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## TECHNICAL REPORT

INCLUDING MANUFACTURING AND ENVIRONMENT UPDATES

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## WELCOME TO THE 109<sup>TH</sup> BMF TECHNICAL REPORT

The last edition of the Technical Report was circulated as download link accessible from the technical section of the BMF website and the total number of 218 as a download link of TR 108, amongst some 743 Technical Report downloads in total, confirms this BMF publication as a valuable tool widely used within membership. In addition, with the appointment of a new technical executive in late May (Alan Price sadly left the company in February) we hope to soon be in a position to raise the BMF Technical Department's profile by disseminating latest information via social networks.

Considering this report is the update on the BMF Technical Department activities, please let us highlight a number of recent developments and achievements that have taken place since January.

Of high significance to the wider industry is the International Maritime Organisations Marine Environment Protection Committee 66<sup>th</sup> session, which took place from 31 March to 4 April. This committee is in charge of the MARPOL convention which also regulates ship engine emissions of nitrogen oxides (NOx). The international recreational marine industry's umbrella organisation ICOMIA; with the contribution of the BMF, successfully lobbied for a five year delay of the rule's implementation date from 2016 to 2021 for yachts above 24m and below 500gt. The discussion at IMO also reinforced the general exclusion for recreational vessels < 24m, moreover, for the first time at IMO it successfully raised the profile of the recreational marine industry highlighting the jobs that need to be protected, moving away from a negative perception as rich man's toys being immune to any negative economic impact. For detailed information see the IMO section with the report of the 66<sup>th</sup> session of IMO's Marine Environment Protection Committee.

You will also note this report includes an update on the current implementation of engine exhaust emission limits in the US. While this regulation was published in 2008, we felt it relevant to provide an update at this stage, given companies active on the US market must be aware of compliance issues related to the rule. Confusingly, both IMO and EPA use in the term "Tier" when referring to their engine exhaust legislation. More clarity is provided in our EPA Tier 3/4 update.

The BMF represents the recreational, large yacht and small commercial marine industry in the Marine Industries Leadership Council (MILC). This forum has aligned Government, businesses and trade associations to enable the effective dialogue that is essential to develop a successful strategy for growth. As one of the outputs of discussions within MILC, the Department of Business, Innovation and Skills allocated research funds to carry out an analysis of the UK supply chain landscape. Southampton Marine and Maritime Institute has been appointed as research provider. At the time of going to press we will be fully engaged in the study and hope to present outcomes in the next Technical Report; we are pleased to see a large number of members actively engaging in this study. Should you have missed our communication on this matter and wish to be involved, please contact [technical@britishmarine.co.uk](mailto:technical@britishmarine.co.uk).

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# TECHNICAL REPORT #109

## EPA TIER 3/4

The US Environmental Protection Agency (EPA) published a set of emission limits for diesel engines in 2008. The limits applicable to recreational engines were phased in during the model year period 2009-2014. In consideration of the current final implementation of limits applicable to engines installed on recreational vessels we believe it is worth taking the opportunity to draw attention to the application of the rule.

Clarifications and definitions:

EPA limits apply to US flagged vessels only. Foreign vessels sailing in US waters are subject to IMO emission limits.

Both EPA and IMO limits are expressed through Tiers. Given IMO has been widely discussed over the last few years, please let us highlight that readers should be aware EPA limits have some form of overlap with IMO rules; unfortunately they are expressed in different Tiers. For emissions of nitrogen oxides (NOx) only, IMO Tier III is equal to EPA Tier 4. However, whilst IMO covers only emissions of NOx, EPA covers a further selection of other pollutants, namely hydrocarbons (HC), particulate matter (PM) and carbon monoxide (CO).

The scope of the 2008 EPA rule covers all types of marine diesel engines. These are expressed in cylinder displacement volumes and there are three categories, as shown in the table below. For the purposes of this update, only Category 1 engines and the application of Tier 3 and Tier 4 will be discussed; this range is highlighted in the table below:

Category	Displacement per Cylinder (D)	
	Tier 1-2	Tier 3-4
1	$D < 5 \text{ dm}^3$	$D < 7 \text{ dm}^3$
2	$5 \text{ dm}^3 \leq D < 30 \text{ dm}^3$	$7 \text{ dm}^3 \leq D < 30 \text{ dm}^3$
3	$D \geq 30 \text{ dm}^3$	

Table 1 – US EPA engine categories and scope of engine emission limits

Limits and application:

EPA Tier 3 phased in during 2009-2014 and applies to all recreational engines (and Commercial High Power Density Engines). EPA Tier 3 is a non-catalyst emission rule, requiring the use of engine-based controls, such as engine timing, engine cooling, and advanced electronic controls. It is suggested to engage early with the engine manufacturers, should companies plan to serve the US market.

