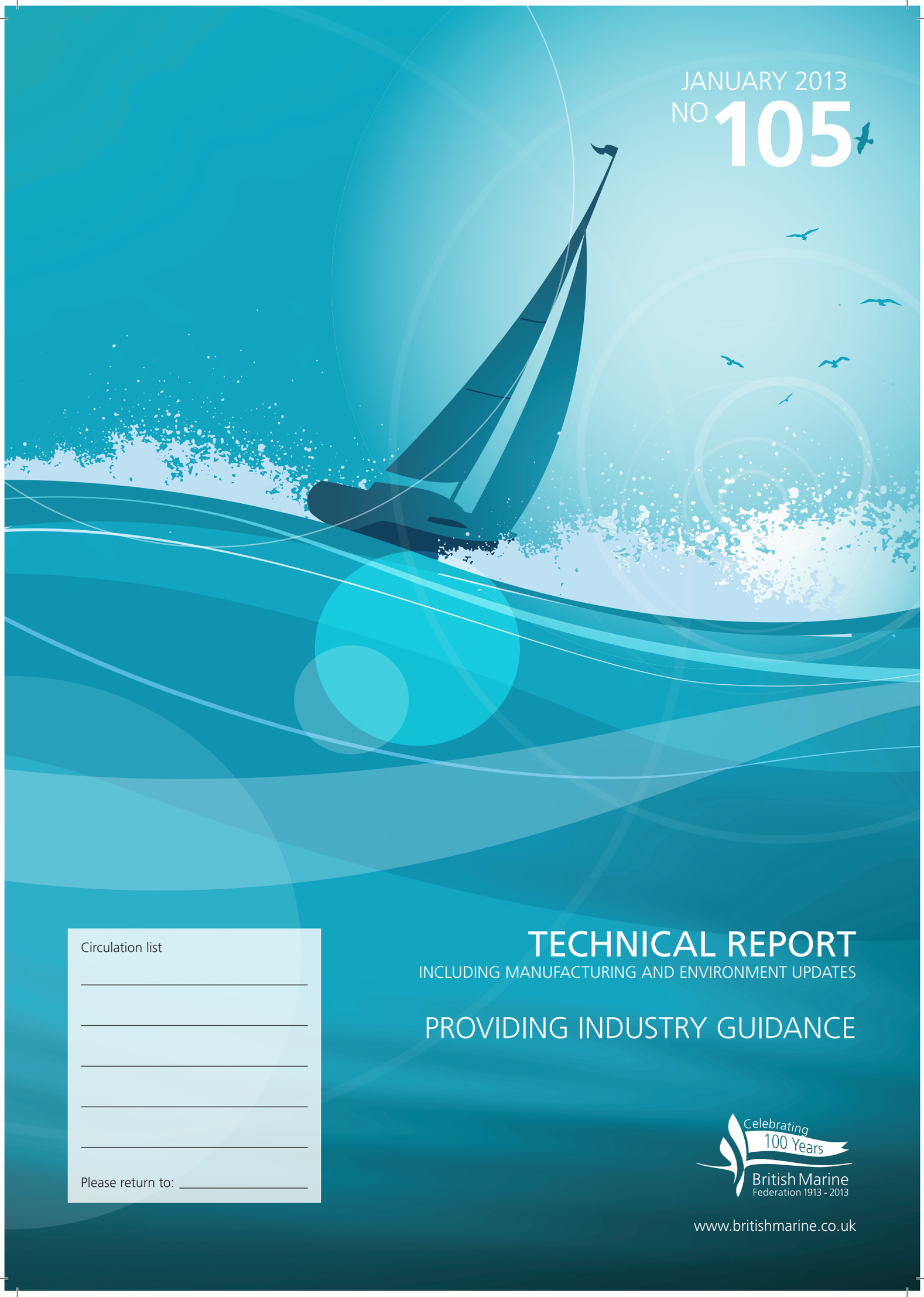

JANUARY 2013

NO 105

TECHNICAL REPORT

INCLUDING MANUFACTURING AND ENVIRONMENT UPDATES

PROVIDING INDUSTRY GUIDANCE

Circulation list

_____

_____

_____

_____

_____

Please return to: _____

Celebrating 100 Years

British Marine Federation 1913 - 2013

www.britishmarine.co.uk

CONTACTS

David Elson
Technical Director
T: 01784 223636
E: delson@britishmarine.co.uk

Andrew Thomas
Technical Executive
T: 01784 223635
E: athomas@britishmarine.co.uk

Brian Clark
Environmental & External Relations Manager
T: 01784 223644
E: bclark@britishmarine.co.uk

CONTENTS

WELCOME TO THE 105TH BMF TECHNICAL REPORT

By the time this edition hits your doorsteps the 2013 Tullett Prebon London Boat Show will be underway; the first European Boat Show of 2013. During the Show the Technology Strategy Board will be opening their new Vessel Efficiency Competition: Piloting UK Marine and Maritime Innovation.

This call will see a pot of approximately £8 million made available to the marine industry to fund collaborative research and development to promote; amongst other things, low carbon/green shipping and propulsion and marine ICT. The competition offers an exciting opportunity to receive matched funding up to around 60% for projects that can add value to the future of the marine industry. Further details of the competition are explored later in this report.

In the spirit of the New Year we are also pleased to invite you to view the newly updated Technical Department pages on the BMF website. We have spruced the site up to make navigation easier as well as reflecting the technical changes to UK and EU legislation; that have occurred within the last 12 months. We would invite all your comments regarding the new site so please contact Andrew Thomas with your feedback.

Also on a technological theme is our ever growing LinkedIn group. The BMF UK Boatbuilders Forum represents an increasing number of boatbuilders from all points of the spectrum with the UK industry. The group is free to join and provides users with regular updates of technical and marine sector information. Our aim is to create a vibrant hub of discussion and information sharing that will be both of interest and benefit to its members.

Finally please make a note of a few dates for your diary:

14th January 2013
Boatbuilders and Supply Chain Networking Event, Tullett Prebon London Boat Show

17th January 2013
Superyacht UK Technical Seminar, Tullett Prebon London Boat Show

5th/6th March 2013
BMF Supply Chain Conference, Careys Manor Hotel, Brockenhurst

TECHNICAL REPORT #105

£8 MILLION MARINE R&D FUNDING COMPETITION

The Technology Strategy Board (TSB), in collaboration with the MOD's Defence, Science and Technology Laboratory and Scottish Enterprise, has announced a competition which will result in an investment of up to £8 million in collaborative R&D and fast track projects to develop more efficient marine vessels.

The TSB are looking for UK businesses to work in business led consortia applying for investment of up to a maximum of £3 million per project. However the TSB has expressed a desire to actively involve micro and small business and will consider applications of all budget sizes. Also aimed at building collaboration across the maritime and marine industry, the competition is seeking innovative proposals that address the issues of improving current vessel performance and efficiency as well as projects for future vessel design, coatings and propulsion systems.

The fundamental themes for the competition revolve around low carbon/green shipping and propulsion and marine ICT. However the scope within these areas represents a broad spectrum of solutions that could include (but are not limited to) the following areas:

- Weight optimisation
- Smart materials
- Positioning and communications
- Autonomous sensing, avionics and advanced navigation
- Smart green propulsion and alternative low carbon/emission systems
- Vessel design and engineering

The hope is that the projects will act as a catalyst to bridge the gap between academia and business by producing marketable solutions for business led innovation. The benefits for the industry could potentially include further investigation into the challenges of vessel emissions reduction and efficiency by focusing on innovation for industry growth rather than reacting solely to environmental and regulatory challenges.

Projected benefits of the projects supported include improving viability and delivery by the supply chain, ensuring continuity and security of supply and opportunities for growing SMEs, support for businesses to further access UK and international markets and a more systematic approach to technology transfer that will develop and leverage markets and supply chains.

The competition includes scope for two types of project, namely fast-track and collaborative R&D, both of which will require at least two partners, with at least one being an industry business. The main difference between the two project types is the delivery timescale, fast track projects are expected to last between 6 and 12 months and will account for a smaller percentage of the overall competition budget. The collaborative R&D aspect will make up the bulk of the competition and can last between 12 and 36 months. The funding available as a proportion of total project cost would be approximately 60% for micro-businesses and SMEs, whilst large companies can expect around 50% funding.

