

The International Regulations Commission met at 09:30 – 12:15 hours on Saturday 27 October 2018 at the Hyatt Regency, Sarasota, Florida, USA .

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Present:

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

Patrick LINDQVIST (FIN)
Michael STOLDT (GER)

Others Present:

Simon FORBES (Offshore Technical Manager)

Hendrik Plate (Technical Specialist)

Dan Reading (Sustainability Programme Manager)
James DADD (Special Regulations Sub-committee)

Bas EDMONDS (GBR)
Jason SMITHWICK (RORC Director of Rating)

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 4 November 2017 (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 were thanked for their support) 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 few 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. Currently there are items developing of relevance to recreational craft.

Commission members were reminded that IMO documents are available through imodocs website and that they should ask the Chairman for access credentials.

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

The report, which was not available at the last meeting was noted. Issues had been superseded by more recent meetings see MSC 99 below.

(b) NCSR 5 – 19-23 February 2018 (Sub-committee on Safety of Navigation, Communication and Search and Rescue).

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i) Traffic Separation Schemes

NCSR5 approved the establishment of the following new TSSs and associated measures, effective 1 Dec 2018:

- Dangan Channel (Pearl River Estuary);
- Vicinity of Kattegat. (Baltic)

NCSR5 approved the establishment of new and an amendment to the existing routeing measures other than TSS, effective 1 July 2020, as follows:

- Amended areas to be avoided "Off the coast of Ghana in the Atlantic Ocean";
- Precautionary area "Dangan Channel No.2" with the recommended directions of traffic flow;
- Deep-water routes, recommended routes and precautionary area "In the vicinity of Kattegat"; and
- Two-way routes, precautionary areas and areas to be avoided "In the Bering Sea and Bering Strait".

It was also noted that the Oceanic and Offshore Committee were proposing to form a Working Party related to Traffic Separation Schemes in relation to yacht races, and that the International Regulations Chairman would be on the working party.

It was observed that national regulations relating to navigation within windfarms varies and that IMO does not discuss windfarms. Michael Stoldt noted a development to incorporate solar panels within wind farms which might make navigation within a windfarm not possible.

ii) Search and Rescue Transponders (SART)

NCSR is considering phasing out Radar SART and replacing by AIS-SART, or combining the units. It was observed that there is a lag in regulations phasing out old technology.

iii) Automatic Identification System (AIS)

Autonomous Maritime Radio Devices (AMRD) using AIS technologies have been developed for, and are operating in, the maritime environment, and their number is increasing. Some of these devices do not enhance the safety of navigation but occupy the spectrum and identities of the maritime mobile service. IMO wants to categorise and regulate the usage of AMRD. The IMO position is:

- Integrity of AIS and the Global Maritime Distress and Safety System (GMDSS) should be protected;
- Autonomous maritime radio devices which enhance the safety of navigation should be regulated for the use of frequencies and identities of the maritime mobile service; and
- An additional spectrum allocation within the frequency band 156-162.05 MHz and a new numbering scheme which is different from those in the existing maritime mobile service should be considered for AMRD which do not enhance the safety of navigation.

Given the importance of AIS technology for recreational boating, it is important that International Regulations Commission delegates play a full part in this work.

iv) IRIDIUM

There is a considerable debate at the moment on whether IRIDIUM should be fully accepted as a GMDSS mobile satellite provider. Clearly there is benefit for the recreational community and International Regulations Commission delegates will contribute to the debate.

(c) MEPC 72 – 9-13 April 2018 (Marine Environmental Protection Committee).

Fishing Gear - A UN Fisheries and Agriculture Organisation (FAO) technical consultation on the Marking of Fishing Gear (5 to 9 Feb 18) adopted Voluntary Guidelines on the Marking of Fishing Gear. Once endorsed, the voluntary guidelines will assist States in developing and applying a system for the marking of fishing gear that would, inter alia, provide a means for identifying the ownership of fishing gear. It is hoped that this will deter discarding of fishing gear which is problematic in many parts of the world.

Marine litter - IMO has overwhelmingly supported a proposal to enhance its work in further addressing marine plastic litter. As such, it has agreed to include a new task for the *"Development of an action plan to address marine plastic litter from ships"* in its 2018-2019 biennial agenda with a target completion year of 2020. The new task is to be an agenda item for MEPC 73 and will also include navigational hazards caused by marine litter. This will be of considerable interest to World Sailing and International Regulations Commission delegates will follow this work item closely.