The phase in of EPA Tier 4 is during 2014-2017. The rule can be met with the use of high efficiency emission control technology and to current understanding it will require a combination of exhaust emission aftertreatment technologies such as selective catalytic reduction, oxidation catalysts and particulate filters. A side effect is that the rule will require control of the amount of sulphur both oxidation catalysts and particulate filters are exposed to since they are sulphur sensitive. This can be achieved either by use of ultra low sulphur diesel or sulphur treatment technology. We expect compliance with EPA Tier 4 will impose similar technological and operational implications as observed under IMO Tier III. However, recreational engines are not subject to EPA Tier 4.

So where are the boundaries? The upper limit of the EPA Tier 3 scope is at 3,700kW (5,000hp). Furthermore, the US definition of recreational applies to *“a vessel that is intended by the vessel manufacturer to be operated primarily for pleasure or leased, rented or chartered to another for the latter's pleasure.”* However, it excludes the following vessels:

- (1) Vessels below 100 gross tons (US gt) that carry more than 6 passengers.
- (2) Vessels at or above 100 gross tons (US gt) that carry one or more passengers.
- (3) Vessels used solely for competition.

EPA Tier 4 applies for vessels with engines larger than 600kW. Hence, a commercial vessel with a smaller engine installed would have to meet EPA Tier 3.

## IMO/EU SULPHUR REGULATIONS APPLICABLE FROM 1 JANUARY 2015

Directive 1999/32/EC regulates sulphur emissions from ships by limiting the maximum sulphur content of marine fuel. This Directive was amended by Directive 2005/33/EC that designated the Baltic Sea, the North Sea and the English Channel as sulphur emission control areas (SECAs) and limited the maximum sulphur content of the fuels used by ships operating in these sea areas to 1.5%.

Due to the international dimension of the shipping industry, environmental, security and safety standards are developed by the International Maritime Organization. Directive 1999/32/EC as amended transposes provisions of Annex VI of IMO's Marine Pollution Convention, MARPOL 73/78.

Following a call for action from the EU Commission at IMO to further reduce emissions, in October 2008 an amended Annex VI was adopted that further reduces the maximum sulphur content of marine fuels inside and outside of SECAs.

Considering the development at the IMO in 2008, the Commission carried out a review of the Directive and adopted a proposal for its revision on 15 July 2011. Finally, Directive 2012/33/EU amending Directive 1999/32/EC was published in the Official Journal of the European Union on 17 November 2012. The deadline for bringing Member States' legislation in compliance is 18 June 2014 and the amended Sulphur Directive will enter into force 1 January 2015.

From 1 January 2015 sulphur contents in marine fuels will be reduced from 1% (10,000ppm) to 0.1% (1,000ppm). While diesel engines fitted on recreational and small commercial vessels are broadly specified to use distillate fuels and we understand marine diesel fuels available in UK ports are well beyond the 0.1% mark, readers are reminded of these developments to ensure compliance. Given the possible higher demand for fuels containing less sulphur, there can be a cost implication from this change in legislation.

## RESTRICTIONS OF THE USE OF HAZARDOUS SUBSTANCES

Members will be aware of the WEEE and RoHS Directives but may not be familiar with the recent updates to RoHS.



The document entitled 'Guidance to the RoHS Directive.pdf' can be downloaded from their website. <http://www.bis.gov.uk/assets/biscore/business-sectors/docs/r/12-1167-restriction-of-hazardous-substances-regulations-guidance.pdf>

Like other EU directives this is updated from time to time, most recently in 2012.

In addition to the many substances that fall under the Directive, Annex A lists the categories of electrical and electronic equipment covered by the regulations including IT and communications and consumer equipment. Lighting and electrical/electronic tools may not be applicable in our marine world.

There is a list of exemptions from Part 2 of the Statutory Instrument 2012, no 3031 'The Restriction of Use of Certain Hazardous Substances in Electrical and Electronic Equipment Regulations 2012' and these categories also apply to batteries and accumulator Regulations. Amongst the long list of exemptions to such equipment are two specific categories:

14. Equipment which is specifically designed, and is to be installed, as part of another type of equipment to which these Regulations do not apply, which can fulfil its function only if it is part of that equipment, and which can be replaced only by the same specifically designed equipment.

17. Means of transport for persons or goods, excluding electric two-wheel vehicles which are not type approved.

It should be noted that the wording of category 14 reads 'Equipment which is specifically designed, and is to be installed, as part of another type of equipment to which these Regulations do not apply, which can...' The second use of the word 'equipment' above can actually refer, in the marine field, to the ship or other sea-going craft. Thus a UK manufacturer or distributor of electrical or electronic equipment that is designed and can only be used on board a sea-going vessel is exempt.

A manufacturer, distributor or retailer who supplies portable electrical or electronic equipment for use on board sea-going vessels (or vessels that use inland waterways) DOES come within the Regulations and is therefore NOT exempt. Examples of such equipment might be handheld VHF's, handheld GPS receivers and any other equipment that contains re-chargeable batteries. A retailer who supplies or fits new batteries to such equipment also therefore comes under the RoHS regulations. In the next 2-3 years further restrictions under RoHS will come into force.