The application process for the competition has been amended from other grant applications with a view to simplifying the procedure. Applicants for the fast track projects will only complete a full stage application; however those applying for the two stage R&D competition are invited to submit an expression of interest application that will outline the proposal in addition to the full submission. Those that warrant further consideration will then be invited to submit to the second stage where they will complete a full application form. A briefing event that highlights the main features of the competition as well as an explanation of the application process will be held in London on 22nd January.

The estimated timeline for the competition has been outlined as below:

- Competition opens 14th January 2013
- Briefing event 22nd January 2013
- Registration deadline 20th February 2013
- Expression of interest deadline 27th February 2013
- Stage 2 opens for invited applicants 8th March 2013
- Deadline for invited applications 1st May 2013

Those that are interested can view further details at:
http://bit.ly/VesselEfficiency

RECREATIONAL CRAFT DIRECTIVE UPDATE

On 21st June 2012, the European Parliament's Internal Market and Consumer Protection (IMCO) committee adopted MEP Malcolm Harbour's draft report on amendments for the second revision of the Recreational Craft Directive (RCD). The report brings about 50 amendments to the European Commission's RCD proposal and was almost unanimously agreed upon with 30 votes in favour and one against.

The RCD regulates the design and construction of recreational and personal watercraft in the EU. Originally introduced in 1994 to regulate the placing of recreational craft on the European market, the RCD was first amended in 2003 in order to regulate boat sound and engine exhaust emissions.

The International Council of Marine Industry Associations' Marine Engine Committee (IMEC) added a series of amendments to the RCD relating to engine matters, with key elements of the second revision including updating rules on exhausts emissions in order to harmonise EU and US rules. IMEC, which represents the recreational marine engine and personal watercraft manufacturers worldwide, is very satisfied with this outcome. "IMEC is pleased that members of European Parliament accepted our arguments to harmonise engine exhaust emissions and not to change the current sound limits for boats and PWCs," said Tony Rice, ICOMIA's Secretary General.

Following the adoption of the report by IMCO, Malcolm Harbour will open informal discussions with the council on the file in order to ensure a smooth revision process. Mr Harbour's report will be voted in plenary by all MEPs later this year and it is expected that the directive will be adopted by early 2013 with full implementation likely by early 2015.

HIRE BOAT CODE

A meeting was held at the Canal & River Trust's Docklands office on 11th October 2012 to discuss the current status of the Hire Boat Code and the concerns voiced about its potential introduction as a condition of licensing throughout the network.

The code was developed following the Marine Accident Investigation Branch investigation into the Breakaway V incident in 2003 and the subsequent recommendations. The MCA developed the code with input from the BMF and AINA, published by the MCA on its website in 2009. The Broads Authority has implemented the Hire Boat Code on the waters under their jurisdiction, but other Navigation Authorities have yet to do so. The reasons for this are concerns that the code in its current form is not fit for purpose and would result in an overly burdensome regime for operators, particularly with respect to stability, risk assessment and enforcement.

The issue of stability was discussed in detail by the group. The current version of the code includes stability testing requirements that would be difficult and costly for operators to achieve when the variety of boats within any one fleet is considered. In addition the Recreational Craft Directive includes stability testing requirements that provide the crew limit for the boat so re-testing is in many cases unnecessary and superfluous. It was agreed that the Boat Safety Scheme Advisory Committee would consider whether stability checks (i.e. freeboard measurements but no heel test) could or should be included within the Hire Boat checking procedures.

Some aspects of the risk assessment provisions within the code were agreed to be impractical as currently written. Changes to the content of the code will be developed to ensure that operators and navigation authorities have a robust framework in which to approach this assessment.

It was agreed that enforcement was a key issue that needed to be addressed. A number of attendees held the view that self-declarations were ineffective without proper enforcement and the navigation authorities would consider options to address this.

The BMF will continue to argue strongly for a pragmatic and commensurate approach to the implementation of the code and any feedback from members is welcome. Please contact David Elson, delson@britishmarine.co.uk

RESCUE BOAT CODE

Following consultation between the Maritime Coastguard Agency, the BMF and its industry members, we are pleased to announce that the final draft version of the Rescue Boat Code for Under 15m Open Boats has been amended in its requirements for freeboard provision for inflatable boats, RIBs and boats with a buoyant collar.

Previous versions of the code had been rigid in the transom freeboard requirements which were difficult to comply with due to the standard leg lengths of outboards. In response to this the MCA has included a new clause within the code recognising how the use of best practise and local knowledge can help mitigate the risks to craft and crew should a lower than prescribed freeboard be adopted.

12.3 Inflatable Boats, RIBs and Boats with a Buoyant Collar
12.3.1 The freeboard of an inflatable boat or boat fitted with a buoyant collar should be not less than 300mm measured from the upper surface of the buoyancy tubes and not less than 250mm at the lowest part of the transom with all its equipment, fuel, cargo, activity related equipment and the number of persons for which it is to be certificated onboard, with the boat re-trimmed as necessary to represent a normal operating condition, and with the drainage socks (if fitted) tied up.

12.3.2 Boats operating in Operational Limit Category D only, which, at the transom, do not meet the freeboard requirements of 12.3.1, may still be accepted by the Rescue Boat Organisation provided it can be demonstrated that the boat is self-draining (i.e. it is not possible to accumulate and retain water in the boat) when moving ahead, and has a substantial reserve of buoyancy.

12.3.3 In addition to 12.3.2, boats operating in Operational Limits Category B and C may still be accepted by the Rescue Boat Organisation provided they are specially assessed by the Competent Person taking into account operational experience, a proven risk assessment and a stringent safety management system which follows best practices with regard to training and other aspects. Attention is drawn to 4.2.3 of this code.

The BMF would like to take this opportunity to thank our industry members involved in the consultation and also the Maritime Coastguard Agency for their co-operation in the matter.

SUPERYACHT UK TECHNICAL SEMINAR

Following the success of the Superyacht Technical Seminar in January 2012, we are holding a further seminar on Thursday 17th January 2013, 11:00-18:00, at the Tullett Prebon London Boat Show. The seminar will cover the most important and current technical issues facing the Superyacht sector. The programme will discuss key issues relating to Superyacht Coatings, Maritime Labour Convention 2006, Maritime & Coastguard Agency and MARPOL Annex VI.

The day's programme is provided below:

11:00-12:00 Superyacht Coatings
"Coating Project Management and Experience across the Industry"
Alan Guy, Safinah Ltd.
"Defects: Identification, Prevention and Rectification"
Peter Morgan FIIMS MICorr MEI, International Institute of Marine Surveying

12:00-13:00 Maritime Labour Convention 2006
"Interpreting MLC 2006 for Superyachts"
John Cook, Lesia Group and ILO Certified Trainer of MLC Inspectors

13:00-14:00 Networking Lunch

14:00-14:40 Maritime & Coastguard Agency
"The Large Commercial Yacht Code, LY3"
Richard Williams, MCA
"Port State Control and Paris MOU"
Pat Dolby, MCA

14:40-16:00 MARPOL Annex VI
Chaired by Udo Kleinitz, Technical Manager ICOMIA
"International Requirements for the Control of NO_x and SO_x Emissions from Ships Operating Globally and in Emission Control Areas"
Edmund Hughes, Technical Officer, International Maritime Organisation
"Certification and Compliance Options"
Andy Wright, Lloyds Register/FOBAS
"Available Technology"
Kris van Mullem, Diesel Emission Control

16:00-16:30 Keynote – "Acronyms Rule: Are we being over regulated?"
Martin Redmayne, The Superyacht Report

16:30 to 18:00 Networking Drinks

If you would like to join us for this informative day and excellent opportunity to network then please contact us:
lwhetmore@britishmarine.co.uk

LARGE COMMERCIAL YACHT CODE (LY3)

The new Minister for Shipping, Stephen Hammond MP, announced the publication of the third edition of the Large Commercial Yacht Code (LY3) at the PSP Southampton Boat Show in September (the code was officially launched at the Superyacht Pavilion at the Monaco Boat Show).

The code provides a regulatory framework to support the needs of large yacht manufacturing. It allows yachts to be designed, constructed and operated in safety and to achieve standards that are equivalent to the international maritime regulations that govern merchant ships. It will be used as a blueprint document to guide designers and builders until it formally supersedes the LY2 Code in August 2013.

