually signing on.

It was agreed the International Regulations Chairman will send to Yachting Australia and International Regulations Commission member Adrienne Cahalan, references to relevant cases from UK and US and also monitor action by Yachting Australia.
Aims for future

The Chairman proposed and it was agreed that the Commission adopt four objectives for the year 2010:

- to create an up-to-date database listing how many recreational craft operate in each MNA area
- to receive a commitment from each MNA to promote training in basic safety and boat handling skills.
- to promote the wearing of lifejackets
- to promote awareness of and respect for the environment.

The latter aim would be followed up in liaison with Vice President Teresa Lara who was expected to take on a new brief to promote the environmentally-friendly profile of ISAF.

There being no further business the meeting closed at 1408.

Attachments:

Appendix 1 – Programme of IMO Meetings for 2010
Appendix 2 – Correspondence regarding carriage of AIS in Turkish waters
Appendix 3 – IMO paper regarding AIS by Satellite
Appendix 1

Programme of IMO Meetings for 2010

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<td>Marine Environment Protection Committee (MEPC)</td>
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<td>Sub-Committee on Fire Protection (FP)</td>
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<td>Diplomatic Conference to revise the HNS Convention, 1996</td>
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Appendix 2

Compulsory carriage of AIS by small commercial craft in Turkish waters

Dear Alan,

I can now confirm that the information I previously provided with regards to mandatory AIS applications for non-solas crafts/vessels which were enforced (or likely to be enforced) by Turkish Authorities were correct. Private (leisure) crafts are excluded and there is no intention or planning for leisure crafts.

However for your update;

I was advised that the mandatory provisions for the non-solas ships/crafts that are used for commercial purposes those are greater that 10 meters in length sailing in the Turkish Straits area have already been enforced to be equipped with AIS since October 2008 for inter alia security purposes.

Non-solas ships/crafts that are used for commercial purposes those are greater that 15 meters in length and sailing outside of the Turkish Straits area are to be carrying AIS in near future.

There are certainly some more details of the provisions nevertheless I do not presume you would be interested. I trust this information satisfies your query and alleviates your concerns.

Kind regards,

Sitki

Capt. B.Sitki Ustaoglu, PhD.
Permanent (Alternate) Representative of
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I do not presume that there is any foreign flagged craft falling under this application since this is solely applied in national waters and we still have a governing cabotage law (act).

However, I shall convey your additional query to my colleague to make sure whether or not it is applied for those crafts flying any foreign flag and visiting the Turkish ports for some reasons.

Kind regards

Sitki.
Appendix 3

Satellite detection of Automated Identification System (AIS)

Work is proceeding under the aegis of the ITU (International Telecommunications Union) following their report ITU-R M.2084 of 2006. The ESA (European Space Agency), together with European industry, is developing a space-based system to monitor maritime traffic on a worldwide basis. Tens of thousands of ships are crossing the oceans at any one time (which could be tracked with a constellation of as few as five satellites, by using advanced signal receiver technology.

Read more: [http://www.esa.int/SPECIALS/Technology/SEMVDZ9NJTF_0.html](http://www.esa.int/SPECIALS/Technology/SEMVDZ9NJTF_0.html).

The present expectation is for a satellite-based system which will:

- exclude Class B AIS (because of volume of signals),
- exclude those AIS Class A units within range of a shore-based tracking station
- make use of a third frequency in future AIS units.

A technical demonstration is planned with AIS antennas on the Columbus module of the International Space Station and it is hoped to have a practical trial in operation in 2011.

There are no implications in the immediate term for satellite detection of AIS to be extended to small craft (AIS class B users) but the security imperative is likely to remain a priority with some governments for the foreseeable future and for this reason information technology which could assist security agencies, is always likely to be developed if it seems feasible.

AG (with acknowledgements to ITU and ESA).

END