Should a company need to submit a response to the NMO (National Measurement Office), then they should look at the 'RoHS Submission Response.pdf' that may be downloaded from their website.

Offences can result in severe penalties being imposed on suppliers who are obstructive and/or unprepared to work with the NMO in order to correct any non-compliance issues. For details of such offences see this link: [http://www.legislation.gov.uk/ukxi/2008/2164/pdfs/ukxi\\_20082164\\_en.pdf](http://www.legislation.gov.uk/ukxi/2008/2164/pdfs/ukxi_20082164_en.pdf)

For general enquires to the NMO, tel: 0208 943 7227 (an automated reply service) or their email address can be found in [www.bis.gov.uk/nmo/enforcement/enquiries](http://www.bis.gov.uk/nmo/enforcement/enquiries)

## DEVELOPMENTS RELATED TO THE STABILITY STANDARDS SERIES – ISO 12217

After many years of work, the revised stability standards series ISO 12217, parts 1-3 was published in 2013. In preparation of "harmonisation", i.e. referencing the standards as supporting RCD requirements, members of the ISO TC188 stability working group raised concerns regarding the effect of the addition of the exponent 0.3 to the definition of the dynamic stability factor FDS in the formulation of the stability index in ISO 12217, Part

2. While there was some debate as to whether the 0.3 exponent was or was not an editorial mistake, the real issue was whether or not its inclusion was having an adverse effect on the correct categorisation of Category A and B sailing monohulls. During the subsequent discussion the working group came to the opinion that in the Minimum Operating Condition the introduction of the 0.3 exponent had little overall effect, but in the Loaded Arrival Condition it was rewarding significantly more boats with a higher category than those that were penalised and that the 0.3 exponent should be removed from the formula for FDS.

In order to provide a quick solution, it was agreed to pause the harmonisation of ISO 12217-2 until the matter has been resolved. Furthermore, the stability working group agreed on a technical corrigendum to address the necessary removal of the 0.3 exponent. The re-opening of the discussion on stability standards resulted in the submission of a number of amendments that affect all three parts. These include:

- Level flotation requirement for category B boats – part 1, clause f.4.3
- Definition of recess retention level – all 3 parts
- Recess size requirements – all 3 parts
- Confusion in minimum windage area formulae – parts 1 & 3
- Consistency in assumed position of crew weight

The current understanding of the consequent changes to parts 1, 2 & 3 is to implement these changes by reprinting each Part. The final decision on the way forward for the stability standards will be taken during the ISO TC188 plenary meeting in June.

## HALOGEN LIGHT BULBS

It has been reported that the European Commission is pushing ahead with plans to delay the phase out of halogen light bulbs despite opposition from some member states. However, this decision has split support within the EU, with a number of member states known to back the delay whilst others demanding the phase out be dropped altogether.

The phase out was due to incorporate C-Class halogen bulbs from 2016, but pending the outcome of a technical review in 2014 it has been decided to push back implementation to 2018.

A draft regulation being circulated within the Commission would push the introduction of 'stage 6' efficiency standards for non-directional bulbs back by two years to September 2018.

## INLAND WATERWAY HIRER SAFETY REVIEW 2013

The review is limited to self-drive, powered hire boats, with or without overnight accommodation. The outcomes will influence the Boat Safety Scheme (BSS) examination checking procedures (ECP's) for hire boats.

The BMF has represented members' interests throughout the review to date, and through the work of the BMF Technical Department on the relevant BSS Technical, Advisory and Management Committees and the BMF continue to steer any conclusions towards a pragmatic end.

It is widely expected that the final version of the newly revised Hire Boat ECP's will be available for public consultation towards the end of summer 2014 and the BMF will ensure that all members will be made aware of their opportunity to feedback on the proposed output.

## THE 'BLUE GUIDE' ON THE IMPLEMENTATION OF EU PRODUCT RULES

In early 2014 the European Commission published its revised "Blue Guide" to the implementation of EU New Approach directives.



This document is essential for all companies manufacturing, importing and distributing products in Europe and the new title reflects the need to create common understanding on the implementation of the New Legislative Framework (NLF) when marketing recreational craft or other products within the EU or EEA.

This new version takes into account the modernisation brought to the EU legal framework in the past decade. Some chapters, like those on standardisation or market surveillance have been entirely reviewed and some new ones were added, like the ones on obligations of economic operators (manufacturers, importers, distributors) or accreditation of notified bodies.

With the new EU directive on recreational craft 2013/53/EU currently under implementation, the Blue Guide provides help and guidance to understand the changes brought by the New Legal Framework.

The Blue Guide is also relevant for other pieces of legislation relevant to the boating industry, such as the Directive on Personal Protective Equipment (currently under revision) or the Directive on Radio & Telecommunication Terminal Equipment (R&TTE).