LY3 will coincide with the Maritime Labour Convention (MLC) which comes into force on 20th August 2013. The code includes alternative requirements for crew accommodation which provide substantial equivalence to the MLC, but are more in keeping with the practicalities and purpose of large yachts.
http://www.dft.gov.uk/mca/ly3-4.pdf

REVISED MARPOL ANNEX V

A revised MARPOL Annex V will enter into force on 1st January 2013, and will introduce stricter controls on the disposal of garbage from ships at sea. The main revisions to the annex have introduced a raft of new requirements, some administrative and some operational.

On the administration side new definitions have been introduced including for animal carcasses, cooking oil, cargo residue and domestic waste. Ships 12 metres in length or more and fixed or floating platforms are to display placards notifying crew and passengers of the MARPOL Annex V requirements.

All ships of 100 gt and above or certified to carry more than 15 people are required to have on board a garbage management plan (note: there is no requirement for the plan to be approved). Ships of 400 gt and above and all fixed or floating platforms are to have on board and maintain a garbage record book in the format specified in MARPOL Annex V.

Operationally, discharges of any garbage from fixed or floating platforms and from any ship alongside or within 500 metres of a fixed or floating platform are prohibited. Food waste may be discharged from a fixed or floating platform, provided it is more than 12 nm from land and the waste has been passed through a grinder so that it can pass through a screen with openings no greater than 25 mm.

MARPOL ANNEX VI

The Technical Team has continued to take an active role in the issues surrounding the requirements of MARPOL Annex VI concerning the significant reduction in NO_x engine emissions, namely Tier III, which is scheduled to come into force in 2016 in Emission Control Areas. As previously reported the emission reductions stated within MARPOL cannot currently be achieved with 'on-engine' technology but require exhaust after treatment. The most likely after treatment technology to meet Tier III will be Selective Catalytic Reduction, SCR. This article outlines the work that the BMF Technical Team has undertaken to date and future activities planned.

Vessels under 24m
The MARPOL Annex VI amendment was passed through the International Maritime Organisation, IMO, in 2008. At this time industry strongly objected and after extensive negotiations an exemption was secured stating: Regulation 13.5.2.1: '..Standards… shall not apply to a marine diesel engine installed on a ship…with a length (LL) less than 24 metres when it has been specifically designed, and is used solely, for recreational purposes'. This exemption was only secured because of the existence of separate exhaust emission requirements within the Recreational Craft Directive.

As reported in the previous Technical Report the BMF Technical Team worked closely with the MCA to secure confirmation that charter yachts <24m LL will be included within the exemption in the UK. In addition an amendment to the Recreational Craft Directive has been tabled to remove any ambiguity in the definition of a 'recreational craft' with the proposed wording being: 'Watercraft also used for charter or for recreational boating (sports & leisure) training shall be covered by this directive'. A further step may be to consider a unified international interpretation of the term 'recreational'. The argument to support exempting yachts is linked to their extremely low operating hours when compared to fully commercial vessels. The situation for light commercial vessels is less positive and, depending on their operating location and the development of Emission Control Areas, the fitting of SCR technology may be required.

Vessels over 24m
MARPOL Annex VI does not contain an equivalent exemption clause for other vessels however there is a review clause Reg 13.5.2.1: 'Beginning in 2012 and completed no later than 2013, the organisation shall review the status of the technological developments to implement the standards set forth in paragraph 5.1.1 (Tier III) of this regulation and shall, if proven necessary, adjust the time periods set forth in that subparagraph'. To progress this review IMO set up a correspondence group and the BMF, through ICOMIA, has taken an extremely active role in this group to highlight industry concerns across the sectors we represent.

These ICOMIA interventions resulted in the groups' interim report recognising '..physical constraints that may limit the application technologies to certain types of ships, notably small commercial ships as well as yachts and other recreational ships, need to be considered further and whether those constraints may be solved'. This report was discussed at the October IMO Marine Environmental Protection Committee, MEPC, where yachts were explicitly mentioned in the introduction by the US head of delegation.

The ICOMIA delegate also reinforced concerns by adding the following intervention: '…we have concerns that have yet to be satisfied that all yacht designs will be able to accommodate the demands of SCR treatment and remain commercially viable. Until then, we hope the committee agrees with our view that all aspects of Tier III compliance including considerations of the certification requisites vs. meeting Tier III under operational conditions must be assessed in every possible detail and we shall continue to contribute to the CG in the next phase of its work'.

Following this recognition ICOMIA has instigated a major study to provide evidence to the next MEPC meeting to show the issues. This study comprises of three parts:

Study 1: Tier III Engine Installation Design Study
Builders around the world have been requested to provide general arrangements showing the detailed impact on the interior accommodation of this legislation. The information requested will include the required increase in engine room size and corresponding reduction in existing accommodation, plus cost and weight impacts.

Study 2: Socio-economic Study
This will look at the socio-economic impact of the legislation.

Study 3 – Engineering Study
The aim of this study is to confirm that the installations being offered to the yacht sector represent the most cost effective solution in the 2016 timeframe and whether any application technology constraints found in the design studies may be solved. It will also examine the average total annual engine hours for such yachts and the yacht's engine use profile.

This study has an extremely short timeline with reports needed by early February 2013 in order to meet the submission deadline for MEPC. For further details please contact David Elson.

IMO REPORT ON MARINE AND ENVIRONMENTAL PROTECTION COMMITTEE SESSION #64

Between 1st and 5th October 2012 the IMO Marine Environmental Protection Committee (MEPC) sat for their 64th session. The talks saw the establishment of a number of working groups to consider key themes relevant to the marine industry.

NO_x Technical Review
The working group reviewed the incoming MARPOL Annex VI requirement. Annex VI was dealt with in further detail earlier in this Technical Report.

MBM (Market Based Measures)
A number of updates to the proposed market-based measures (MBMs) to reduce greenhouse gas emissions were submitted to this session. However, due to the shortage of time, the committee agreed to postpone further debate on MBMs to MEPC 65. The plan to take this forward at MEPC 65 is to discuss the methodology and criteria for a comprehensive impact assessment, which would study in detail the direct and indirect impacts on (consumers and industries in) developing countries of the introduction, or non-introduction, of an MBM for international shipping.

Study on fuel oil availability to meet air pollution requirements to be considered in 2014
The committee discussed proposals related to a review on the availability of compliant fuel oil to meet the requirements set out in the MARPOL Annex VI regulation 14 on emissions of sulphur oxides (SO_x) from ships. Concerned that fuel of the correct specification would not be widely available by the deadline of 1st January 2020 the International Chamber of Shipping argued for bringing forward the review scheduled for 2018 to 2012 - 2013. A number of delegations argued that bringing the review forward this far would not provide a reliable indication of the availability of compliant fuel 7 to 8 years in the future and that such a study would incur additional cost. The committee agreed to revisit the matter of a review at a future session, and invited relevant submissions to MEPC 66 (in 2014).

Ballast Water Management Convention (BWM)
This was a contentious issue as the BWM convention has taken much longer to enter into force than most IMO legislation. This is mainly due to the shortage of approved ballast water treatment plants available on the market. The convention will enter into force twelve months after the date on which not fewer than 30 states, the combined merchant fleets of which constitute not less than 35 per cent of the gross tonnage of the world's merchant shipping, have become parties to it. To date, 36 states, with an aggregate merchant shipping tonnage of 29.07 per cent of the world total, have ratified the convention.

Recycling of ships
The committee adopted the 2012 guidelines for the survey and certification of ships under the Hong Kong Convention and the 2012 guidelines for the inspection of ships under the Hong Kong Convention.

These two sets of guidelines, together with the four sets of other guidelines previously adopted, complete the development of all guidelines referred to in the text of the Hong Kong Convention. The guidelines that have been adopted by the organisation can now assist ship-recycling facilities and shipping companies to commence introducing voluntary improvements to meet the requirements of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, which was adopted in May 2009. The treaty will enter into force 24 months after ratification by 15 states, representing 40 per cent of world merchant shipping by gross tonnage, and combined maximum annual ship-recycling volume not less than 3 per cent of their combined tonnage. To date the convention has not been ratified by any member states.