Invasive aquatic species - Australia, Netherlands and New Zealand have proposed that the 2011 guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (resolution MEPC.207) should be reviewed and amended as required. This has been accepted and assigned to the Sub-Committee on Pollution Prevention and Response (formerly BLG).

It was noted the International Regulations Commission delegates at the time put a considerable amount of effort into drafting IMO adopted recommendatory guidelines for recreational craft to help prevent the transfer of invasive aquatic species. A review of the effectiveness of those guidelines may be included in this review. If that is the case, International Regulations Commission delegates will contribute to the review.

(d) MSC 99 16-25 May 2018 Maritime Safety Committee

Non-SOLAS Ships in Polar Waters, New Zealand government is seeking to regulate smaller vessels not covered by the Polar Code, including recreational craft.

(e) MEPC 73 – 22-26 October 2018 (Marine Environmental Protection Committee).

The IMO continued to develop an action plan to address the issue of marine plastic litter from ships, including con

- i) consideration of making marking of fishing gear mandatory, in cooperation with the Food and Agriculture Organization (FAO);
- ii) promoting reporting the loss of fishing gear;
- iii) facilitating the delivery of retrieved fishing gear to shore facilities;
- iv) reviewing provisions related to the training of fishing vessel personnel and familiarization of seafarers to ensure awareness of the impact of marine plastic litter;

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- v) consideration of the establishment of a compulsory mechanism to declare loss of containers at sea and identify number of losses

- (f) Maritime Autonomous Surface Ships (MASS)

It was noted there is a correspondence group undertaking a regulatory scoping exercise to determine how safe, secure and environmentally sound Maritime Autonomous Surface Ships (MASS) operations might be addressed in IMO instruments.- Reports to MSC 100.

- (g) GloFouling Partnerships Project

Dan Reading (World Sailing Sustainability Program manager) highlighted the IMO Project whose objective is to build capacity in developing countries for implementing IMO and other relevant guidelines for biofouling management and to catalyse overall reductions in the transboundary introduction of bio-fouling-mediated invasive aquatic species. It was noted that the project had gathered US\$ 46 million in funding.

The Chairman noted the balance between avoiding the transfer of aquatic species as hull fouling and the diminishing permitted use of biocides in anti-fouling paint. It was noted that there are proposals under the Baltic Marine Environment Protection Commission (HELCOM) to prohibit copper-based biocide.

Michael Stoldt highlighted that the Deutscher Segler Verband had promulgated to its member clubs the IMO 'Guidance for Minimizing the Transfer of Invasive Aquatic Species as Biofouling (Hull Fouling) for Recreational Craft'. The document is also available here:

www.sailing.org/environment

<http://www.imo.org/en/OurWork/Environment/Biofouling/Documents/MEPC.1-Circ.792.pdf>

- (h) 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) Mallaca 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.

- (i) Cybersecurity

Eleni Matzaridou highlighted that the Navionics chart database had been found open to hackers in September.

4. International Standards Organization

The Chairman noted that Klaus Roeder is the HAS consultant through the EU Commission for the ISO standards.

- (a) Scantling standard – ISO 12215

- i) Part 5 – Design pressures for monohulls, design stresses, scantlings determination; a revision of the standard is currently at FDIS status closing 15 January 2019. As an

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observer, James Dadd understood that the minimum scantlings for deck panels for an IMOCA 60 were equivalent to the panel weight of an IOR 1 tonner from the 1980s.

(b) ISO TC 188/SC1 Personal Safety Equipment

It was noted that André Staudtner (GER) is the new Chairman from 1 January 2019.

(c) ISO/NP 9650 Small craft inflatable boats

The Chairman noted that the proposed new work item would extend the range of liferaft capacity by lowering the minimum number within the scope from 4 persons down to 2 persons. Also an increase from 10 up to 15 persons.

The Chairman noted that a 12-man liferaft could weigh around 90kg and the case might have no handles. Provision needs to be made to manoeuvre a liferaft for launching.

5. Any Other Business

Navigation Lights

The Chairman noted that Stan Honey (Chairman of Oceanic and Offshore Committee) had proposed a working party to review navigation light requirements following the Volvo Ocean Race Independent Report into Ocean racing at Night in Areas of High Vessel Traffic Density.

There being no other business, the Chairman closed the meeting at 1215.