For further information please follow this link:  
[http://ec.europa.eu/enterprise/policies/single-market-goods/documents/internal-market-for-products/new-legislative-framework/index\\_en.htm#h2-3](http://ec.europa.eu/enterprise/policies/single-market-goods/documents/internal-market-for-products/new-legislative-framework/index_en.htm#h2-3)

## MARITIME LABOUR CONVENTION 2006 AMENDMENTS

The International Labour Organization (ILO) has taken steps to protect abandoned seafarers and provide financial security for compensation in cases of death and long-term disability due to occupational injury or hazard, in the form of amendments to the ILO's Maritime Labour Convention, 2006, which were adopted without opposition. The amended text has now been sent to the ILO's International Labour Conference for approval.

The amendments were developed over nearly a decade by a Joint Working Group established by the ILO and the International Maritime Organization (IMO) in 1998 and will strengthen the 2006 Convention. They establish mandatory requirements that shipowners have financial security to cover abandonment, as well as death or long-term disability of seafarers due to occupational injury and hazard.

Under the new provisions, ships will be required to carry certificates or other documents to establish that financial security exists to protect seafarers working on board. Failure to provide this protection may mean that a ship can be detained in a port.

## PERIODIC ROADWORTHINESS TESTS FOR MOTOR VEHICLES AND THEIR TRAILERS: UPDATE

In September 2013's Technical Report (TR107) we provided an update on EU proposals for a regulation on the periodic testing of the roadworthiness of vehicles and their trailers, which at the time threatened to bring O1 and O2 category trailers (those with a maximum permissible mass not exceeding 750kg and 3,500kg respectively) within its scope.

The BMF and the European Boating Industry (EBI) have been working hard to oppose these proposals and we are happy to announce that in March this year, the European Council and

Parliament voted to keep O1 and O2 trailers out of the updated rules. The possible inclusion of light trailers (O2) will be reviewed by the Commission within five years though, and the BMF will ensure that industry is fully represented during that review process.

For full details on the updated regulations, including what they mean for commercial vehicles and heavy trailers (O3 and O4), more information is available at: [http://www.consilium.europa.eu/uedocs/cms\\_data/docs/pressdata/en/trans/141818.pdf](http://www.consilium.europa.eu/uedocs/cms_data/docs/pressdata/en/trans/141818.pdf)

## MCA SMALL COMMERCIAL VESSEL CODE OF PRACTICE – YELLOW/BLUE CODES

As previewed in previous Technical Reports, the BMF Technical Department continues to work alongside the Royal Yachting Association (RYA) to revise the technical specification as laid down in MGN 280, *The Code of Practice for the construction, machinery, stability, operation, manning and examination of Small Commercial Vessels less than 24m load line length that carry 12 or fewer passengers, and for Pilot Boats that carry 12 or fewer passengers*.

The BMF & RYA partnership has been tasked with a review of the requirements specifically applicable to the subjects of the Yellow and Blue codes: recreational vessels (sail and motor) engaged in commercial activities, such as sail training and charter vessels.

In order to represent the best interests of our membership, the Technical Department is requesting any companies currently involved in working to the requirements of MGN280 to contact us to provide feedback and constructive suggestions to feed into the review process.

Please contact Andrew Thomas on [athomas@britishmarine.co.uk](mailto:athomas@britishmarine.co.uk) or 01784 223 635.

## TEMPORARY UK VISA EXEMPTION FOR HOLDERS OF THE BRITISH SEAMAN'S DISCHARGE BOOK

A seafarer's identity document must meet the requirements of the International Labour Organization's (ILO) Convention Concerning Seafarers' National Identity Documents (ILO No. 108) ('ILO Convention 108'), in order for the Home Office to provide its holder an exemption from UK visa requirements where they are seeking to enter the UK for a purpose set out in Article 6 (2) of the Convention.

Article 4 (2) of ILO Convention 108 requires the document to contain a statement that the document is a seafarer's identity document for the purpose of ILO Convention 108. The British Seaman's Discharge Book does not contain such a statement and current Home Office policy is that this document does not exempt its holder from UK visa requirements.

However, it has become apparent to UK Border Force that some members of the maritime sector mistakenly believe the British Seaman's Discharge Book does afford its holder a UK visa exemption and are operated accordingly. They understand the impact that an immediate enforcement of Home Office policy would have on the maritime sector and are therefore operating a temporary period in which holders of the British Seaman's Discharge Book as specified below may enter the UK without a UK visa. Nationals of countries listed in Appendix 1 to the UK's Immigration Rules ('visa nationals') who hold the British



Seaman's Discharge Book are advised during this period to obtain a seafarer's identity document which is compliant with ILO Convention 108.