WHOLE BODY VIBRATION

According to the UK Health and Safety Executive:
'Whole Body Vibration (WBV) is the shaking or jolting of the human body through a supporting surface, usually a seat or floor. The risk from vibration is related to the overall time the operator or driver is exposed to the vibration and the number of shocks and jolts they experience each day.'

Compliance to the EC Vibrations Directive should set out regulations for the control of health and safety risk from the exposure of workers to hand arm vibration (HAV) and whole body vibration (WBV), however compliance in the marine sector, while operating RIBs and high speed craft, is no easy matter. Those involved in this sector of the marine industry need to be aware of the respective legislation in place to deal with the risks associated with repeated shock exposure and their mitigation measures.

The Maritime Coastguard Agency has produced two Marine Guidance Notes in relation to WBV:

MGN 436 deals with guidance on mitigation against the effect of shock and impacts of small vessels and MGN 446 outlines the procedure for seeking exemptions.

MGN 436 has been written to outline the requirements, both in the design and operation of vessels, in order to mitigate WBV in accordance with the EC Vibration Directive. The design aspect of the document covers guidance on topics ranging from hull shape, seating and helms, to handholds and foot straps, considering their effects on the overall exposure of the crew to vibration. The operational section of MGN 436 delves into the considerations and processes that can be implemented in the day to day running of the vessel in order to limit the levels of WBV by exploring issues such as crew training, pre-departure briefings and the use of throttle and steering.

MGN 446 outlines the current requirements as expressed in the Merchant Shipping and Fishing Vessel (Control of Vibration at work) Regulations 2007 and explores the exemptions that may be granted by the MCA in consideration of Regulation 12. These conditions for exemption include working to exposure values averaged over 40 hours that are less than the exposure limit value, provision of evidence that the risks from the pattern of exposure is lower than from exposure to the exposure limit value, as well as reducing the risk to a level as low as reasonably practical. MGN 446 then goes on to advise on submitting an exemption application with the included application form.

It is worth noting that there are specialist courses available that can help both crew and managers to understand the EC Vibration Directive, the effects of WBV for passengers and the duty of care that should be exercised by the crew.

CONSULTATIONS

Medicines and Healthcare Products Regulatory Agency (MHRA)
Transposition of Directive 2011/62/EU ("the Falsified Medicines Directive") into UK legislation

The MHRA held a public consultation in October / November on proposals which will impact on the distribution of prescription and pharmacy only medicines within 'Category C first aid kits' found on board a wide range of vessels and within liferafts. The consultation related to the Falsified Medicines Directive 2011/62/EU.

The implication of the proposals would mean that service stations and chandleries selling 'Category C first aid kits' to commercial organisations (masters or companies) will require a "wholesalers dealer's licence" due to the prescription and pharmacy only medicines within the kits.

EU Directive 2011/62/EU (Falsified Medicines) comes into force on the 1st January 2013. From that date a wholesale dealer's licence will be required as: "persons procuring, holding, storing, supplying or exporting medicinal products are only entitled to pursue activities if they meet the requirements for obtaining a wholesale distribution authorisation in accordance with Directive 2001/83/EC". This directive is being amended by Directive 2011/62/EC

The proposal is that a wholesale dealer's licence should be applied for through the MHRA at a cost in the region of £3500 with a periodic inspection fee of £1800. Inspections are conducted between 6 months and 4 year intervals. If a licence was granted then masters or owners would need to requisition the 'Category C first aid kits' from the service station or chandlery in the same way as they currently requisition the contents of Category A or B medical stores.

The BMF, with the assistance of a number of members, has responded to this consultation calling for a postponement of its implementation until a full impact assessment is carried out on the effect these proposals will have on the marine industry. We are also seeking urgent discussions with the MHRA so that we can set out fully the concerns of industry. The Maritime & Coastguard Agency and the Royal Yachting Association have expressed similar concerns.

SAFETY ALERTS

TECHNICAL No. 46 – US PROBLEM WITH MUSTANG INFLATABLE PFDS
The United States Coast Guard has advised they have become aware that certain Mustang Survival Inflatable PFDs with Hammar MA1 hydrostatic (HIT) inflation systems may not inflate and require a new re-arm kit to properly inflate by manual or automatic activation. Certain inflatable PFDs may also be subject to delay or non-inflations. The Maritime and Coastguard Agency (MCA) strongly recommends reading the information below to determine if you are affected and, if yes, follow the instructions.

For further information please contact the Marine Technology Branch, Maritime & Coastguard Agency
Tel: +44 (0) 2380 329 100.

This safety alert identifies which products are affected. Certain inflatable PDFs may be subject to delay or non-inflations. To determine if you are impacted please follow the instructions below.

USCG Approval	**Mustang Product**
N/A	MA7214 HIT inflatable re-arm kit
N/A	MA7218 HIT inflatable re-arm kit for LIFT
160.076/8611/0	MD0450 Inflatable Vest PFD with LIFT
160.076/5204/0	MD0451 Inflatable Vest PFD with LIFT (no harness)
160.076/5201/0	MD3183 Deluxe Inflatable PFD with HIT
160.076/8608/0	MD3184 Deluxe Inflatable PFD with HIT (with harness)
160.076/5300/0	MD3188 Inflatable Work Vest/PFD with HIT
160.053/116/0	MD3188 Inflatable Work Vest/PFD with HIT

If you have a re-arm kit MA7214 or MA7218 you need only to check the lot number on the CO_2 cylinder label. If your CO_2 cylinder is marked with lot numbers 404121 or 404122 please contact Mustang Survival Customer Service Group at the number below.

If you have a PFD listed above refer to the sewn-in approval label to determine if it was "Made in Canada" and the "MFG DATE" is April or May 2012. If so, you will need to check the lot numbers of the CO_2 cylinder. The CO_2 cylinder lot number is visible through the yellow bladder fabric. Manually unpack your PFD by opening the zippers and unfolding your PFD. Find the CO_2 cylinder that is attached to the round inflator within the yellow bladder. Press the yellow bladder fabric against the cylinder to read the label to view the lot number through the fabric. If your CO_2 cylinder is marked with lot numbers 404121 or 404122, please contact Mustang Survival's customer service group for instructions and to arrange for a replacement inflator assembly.

All other CO_2 cylinder lot numbers are satisfactory. Repack your PFD so it is ready for use as per the instruction manual.

Additional information is available at
www.mustangsurvival.com/HIT
Tel: 1-800-526-0532

MERCHANT SHIPPING (M) NOTICES

http://www.dft.gov.uk/mca/mcga07-home/shipsandcargoes/mcga-shipsregsandguidance/marinenotices.htm

MARINE GUIDANCE NOTES

MGN 459 (N) Safety Rules and Standards for Seagoing Domestic Passenger Ships: Directive 2010/36/EU Amendments

Notice to all Shipowners, ship operators, designers, builders, Masters of seagoing domestic passenger ships and high speed craft. This notice should be read with The Merchant Shipping (Passenger Ships on Domestic Voyages) (Amendment) Regulations 2012, together with Directive 2009/45/EC as amended by Directive 2010/36/EU.

This notice draws attention to, and provides guidance on, the latest European Union (EU) safety rules and standards for seagoing domestic passenger ships and High Speed Craft (HSC) operating within the EU, and on their implementation by UK Regulations. These requirements are set out in Directive 2009/45/EC as amended by Directive 2010/36/EU and cover construction, equipment and some operational aspects.

MGN 458 (M+F) Accident Reporting and Investigation

Notice to all Owners, Operators, Masters, Skippers, Officers and Crews of Merchant Ships, Fishing Vessels, Pleasure Vessels, Harbour Authorities, VTS personnel, Marine Pilots and UK Inland Waterway Authorities. This notice replaces MGN 289 + Amendments (M + F).

This note is to inform all seafarers and vessel owners of the requirements of the new Merchant Shipping (Accident Reporting and Investigation) Regulations 2012. The new Regulations primarily transpose the requirements of Directive 2009/18/EC (the Directive) into UK national law but also, where appropriate, make logical amendments to the previous regulations to reflect current practice.

MGN 457 (M) Oil Recovery Vessel Code - Withdrawal in Favour of Alternative Arrangements

Notice to all Ship owners and operators of vessels, of any size, engaged in oil recovery operations; and those who may commission vessels to engage in such activity.

This notice addresses the withdrawal of the MCA Code of Practice for Vessels Engaged in Oil Recovery Operations, the "Black Code", ISBN: 0-11-551811-8; the Alternative Arrangements to provide an equivalent level of safety and environmental protection, and factors considered in the decision to withdraw the code.

MGN 456 (M) Large Commercial Yacht Code (LY3)

Notice to all designers, builders, owners, operators, employers, crews, masters, and Classification Societies of large yachts.

This Marine Guidance Note introduces the latest revision of the MCA publication, the Large Yacht Code (LY3), which may be used on a voluntary basis until it formally replaces LY2 for the purposes of the Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 1998. A Merchant Shipping Notice will be issued when LY2 is replaced. In 1997, the agency published its Code of Practice for the Safety of Large Commercial Sailing and Motor Vessels (LY1), under the provisions of regulation 2(2) of the Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 19981. This was replaced by the Large Yacht Code (LY2) in 2007 and issued under cover of Merchant Shipping Notice 1792 (Edition 2). LY3 has been developed by an industry working group in order to keep up with developments in the industry and amendments which have subsequently taken place with the international conventions for which the codes provide an alternative means of achieving compliance, more suited to these particular types of vessels.

MARINE INFORMATION NOTES

MIN 446 (M) The Passenger Yacht Code
Notice to all designers, builders, managers, operators, skippers and crew of Passenger Yachts. This MIN expires 31st December 2014.
The Passenger Yacht Code (2nd Edition), has been published. The code provides an equivalent standard to SOLAS, Load Line and STCW Conventions for passenger yachts carrying up to 36 passengers.

MIN 445 (M+F) Navigation Safety: Electronic Chart Display and Information System (ECDIS) – Use of ECDIS as Primary Means of Navigation (PMN).
Notice to all Ship Masters, Fishing Vessel Skippers, Masters of Commercially and Privately Operated Yachts and Sail Training Vessels, Shipping Companies, Ship and Fishing Vessel Operators, Recognised Organisations, Nautical Colleges and Third Party ECDIS Training Service Providers, Notified Bodies and ECDIS Equipment Manufacturers. This MIN should be read in conjunction with MGN 285 and MGN 379. It replaces and cancels MIN 426. This MIN expires on 1st October 2013.
Amendments to Chapter V of SOLAS, in force since 1st January 2011, included mandatory carriage requirement of ECDIS for certain vessels on a rolling time-table commencing 1st July 2012 to 1st July 2018. These amendments also accepted ECDIS, as an alternative to paper charts, to comply with the chart carriage requirement. This notice clarifies the requirements for use of ECDIS as the primary means of navigation.

MIN 444 (M+F) MARPOL - Forthcoming Amendments to MARPOL Annex IV - Sewage and MARPOL Annex V Garbage
Notice to all Ship Owners, Ship Managers, Ship Builders, Ship Repairers, Certifying Authorities, Masters and Ships' Officers. This note replaces MIN 436. This MIN expires September 2013.
This note draws attention to the new international requirements effective from 1st January 2013 for MARPOL Annex IV - Sewage and MARPOL Annex V - Garbage.

MIN 443 (M) Alternative Route for Revalidating a UK Certificate of Competency: For Officers not Meeting Requirements laid out in MGN 9
Notice to all Ship Owners, Masters and Deck Officers of Merchant and Fishing Vessels. Commercially and Privately Operated Yachts and Sail Training Vessels, and those concerned with Maritime Training. This notice should be read with MGN 9 (M) and MIN 423 (M) and replaces MIN 364. This MIN expires 20th August 2014.
Where officers cannot comply with the revalidation requirements laid down in MGN 9(M), this MIN offers an alternative. This note provides information on how you may sail in a lower certified capacity in order to revalidate your UK Certificates of Competency (CoC). This replaces paragraph 10.6 in MGN 9(M).
Applications will be made to Seafarer Training and Certification branch team who will issue a Notice of Eligibility for an oral examination with a MCA Examiner.

MIN 442(M+F) Training for ECDIS as Primary Means of Navigation.
Notice to all Shipowners, Masters and Deck Officers of Merchant and Fishing Vessels, Commercially and Privately Operated Yachts and Sail Training Vessels, and those concerned with Maritime Training. This notice should be read with MGN 92, MSN 1367 and MSN 1802 and replaces MIN 405. This MIN expires 15th August 2014.
This notice clarifies what training is acceptable for Masters and Deck Officers of UK flagged vessels which have Electronic Chart Display and Information Systems (ECDIS) as their primary means of navigation.

MIN 441 (M) Entry into force of the North American Emission Control Area - Further Information
Notice to all Owners, Ship Operators and Managers, Charterers, Masters and Officers of Merchant Ships, Ship Builders, Ship Repairers, Port Authorities, Engine Manufacturers, Fuel Suppliers, Operators of Fixed and Floating Platforms and Drilling Rigs. This notice should be read with MIN 429. This MIN expires 20th May 2013.
This notice reminds operators about the entry into force of the North American Emissions Control Area and clarifies the requirements for vessels calling at Canadian ports.

STANDARDS LISTING

Standards Listing

RCD AND ASSOCIATED STANDARDS - NOV 2012

Abbreviations:

ISO	*International standard - normally published as EN and BS after publication as ISO*
BS	*British Standard*
DIS	*Draft International Standard*
NP	*New Project*
*	*Indicates standard has been harmonised and meets Essential Safety Requirements*
EN	*European Norme (Standard)*
FDIS	*Final Draft International Standard*
CD	*Committee Draft - Not for general distribution*
WD	*Working Draft - Not for general distribution*
SR	*Indicates standard is up for systematic review*

Availability indicates whether document is available in electronic format or is a published purchasable standard.
Bold indicates change of status

STATUS	NUMBER	YEAR	TITLE	COMMENTS
BS EN ISO	*6185-1	2001	Inflatable boats engine power up to 4.5kw	Published
BS EN ISO	*6185-2	2001	Inflatable boats engine power 4.5kw to 15kw	Published
BS EN ISO	*6185-3	2001	Inflatable boats engine power 15kw and greater	Under review
BS EN ISO	*6185-4	2011	Inflatable boats 8m to 24m power 15 kw and greater	Published
BS EN ISO	*7840	2004	Fire resistant fuel hose	Under review
BS EN ISO	*8099	2001	Holding tanks	Published
BS EN ISO	8178 - 1	1996	Reciprocating internal combustion engines. Exhaust emission measurement -Test bed measurement of gaseous and particulate exhaust emissions.	8178-1:2008 revision published
BS EN ISO	8178 - 2	1997	ditto - Measurement of gaseous and particulate exhaust emissions on site.	
BS EN ISO	8178 - 3	1994	ditto - Definitions and methods of measurement of exhaust gas smoke under steady state conditions.	
BS EN ISO	8178 - 4	1996	ditto - Test cycles for different engine applications.	
BS EN ISO	8178 - 5	1997	ditto - Test fuels	
BS EN ISO	*8469	2006	Non-fire resistant fuel hose	Under review
BS EN ISO	*8665	2006	Engine power measurement and declaration	Published
BS EN ISO	*8666	2002	Principal data	Published
BS EN ISO	*8846	1993	Ignition protection test for components used in petrol installation	(BS EN 28846) Electric fan switches etc. to be used in hazardous spaces should meet this requirement.
BS EN ISO	*8847	2004	Steering - wire rope and pulley	Published
BS EN ISO	*8848	1993	Steering - push pull cable for all craft types	(BS EN 28848) due for revision
BS EN ISO	*8849	2003	Electric bilge pumps	Published
BS EN ISO	*9093-1	1998	Seacocks and through hull fittings - Metallic	Confirmed
BS EN ISO	*9093-2	2002	Seacocks and through hull fittings - Non-metallic	Confirmed
BS EN ISO	*9094-1	2003	Fire protection to 15m	Current
BS EN ISO	*9094-2	2002	Fire protection 15-24m	Current
ISO DIS	**9094**		**Fire protection**	**Revision under approval**
BS EN ISO	*9097	1995	Electric fans/blowers	Fan rating standard - Confirmed
BS EN	*9775	1993	Steering push pull cables for outboards 15-40kw	Published
BS EN ISO	*10087	2006	Craft identification (CIN no.)	Published
BS EN ISO	*10088	2009	Permanently installed fuel systems and tanks	Use 2001 version for PE fuel tanks - Under revision
BS EN ISO	***10133**	**2001**	**Electric systems - extra low voltage d.c**	**Revision under approval**