Temporary UK visa exemption criteria:

- a) Persons, aside from subjects of Deportation and Exclusion Orders, who present a valid national passport and British Seaman's Discharge Book and in accordance with Article 6 (2) of ILO Convention 108 seek to enter the UK for the purpose of joining their ship or transferring to another ship, passing through the UK in transit to join their ship in another country, or for repatriation may until 23:59 on 31 August 2014 enter the UK without a UK visa.
- b) Presentation of a valid national passport and British Seaman's Discharge Book does not guarantee admission to the UK. Holders of the British Seaman's Discharge Book must continue to satisfy the requirements of UK immigration legislation in order to be granted leave to enter or be admitted to the UK. Visa national holders of the British Seaman's Discharge Book who seek to enter the UK for a purpose not stated in paragraph a) will require a valid UK visa issued for the purpose for which entry is being sought.
- c) At 00:00 on 1 September 2014 and thereafter the British Seaman's Discharge Book will not satisfy the UK visa requirements. Seamen who present only a British Seamen's Discharge Book and a valid travel document will be refused leave to enter the UK unless they hold a valid UK visa issued for the purpose for which entry is being sought or a document which is compliant with ILO Convention 108.

## GOST-R

The BMF has recently been made aware of new technical regulations adopted in the Russian Federation, applicable since 1 February 2014. Previously in Russia, the competence for legislation related to recreational craft laid with the State Inspectorate for Small Vessels, under the Russian Ministry of Emergency Situations (GIMS).

However, this has now shifted to the Eurasian Economic Community (the custom union including Russia, Belarus and Kazakhstan) and a new technical regulation was adopted with the objective of facilitating the free movement of goods within the custom union.

As a result, on 1 February 2014, a new technical regulation entered into force at the level of the Eurasian Economic Community for small craft up to 20m in length. Rather than copying the existing Russian legislation which had worked for both manufacturers and importers, a new text was produced which has introduced some issues including:

- technical inaccuracies
- contradictions and mistakes
- difficulties in applicability for both manufacturers and importers

The technical regulation is now divided into 2 parts, applying to vessels up to 6m and vessels between 6 and 20m. To date, the main concern of those involved appears to focus around the applicability of the upper half of the new regulation (from 6-20m) which appears to be the most difficult to implement. One of the key issues is that currently there is no reference to existing ISO standards or to the CE marking used in the EU/EEA and Switzerland, creating issues in demonstrating conformity.

Besides the technical aspects, it would appear that the Russian certification bodies which were previously accredited for boat certification have so far failed to be granted accreditation under the new technical regulation. This means both production and imports cannot be certified at this time, effectively blocking trade.

This situation has created a level of uncertainty for manufacturers who are unsure if they can continue their production as usual even if not meeting the new regulation, until the situation is clarified; or whether they face potential fines or impounding if found not to be in possession of the correct certification which currently cannot be obtained.

Russian industry representatives are preparing to collectively write to the relevant Ministries and official bodies in order to find a solution. The BMF will continue to monitor the situation and intervene where necessary.

## IMO REPORTS

The full ICOMIA reports of IMO sessions including the documents referenced in the summaries below are available to BMF Members at:  
<http://www.britishmarine.co.uk/publications.aspx?category=Technical>

## MEPC 66

This was the 66th session of the Marine Environment Protection Committee (MEPC), from 31 March to 4 April 2014.

Amendments to MARPOL Annex VI regulation 13:

As expected, this agenda item proved to be the most contentious of the week with the Russian Federation arguing strongly for a 5 year delay in implementation as per the amendment agreed at MEPC 65.

Amendments to this amendment were proposed by Canada, Denmark, Germany and the United States in document MEPC 66/6/6 and the Marshall Islands and Norway in document MEPC 66/6/10. Once the papers dealing with this issue were presented by the respective delegations the chairman opened the floor for comments. ICOMIA was the first to speak and made the following intervention:

*"ICOMIA & SYBAss recall that at MEPC 65 the Committee noted that as it had agreed to amend the effective date for the Tier III NOx emission standard then the proposals set out in the documents relating to certain yachts used for recreational purposes: MEPC 65/4/8, MEPC 65/INF.15 (ICOMIA and SYBAss) and MEPC 65/4/32 (Marshall Islands, Cook Islands, ICOMIA and SYBAss), could be noted, and agreed these documents should be held in abeyance.*

*The recreational yacht industry requires certainty and clarity as soon as possible and would respectfully ask that our Tier III issues as set out in MEPC 65/4/8 remain under consideration.*

*We thank Canada et al for their paper MEPC 66/6/6 and Marshall Islands and Norway for their paper MEPC 66/6/10. Each of these papers acknowledge the difficulties faced by large yacht manufacturers in meeting the original deadline of 2016 and each supports a delay in implementation for this sector.*

*We are grateful for this support and would like to underline that the industry is fully committed to the protection of the environment and the need to safeguard human health. The proposed delay for large yachts will provide time the industry needs to develop the technology to achieve full compliance with the Tier III regulations."*

Over 60 delegations spoke on this issue and gradually a majority preference for paper MEPC 66/6/6 began to emerge. The only delegations which expressed any negative views regarding the extension proposed for the yachting sector were Sweden and Ireland who said they had concerns about sectoral exemptions but could live with them in the spirit of compromise.