BS EN ISO	*10239	2008	LPG system	Under revision
BS EN ISO	*10240	2004	Owners manual	Published
BS EN ISO	*10592	1995	Steering - Hydraulic	Published
BS EN ISO	*11105	1997	Petrol engine - Ventilation	Published
BS EN ISO	*11192	2005	Graphical symbols	Published
BS EN ISO	*11547	1996	Start-in-gear protection	Only of interest if changing outboard's mechanism.
BS EN ISO	*11591	2011	Field of vision	Of use only to power craft
BS EN ISO	*11592	2001	Determination of maximum power	Confirmed
BS EN ISO	*11812	2002	Cockpits	Published
BS EN ISO	*12215-1	2000	Scantlings - GRP reference laminate	Published
BS EN ISO	*12215-2	2002	Scantlings - Core materials for composites	Published
BS EN ISO	*12215-3	2002	Scantlings - Steel, aluminium wood, etc.	Published
BS EN ISO	*12215-4	2002	Scantlings - Workshop conditions	Published
BS EN ISO	*12215-5	2008	Scantlings - Design pressures	Published
BS EN ISO	*12215-6	2008	Structural arrangements	Published
ISO FDIS	12215-7	2008	Scantlings - Multihulls	Delayed
BS EN ISO	*12215-8	2009	Scantlings - Rudders	Published
BS EN ISO	12215-9	2012	Appendages and rig attachments	Published
BS EN ISO	*12216	2002	Windows and hatches	Published
BS EN ISO	*12217-1+A1	2009	Stability - Non-sailing boats > 6m	Under revision
BS EN ISO	*12217-2	2002	Stability - Sailing boats >6m in length	Under revision
BS EN ISO	*12217-3+A1	2009	Stability - Boats of < 6m in length	Under revision
BS EN ISO	***13297**	**2012**	**AC electric system**	**Published**
ISO	13342	1995	Outboard motor static thrust measurement	Only of interest to outboard engine manufacturers
BS EN ISO	*13590	2003	Personal watercraft (PWC)	Published
BS ISO	13591	1997	Portable fuel system for outboards	Confirmed
BS ISO	**13592**	**1998**	**Petrol engine backfire prevention**	**Confirmed**
BS EN ISO	*13929	2001	Steering gear - Rack and pinion	Torque tube/rod systems' covered by this draft
BS EN ISO	*14509-1	2008	Measurement of sound emitted by powered recreational craft pass by test	Under review
BS EN ISO	*14509-2	2006	Sound testing reference boat concept	Published
ISO	*14509-3	2009	Sound testing SoundBoat method	Published
BS EN ISO	*14895	2003	Liquid-fuelled galley stoves	Published as ISO 14895 in 2000 Under Revision
BS EN ISO	*14945	2004	Builders plate	Published
BS EN ISO	*14946	2001	Maximum load capacity	Confirmed
BS EN ISO	*15083	2003	Bilge pumping systems	Published
BS EN ISO	*15084	2003	Strong points, anchoring etc.	Published
BS EN ISO	*15085+A1	2009	Guard rails, lifelines and handrails	Published
BS EN ISO	*15584	2001	Inboard mounted petrol engine fuel and electrical components	Published
BS EN	15609	2012	LPG Propulsion systems	Published
BS EN ISO	*15652	2005	Steering systems - mini-jet boats	Published
BS EN ISO	*16147	2002	Inboard mounted diesel engine fuel and electrical components	Published Under review
ISO FDIS	**16180**	**2008**	**Electric navigation lights-installation and placement**	**Awaiting approval**
BS EN ISO	***21487**	**2012**	**Permanently installed petrol and diesel fuel tanks**	**Published**
EN	60092-507	2000	For 3-phase electrics only	Revision - Cancelled

Other Standards

STATUS	NUMBER	YEAR	TITLE	COMMENTS
BS PD	5482-3	2005	CoP LPG installations in boats and yachts	Under revision - no presumption of conformity
BS	8511	2010	CoP for the Installation of Solid Fuel Heating and Cooking Appliances in Small Craft	Published
BS EN ISO	9650-1	2005	Liferafts - Type I (offshore)	Confirmed
BS EN ISO	9650-2	2005	Liferafts - Type 2 (coastal)	Confirmed
BS EN ISO	9650-3	2009	Liferafts - Materials	Published
ISO	10134	2003	Lightning protection	Published
ISO	12401	2009	Small craft - Deck safety harnesses and safety line for use on recreational craft	Published
BS EN ISO	12402-1	2005	Lifejackets - Ships	Published
BS EN ISO	12402-2/ A1:2010	2006	Lifejackets 275N	Published
BS EN ISO	12402-3/ A1:2010	2006	Lifejackets 150N	Published
BS EN ISO	12402-4/ A1:2010	2006	Lifejackets 100N	Published
BS EN ISO	12402-5/ A1:2010	2006	Buoyancy aids 50N	Published
BS EN ISO	12402-6/ A1:2010	2007	PFD - Part 6: Class F	Published
BS EN ISO	12402-7	2007	PFD - Part 7: Materials and components	Amendment under way
BS EN ISO	12402-8	2006	PFD - Part 8: Additional items, safety requirements and test methods	Amendment under way
BS EN ISO	12402-9	2007	PFD - Part 9: Test methods classes A to F	Amendment under way
BS EN ISO	12402-10	2005	PFD - Part 10: Application and use	Published
ISO	14227	2001	Magnetic compasses	Confirmed
ISO FDIS	25197		Electronic control steering shift and throttle	Under development
BS EN	60945	2002	Nav and radiocomm equipment testing methods	Supersedes the 1997 version
ISO/IEC DIS	**16315**		**Electric propulsion sysytems**	**For approval**
ISO	12133	2011	Carbon Monoxide detecting systems	Published

Large Yacht Standards

Project Number	Project	Comments
ISO/CD 11208	Windows and port lights – Security requirements	Withdrawn
ISO 11209:2012	Deck crane and access gangways strength requirements	Published
ISO 11336	Strength, weathertightness and watertightness of glazed openings	
ISO 11336-1:2012	Design criteria, materials, framing and testing of independent glazed openings	Published
ISO/NP 11336-2	Design criteria, structural support, installation and testing of glazed openings integrated into adjacent structures	Awaiting New Work Item Proposal
ISO/NP 11336-3	Quality assurance, installation and in-service inspection	Awaiting New Work Item Proposal
ISO 11347:2012	Coatings - Measurement and analysis of the visual appearance of coatings	Published
ISO/NP 14884	Weathertight Doors – Strength and Weathertightness requirements	New project approved but time critical
ISO/DIS 14885	Machinery – Main and Auxiliary Diesel Engines – Safety Requirements	DIS ballot underway
ISO/CD 14886	Structural fire protection for FRP yachts	Committee Draft Ballot stage with DIS expected early 2013
ISO/DIS 16556	Deck equipment - Anchoring Equipments	DIS ballot underway
ISO/NP XXX	Coatings: Exterior application processes and inspection methods	Awaiting New Work Item Proposal.
ISO/NP N45	Yachts Recycling	Project cancelled

MANUFACTURING NEWSLETTER #20

ADVANCED MANUFACTURING SUPPLY CHAIN INITIATIVE

The BMF's bid for funding from the Technology Strategy Board's Advanced Manufacturing Supply Chain Initiative was unsuccessful. This bid was part of the BMF's ongoing work to support UK marine supply chains. The bid, which was submitted in September, sought to gain public sector funding to assist with a cross-industry research project and the introduction of a supply chain improvement programme.

While aspects of the bid were praised (our proposals for skills development, OEM / supply chain collaboration across the industry and the commercial opportunities of the project), ultimately the assessors felt we would have been better placed to propose a small pilot scheme before seeking to roll out the project to the entire industry.

While we are disappointed not to have delivered a successful bid for our members, the whole process has been extremely useful and beneficial. We would therefore like to thank the BMF's Supply Chain Working Group and all the companies who provided assistance and support to our bid project. We will review what alternative options are available to gain financial support for our work to support the UK marine industry supply chain.