The delegation of the Cook Islands made a persuasive intervention in favour of extending the applicability of future NOx Emissions



Control Areas (NECAs) to the date of adoption of such NECAs. Vessels built before that time not being required to comply nor be retrofitted with compliant engines when trading in subsequently adopted NECAs.

With such diverse views and the matter having to be settled at this meeting a compromise solution was inevitable. The original support Russia had found at MEPC 65 had all but melted away and it became clear that their amendment would not be adopted. Recognising this to be the case, the Russians indicated their willingness to reach a compromise decision and requested the chairman establish an informal group of interested parties to produce some wording, agreeable to all, which could be given to the drafting group.

During some long sessions, the group finally produced the text in attached document MEPC 66/J/7rev. Prior to reaching this wording the Irish delegation had argued for using the SOLAS definition of yachts: "pleasure yachts not engaged in trade" to define the applicability of this revised MARPOL regulation.

Fortunately this proposal did not find any support with a number of administrations taking the view that it would be wrong to mix the wordings of differing conventions. Paragraph 5.2.3 in the J paper differed from the text in MEPC 66/6/6 and since the chairman, in his summing up of the plenary discussion prior to the establishment of the informal group, had noted that along with the existing NECAs and the question of superyachts having been agreed, the role of the group was to reach agreement on how to handle future NECAs.

This being the case, the Marshall Islands, at the suggestion of ICOMIA, requested that the wording from MEPC 66/6/6 be forwarded to the Drafting Group. This was agreed and following a further meeting of the Drafting Group, the resulting text in document MEPC 66/WP.10 Add.1 was presented to the Committee for consideration. In this document two versions of paragraph 5.1.3 i.e. the paragraph dealing with future NECAs, were provided.

The first version proposed that application of the regulations should be for vessels constructed on or after the date of circulation for adoption of the new emission control area. The second version proposed the date of adoption of the new NECA. During the plenary discussion the chairman recommended the second version of the paragraph arguing that it was more practical and legally precise. The Committee agreed with the chairman and with this the amendment to the whole of Regulation 13 was adopted (entering into force on 1 September 2015).

## SSE 1

This was the first session of the Sub-Committee on Ship Systems and Equipment, held from 10 to 14 March 2014. This Sub-Committee was formerly known as DE, FP and SLF.

### Smoke management systems:

Recognising that smoke is one of the principle threats to life in a fire there has been discussion at IMO on means of reducing exposure to it. In order to take the subject forward the item was included in the SSE agenda following earlier deliberations in the FP Sub-Committee.

The working group on fire protection was tasked with considering draft performance standards and functional requirements for smoke management systems. The result of their work is contained in Annex 2 of the attached report of the working group in document SSE 1/WP.3. This Annex forms the draft functional requirements for the assessment of smoke management systems which was duly noted by the Sub-Committee.

Much work remains to be done on this issue and a work plan was suggested by the working group as set out in Annex 3 of the report. The Sub-Committee endorsed these recommendations making it likely that these systems will, in due course, be mandated under an amendment to the relevant chapter of SOLAS. The issue of applicability remains to be addressed but it is possible that cargo vessels (including yachts) over 500 GT will need to comply.

### On board lifting appliances and winches:

The development of the requirements for winches was initiated at DE 57 where a correspondence group was established with a remit to report to DE 58 (SSE 1). The group (CG) was co-ordinated by New Zealand. On completion of the presentation of the report of the CG a number of delegations spoke to express a lack of confidence in the management of the group citing issues with communications with the coordinator, lack of knowledge of other participants in the group and the report not being circulated to participants prior to its submission to the Sub-Committee.

The result of this is that the recommendations of the report were not considered and instead, the working group which had been tasked with taking the issue forward was given virtually identical terms of reference to the correspondence group.

## HTW1

This was the first session of the Sub-Committee on Human Element Training and Watchkeeping, held from 17 to 21 February 2014. This Sub-Committee was formerly known as STW.

### Security training:

On 1 January 2014 it became a requirement for seafarers to hold certification for security-awareness training or certification for training for those with designated security duties, in accordance with regulation VI/6 of the STCW Convention and section A-VI/6, paragraphs 4 and 6 of the STCW Code.

A number of delegations expressed concerns regarding the difficulties encountered by industry in getting seafarers certificated in time. Problems with the availability of appropriate courses as well as administrative delays in flag states issuing certificates were the chief concerns. The issue of whether qualified Ship Security Officers also needed to undergo this training was discussed in plenary; although Bahamas pointed out that the STCW code already states that SSOs require no additional training. The working group was tasked with producing guidance on these matters.

A draft circular was produced with advice on action to be taken in cases where seafarers do not carry certification on security related training, which the Secretariat was instructed to issue immediately. The circular can be found in Annex 1 of the report of the working group in document HTW 1/WP.3. The main point of the circular was to instruct Port State Control authorities to take no action in regards to the lack of security certification until 1 July 2015.

Annex 2 of HTW 1/WP.3 contains a draft circular, also approved by the Sub-Committee, which clarifies the position regarding SSO training i.e. those with SSO certification do not need to undertake the security familiarisation training.

Training and certification requirements for seafarers for ships using gases or low-flashpoint fuels (IGF Code):

Although there are currently few, if any, LNG fuelled yachts in operation, plans for such vessels do exist and these types of vessels are likely to be built in the future due to the cost benefits of burning this type of fuel as well as the environmental benefits.



The point was made during the plenary session that an exponential increase in the number of vessels using low-flashpoint fuels was likely to occur in the near future. This will result in a severe shortage of qualified crew and this must be borne in mind by the yachting industry when considering this type of fuel. Annexes 4 and 5 of HTW 1/WP.3 contain draft amendments to the STCW Convention related to the IGF Code and guidance on training for seafarers using gases or other low flashpoint fuels respectively. Both these Annexes were endorsed by the Sub-Committee.

#### **Polar code:**

Working Group 2 on training matters produced the draft text of chapter 13 of Polar Code. The training requirements, as drafted, only apply to Masters and officers in charge of a navigational watch. Engineer officers and ratings are not included although the working group acknowledged that consideration to the training of chief engineer officers may need to be given in due course. The working group produced some draft amendments to chapter V of the STCW Convention and invited Member Governments and international organisations to submit comments and proposals for consideration to HTW 2.

#### **Review of passenger ship specific safety training:**

Owing to time constraints, the working group was not in a position to give any further consideration to the proposed amendments to the STCW Convention and Code as proposed by the United States in document HTW 1/13. However, bearing in mind the target completion of this agenda item, the group was of the view that the work could be progressed intersessionally by a correspondence group, with the view to finalisation at HTW 2.

The Sub-Committee agreed to the establishment of a Correspondence Group on Development of draft amendments to the STCW Convention and Code related to revised training requirements for passenger ships, under the coordination of the United States, with terms of reference, as set out in Annex 3 of HTW 1/WP.4.

## **SDC 1**

This was the first session of the Sub-Committee on Ship Design and Construction, held from 20 to 24 January 2014. This Sub-Committee was formerly DE, FP and SLF.

#### **Polar Code:**

The drafting of the Polar Code is nearing completion but is being slowed down by discussions on applicability and amendments to existing conventions. The Polar Code is unusual in that it aims to improve the safety of vessels operating in Polar Regions by addressing the threats posed by that environment at the same time as protecting the environment from the threat posed by shipping.

Because of this, the code needs to be brought into force by amendments to SOLAS as well as MARPOL and this is proving something of a challenge. The scope of the code is wide-ranging. It deals with ship construction, safety and fire-fighting equipment, operational matters, training and crew certification and environmental issues.

This means that no particular Committee or Sub-Committee can address all aspects. The working group made significant progress with the code this week but a number of issues need to be referred to MSC, MEPC, NCSR and SSE for finalisation. The aim is to have the code adopted during MSC 94 in November 2014.

At present the code is being developed for SOLAS vessels but the plan is to extend it to non-SOLAS ships in due course. New Zealand is very keen to extend the scope of the code as soon as possible. It submitted document SDC 1/3/4 "Phase II – Non-SOLAS Ships" to this meeting with a view to deciding how the code was to be applied to fishing vessels, pleasure craft and other non-SOLAS vessels.

The discussion of this paper in plenary resulted in it not being forwarded to the working group as most delegations were of the view that the priority must be to conclude the code for SOLAS

ships before considering other ship types. It was decided to hold this paper in abeyance until such matters are considered by the Sub-Committee.

#### **Stability:**

The Sub-Committee agreed to the updated action plan on second generation intact stability criteria as per paragraph 4 and the Annex of the report of the working group in attached document SDC1 WP.5. The Sub-Committee also approved the draft amendments to SOLAS Chapter II-1 on sub-division and damage stability regulations which can be found in Annex 1 of document SDC1 WP.5 Add.1.

The stability working group also considered the protective location criteria for LNG fuel tanks for inclusion in the draft IGF Code. The use of LNG as a fuel in yachts is a possibility and the development of this topic at IMO should be followed closely by any builders with an interest in LNG fuel.

The working group also proposed suggested action items for the development of guidance for the approval of damage stability modules for safe return to port for passenger ships. These are contained in Annex 2 of the report of the working group. The Sub-Committee approved these for development by the SDS correspondence group which the Sub-Committee re-established.

#### **Construction:**

The main topic of interest from this working group were the amendments to SOLAS regulation II-1/11 and development of associated guidelines to ensure the adequacy of testing arrangements for watertight compartments. A plan of action for the completion of this item along with the terms of reference for the correspondence group are contained in the report of the working group in document SDC 1 WP.6 Add.1.