In the meantime we will be holding a networking event in the evening of 14th January 2013 at the Tullett Prebon London Boat Show and running a second BMF Supply Chain Conference on 5th/6th March 2013 at a venue to be confirmed soon.

KNOWLEDGE TRANSFER PARTNERSHIPS

Some of you may remember the Teaching Companies Scheme (TCS) launched in 1975, which was an initiative that aimed to bring together graduates, universities and businesses - particularly small and medium-sized enterprises (SMEs). In 2003 Knowledge Transfer Partnerships replaced TCS and, since 2007, the programme has been managed by the Technology Strategy Board. Funded by fifteen Government organisations led by the Technology Strategy Board, each partnership is part-funded by Government with the balance of the costs coming from the company partner.

Knowledge Transfer Partnerships aim to improve relationships between a company and an academic institution by employing one or more recently qualified people to work in a company on a project of strategic importance to the business. The partnership aims to promote the transfer of knowledge, technology and skills to which the company partner currently has no access as well increasing the interaction between businesses and academic institutions, and awareness of the contribution academia can make to business development and growth.

KTPs benefit both partners. The companies involved get the opportunity to develop competitive advantage by linking with academia and access the high calibre of graduates. This can help to embed innovative culture in the organisation through the transfer of knowledge/expertise. In return the academic institutions get to identify new research themes and undergraduate and postgraduate projects that can apply knowledge and expertise to important business problems. This helps to develop business-relevant teaching and research materials to gain a relevant and improved understanding of business requirements and operations. These academic benefits will ultimately result in a stronger marine industry.

So how much should a company expect to contribute? Each budget, and a company's contribution to it, depends on the details of the specific partnership. However, annual company contributions could be at around a third of the project costs for a SME company (i.e. those with less than 250 employees) for a first Knowledge Transfer Partnership. In addition to this, companies will need to cover the full overhead costs of their own participation in a Knowledge Transfer Partnership. This may include management and supervisory effort, additional materials, capital equipment and accommodation.

Many marine industry companies will meet the criteria for the KTP grants, further information can be accessed at http://www.ktponline.org.uk/

PERIODIC ROADWORTHINESS TESTING OF VEHICLES AND THEIR TRAILERS: UPDATE

Reproduced with the kind permission of the European Boating Industry

In July 2012, the European Commission adopted its proposal for a regulation on the periodic testing of the roadworthiness of vehicles and their trailers, bringing O1 and O2 category trailers (those with a maximum permissible mass not exceeding 750kg and 3500kg respectively) within its scope. While many European countries already have their own schemes and rules for carrying out these technical inspections, the EU regulation would harmonise the requirements and also the periodicity at which these must be carried out. While road safety in the countries not having such rules could probably benefit from it, many Member States with schemes already in place for years are openly questioning the value of harmonising the rules.

For now, the European Boating Industry's position is to call for an exclusion of both O1 and O2 trailers that do not have an independent braking system from the scope of the proposal. In our view, any unbraked trailer (whether the simple 01 category or the unbraked 02 category type) will wholly rely on the towing vehicle to stop and so it is the vehicle that should be tested and not the trailer. The exclusion would also avoid an additional unnecessary expense for the trailer boat users. The file is now under negotiation in both the European Parliament and the Council, and discussions have so far been moving quickly.

Within the European Parliament, the Transport & Tourism Committee is responsible for the file where German MEP, Werner Kuhn, will be in charge of drafting the report which will propose amendments to the Commission's proposal. He will be supported by a number of shadow rapporteurs from across the political spectrum.

Opinions on the proposal are also expected from the committees in charge of internal market and industry.

Within the council, member states have already indicated their misgivings on the value of this proposal for road safety, the number and variety of vehicles included within its scope, the proposed frequency of testing and whether it should be a regulation or a directive. Some member states are also questioning the competence of the European Commission to propose regulations in this area with regard to the subsidiary principle.

Early contacts with both members of European Parliament and the council showed there would be support for our proposals. We will continue meeting with people on this file over the coming weeks and will keep you informed of any developments.

To read more about the proposal, go to:
http://ec.europa.eu/transport/road_safety/events-archive/2012_07_13_press_release_en.htm

STYRENE: UPDATE AND HANDLING GUIDES

Following the report on styrene in the last Technical Report this article aims to update readers as to the research studies undertaken into the maximum occupational exposure limits that are set in individual EU member countries.

The International Agency for Research on Cancer (IARC) has recently upgraded styrene to Group 2B (possibly carcinogenic to humans). This reclassification resulted from revisions to IARC's classification scheme and considerations of styrene oxide, an intermediate formed during styrene metabolism. It is important to note that IARC specifically states that its classifications are intended for hazard identification only.

The IARC findings have prompted a number of countries (including Denmark and Canada) to amend their policies and in some cases implement more stringent occupational controls. The finding prompted Denmark to lower their workplace ceiling limit to 25 ppm whilst Health Canada, co-administrator with Environment Canada of the Canadian Environmental Protection Act (CEPA), has classified styrene as a class III possible human carcinogen.

However, national research is another of the influencing factors when setting the exposure limit. This is reflected in the UK Health and Safety Executive findings showing 'no concern of cancer in workers or community members' linked to styrene and the correspondingly higher exposure rate in the UK. It should be noted however that with exposure levels 5 times higher than some of our European cousins (100ppm compared to a mode average of 20 ppm) the UK may continue to be pushed to reduce exposure levels.

The EPA Office of Environmental Health Assessment in the US has recently listed styrene in its 12th Report on Carcinogens, stating it is 'reasonably anticipated to be a human carcinogen'. Further legislation is expected. In addition to this the EPA concluded that styrene should be considered to be a 'carcinogen for the development of a health-protective level in drinking water'. U.S. EPA is reviewing styrene data to prepare an updated listing for the agency's integrated risk information system database.

The British Marine Federation will continue to monitor the situation and report as required.

The Information below is reproduced with the kind permission of European Boating Industry.

The European UP/VE Resin Association has released an updated version of its safe handling guide on occupational exposure to styrene (guide number 3). In total, there are 14 guides available in 6 languages (English, German, Spanish, French, Italian and Polish). Looking at recent EU developments, the issue of occupational exposure to styrene may come back on the EU agenda soon since the results from the EU-wide consultation of member states under the REACH system are expected for the first quarter of 2013. In this view, the safe handling guide on styrene abatement techniques (guide number 9) could be useful to boatbuilding companies. The European Boating Industry was also made aware of another technique called "ionisation". Ionisation techniques can be used for treatment of styrene exposure but also particles (like wood dust), hazardous substances (like welding gases) and odours using one same system. Please contact the secretariat if you wish to learn more on this topic.

The safe handling guides can be found at
http://www.upresins.org/safe-handling-guides

R&D: FINAL REPORT ON THE BOAT PROGRAMME IN FINLAND

In 2007 the Finnish Funding Agency for Technology and Innovation (TEKES) provided significant funding to support their marine industry. This funding supported the 'Boat Programme' including 75 projects (both private and public research) which aimed to renew the industry to maintain and increase its competitiveness in a changing market.

A final report summarising the 31 public research projects is available entitled 'Navigating New Routes to a Better Boat Industry' and provides information of the subject of the projects and the main conclusions. The report is available on our website at:
http://www.britishmarine.co.uk/publications.aspx?category=Technical

ENVIRONMENT UPDATE #12

BMF TO SUPPORT COMPOSITES INDUSTRY'S RESOURCE EFFICIENCY ACTION PLAN PROJECT

The Waste & Resource Action Programme (WRAP) has recently confirmed funding for a Resource Efficiency Action Plan (REAP) for the composites industry.

URS, in partnership with NetComposites, will carry out work over 2 years to create the REAP which will be administered by Composites UK.

As part of the project, the British Marine Federation (BMF) have been invited to become a member of the steering group.

The overall aim of WRAP's work in this programme is to encourage an improvement in the resource efficiency of composites products and materials through a combination of primary resource consumption reduction, material substitution, waste prevention through design and reduced product damage. Composites UK has established priorities and a suitable approach to this task explaining volumes produced, types of waste, current recycling practice and future challenges within the UK.

The final output of this project will be a Resource Efficiency Action Plan, setting out the route forward to improve efficiency which will:

- Identify the key resource efficiency issues in the sector;
- Establish a series of tangible actions and measureable targets; and
- Identify areas for further research.

PORT WASTE RECEPTION FACILITIES: COMMISSION PROPOSAL DUE IN 2013

Reproduced with the kind permission of European Boating Industry

Following on from the public consultation in September 2011, the European Commission is currently working on a proposal for a revision of Directive 2000/59/EC on port reception facilities for ship-generated waste which applies to commercial, fishing ports but also marinas and leisure harbours. The main aims of the revision are to improve the adequacy of port reception facilities, increase the efficiency of port reception facilities administrative management and improve the transparency of port reception facilities systems. The key issues that have been identified so far are:

- Shortcomings in the implementation of Directive 2000/59/EC, particularly in relation to infrastructures (e.g. the adequacy of facilities available and the segregation of solid waste), management (e.g. the lack of transparency in the fee structures and unclear exemptions) and enforcement (e.g. control of deliveries and inspections);
- Changes in the international framework as a result of the revision of MARPOL Annex V (garbage), which will come into force on 1st January 2013, and the new MARPOL Annex VI on residues from exhaust gas cleaning systems;
- Lack of proper collection and exchange of information.

Although it is still in the early stages of the drafting process, the European Commission has already indicated a number of items that are likely to be included in the forthcoming proposal, including:

- Alignment of the new directive with the developments in the MARPOL annexes and, in the case of MARPOL Annex VI, extension of the scope;
- New provisions on annual reporting requirements on the types and amount of waste collected, the development of information and monitoring systems and the development of best practices for the development, implementation and monitoring of waste reception and handling plans;
- Changes to be made to cost recovery systems but it is not yet known what form these changes will take.

The European Commission is currently finalising the impact assessment on this file and it expects to adopt its proposal for a revision of Directive 2000/59/EC in the first half of 2013.

UNDERWATER NOISE

The issue of underwater noise as generated by human activities and its associated impact on, among other species, marine mammals has been flagged as a particular issue for consideration by the International Maritime Organisation (IMO). Although there is still considerable uncertainty about the relationship between noise levels and their effects, there is a growing body of evidence of adverse impact on marine life.

ICOMIA has recommended that to respond to any potential regulatory development it is necessary to have information, data and knowledge about the issue *'it is difficult to mount a defence without information. If we have to rely on assertion – 'You are noisy' - and counter assertion 'We are not' - the loudest voice will win, and there are some loud voices out there. If we have evidence, we can have an informed debate.'*

The list of international bodies developing policies, measures and guidelines to reduce sound or underwater noise emissions is growing in response to the increased concerns. The IMO for example has established that it is inevitable that at some stage increasing background ambient noise levels will have serious consequences.

However the IMO do acknowledge that there are a large number of design, maintenance and operational factors that influence the noise output from vessels, including speed, loaded displacement and fouling levels on the hull. The Marine Environmental Protection Committee has also identified that propellers tend to represent the main source of ship-generated underwater noise and, as such, a wide range of ship design and equipment factors, such as propulsion, hull design and onboard machinery will have a knock on effect.

The European Union has also been looking at underwater noise. The MSFD (Maritime Strategy Framework Directive) requires member states to work towards Good Environmental Status (GES) in 2020. Descriptor 11 of the MSDF requires that underwater noise is at levels that do not adversely affect the marine environment. Two indicators for underwater noise were determined previously but a new Technical Subgroup on Noise (& litter) has been convened to address the issue. Co-chaired by the UK and the Netherlands the TSG is responsible for sharing ideas on best practices and development related to GES.

BALLAST WATER MANAGEMENT

The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) aims to give full and complete effect to the provisions of the convention and the annex – in order to prevent, minimise and ultimately eliminate the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments.

Parties are given the right to take (individually or jointly with other parties) more stringent measures, with respect to the prevention, reduction or elimination of the transfer of harmful aquatic organisms and pathogens, through the control and management of ships' ballast water and sediments – consistent with international law. Parties should ensure that ballast water management practices do not cause greater harm than they present to their environment and health.

Ships are required to be surveyed and certified and may be inspected by port state control officers, who can verify that the ship has a valid certificate; inspect the ballast water record book; and/or sample the ballast water. If there are concerns, a detailed inspection may be carried out. The party carrying out the inspection shall ensure that the ship does not discharge ballast water until it can do so without presenting a threat of harm to the environment or human health.

Recreational craft are generally exempt through the principles of 'equivalent compliance' but the flag state authority must agree to this. The principle of equivalent compliance can be applied on 'pleasure craft used solely for recreational or competition purposes [...] less than 50 metres in overall length and with a maximum ballast water capacity of eight cubic metres.' Yachts in commercial use, yachts exceeding a maximum length of 50m or exceeding a ballast water capacity of 8m^3 have to fully comply with the BWM Convention.

THE GREEN BLUE

The Green Blue has met with AAM Cowes Week to agree a closer involvement in the 2013 Regatta, focusing on helping the event to achieve ISO20121. A similar approach has also been agreed with Sunsail to help them achieve ISO20121 for their 2013 Gill Sunsail Racing Series and the team has been working closely with P1 Powerboat to support their preparations for their ISO14001 audit.

In addition, a new initiative with Henri Lloyd is under discussion for next year.

The team continues to complete site visits to marinas and clubs, most recently Burnham Yacht Harbour, Poole Quay Boat Haven and Port of Poole Marina. The Green Blue was represented at the TYHA Networking Event in Inverness in October and the RYAS Instructors Weekend in November. The Development Officer will be presenting at the RDO regional club workshops over the coming weeks.

A new INNS poster has been launched and will shortly be distributed to all 1500 clubs and the main marina groups. This is particularly timely with the discovery of DV in Strangford Lough and a new type of invasive shrimp in the River Severn and West Midlands.

THE GREEN BLUE
MAKING THE ENVIRONMENT SECOND NATURE
A joint BMF and RYA initiative

BMF SUMMARY OF BENEFITS

Our Government Relations team ensures that the marine industry is represented to government at all levels. It is at the forefront of shaping Government policy at home and in the EU and represents the industry on over 50 Government and policy committees.

- **Technical**
  - In-house technical experts giving one to one advice and assistance with bespoke and specific technical issues
  - Specific technical courses (RCD)
  - Free technical report

- **Legal & Finance**
  - Free 24 hour telephone and website
  - Standard contacts include New Boat Construction and standard business terms and conditions
  - Free VAT advice from our dedicated VAT expert

- **Environmental**
  - Environmental guidance and templates in the Code of Practice
  - Planning service
  - Niche services including TEP disposal service and dredging hotline

- **Stats and market research**
  - Access to an experienced researcher for your bespoke needs
  - Access to over 10 reports on industry size and trends in the UK and international markets
  - 2010 ICOMIA global stats book is available to members free of charge (RRP €600 for non-members)

- **Marketing**
  - Promoting your business to consumers through campaigns, website and direct mailing.
  - **Latest News** – weekly newsletter to 6000 subscribers, members news included
  - **Web Listing** – find a member with free web listing including your logos, contact details. Search facility available
  - **Use the logo** – in all your marketing materials for free

- **International**
  - Financial and practical advice from in-house experts on new markets, grants and contacts
  - Event programme consists of 6 international events where there are opportunities to promote your business
  - Over 16 market reports including Brazil, China, Korea etc

- **Training**
  - Grants available to help you train your staff
  - A large variety of subsidised courses available to members
  - Free job vacancy advertising on our website

- **National Boat Shows**
  - Preferential Boat Show discounts at London and Southampton of up to 25% off stand space
  - 6 Complimentary tickets (3 per show) for non exhibiting members
  - Preferential ticket prices and use of the Members Lounge at both shows

- **Commercial benefits**
  - Barclaycard credit and debit card usage and EPDQ preferential rates
  - Private Health Partnership preferential healthcare insurance rates, also absence management & travel insurance
  - Currency matters foreign exchange at preferential rates, friendly no-pressure service
  - Creditsafe – free UK and International financial credit reports. Call the membership team to run the reports

- **Associations**
  - All members join both a regional group and relevant sector groups that best fits their business needs to provide networking opportunities and news/advice

NOTES

NOTES

Contact us:

British Marine Federation
Marine House, Thorpe Lea Road,
Egham, Surrey TW20 8BF

Tel: 01784 473377 Fax: 01784 439678

E-mail: info@britishmarine.co.uk

www.britishmarine.co.uk