#### **1969 Tonnage Measurement Convention:**

The report of the drafting group on the development of provisions to ensure the integrity and uniform implementation of the 1969 TM convention is in document SDC 1 WP.7. The drafting group requested the Sub-Committee agree with the draft Unified interpretations and the associated draft TM.5 circular. However, a number of delegations pointed out that there was not unanimity in the drafting of the unified interpretations and therefore the chairman referred the drafts to MSC for approval. The Sub-Committee approved the terms of reference prepared by the group for possible future development of Unified interpretations to the 1969 TM Convention and a reduced gross tonnage parameter for accommodation spaces.

## **MARITIME COASTGUARD AGENCY NOTICES**

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

## **Merchant Shipping (M) Notices**

**MSN 1852 (M) – IMO tanks, Portable Tanks, Road Tank Vehicles and Rail Tank Wagons for the Carriage by Sea of Dangerous Goods as Solids, Liquids, or Liquefied Gases**

*Notice to all operators, shipowners, masters, tank manufacturers and inspection bodies, hauliers, freight forwarders, consignors of dangerous goods.*

This Merchant Shipping Notice is an integral part of the Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997. It replaces Merchant Shipping Notice MSN1705 and sets the requirements for IMO tanks, portable tanks, road tank vehicles and rail tank wagons for the carriage by sea of dangerous goods as solids, liquids, or liquefied gases.

The provisions for IMO tanks, portable tanks, road tank vehicles and rail tank wagons to be used for the transport of dangerous goods by sea is given in the International Maritime Dangerous



Goods (IMDG) Code as amended. This MSN addresses the change in arrangements for the appointment and administration of the inspection bodies.

## Merchant Guidance Notes

### **MGN 505 (M) HUMAN ELEMENT GUIDANCE – PART 1 Fatigue and Fitness For Duty: Statutory Duties, Causes Of Fatigue And Guidance On Good Practice**

*Notice to all Ship Owners, Ship Operators and Managers, Masters, Officers and Crew of Merchant Vessels, Skippers and Crew of Domestic Passenger Ships and Inland Waterway Vessels*

This Marine Guidance Note:

1. Reminds owners, operators, managers and all personnel working on board seagoing, domestic and inland waterway vessels about their duties under UK and international shipping legislation in relation to fatigue, and
2. Provides some practical information and guidance for consideration about;
  - i. Factors leading to fatigue and impaired fitness for duty,
  - ii. Policies and practices which can reduce the cause and impact of fatigue and other performance impairing factors
  - iii. Development and use of fatigue management plans to improve the identification, management and reduction of fatigue and other performance impairing factors,
  - iv. Useful checklists to help identify fatigue and stress and take preventative actions, and
  - v. Useful sources of additional information about fatigue and fatigue management.

This Marine Guidance Note draws upon a wide range of legislation, knowledge and research findings to provide practical guidance about dealing with fatigue and other factors leading to impaired fitness for duty.

### **MGN 504 (M+F) Maritime Passenger Rights: Role of the National Enforcement Body**

*Notice to all Ship Owners and Agents, Ship Operators, Managers and Masters, Seafarers, Surveyors, Port and Terminal Operators.*

This MGN identifies the role of the MCA as the Maritime Passenger Rights National Enforcement Body and also the role of the various voluntary UK Complaint Handling Bodies under the EU Regulation 1177/2010 on Maritime Passenger Rights. It also details the changes to the voluntary complaint handling body for England and Wales in respect ferry operations effective from 1 January 2014.

### **MGN 502 (M) – The Code of Practice for the Safety of Small Fishing Vessels – Standards which can be used to prepare for your MCA Inspection**

*Notice to all Designers, Builders, Owners, Employers, Skippers and Crew of Fishing Vessels.*

This Notice provides a Small Fishing Vessel Code of Practice that has been based on MSN 1813, but is revised taking into account MAIB findings and investigations into incidents. This Code is voluntary but may be used as an alternative to MSN 1813 for the purposes of having your vessel inspected. MSN 1813 will remain in force.

### **MGN 501 (M) – Code of Practice for Fishing Vessels of 24 metres and Over – Standards which may be used to prepare for your MCA Surveys**

*Notice to all Designers, Builders, Owners, Employers, Skippers and Crew of Fishing Vessels.*

This Notice provides a Code of Practice for 24m Registered Length (L) Vessels and Over and sets out in one document the requirements currently contained in the Fishing Vessels (Safety Provisions) Rules 1975, the Fishing Vessels (EC Directive on a Harmonised Safety Regime) Regulations 1999 and the Fishing Vessels (Life-Saving Appliances) Regulations 1988.

This Code is voluntary but may be used as an alternative to these Rules and Regulations, which remain in force, for the purposes of having your vessel surveyed.

### **MGN 499 (M) – Life Saving Appliances: Inflatable Liferafts, Marine Evacuation Systems, Inflatable Lifejackets and Hydrostatic Release Units – Servicing Requirements**

*Notice to all Owners, Operators and Masters of Merchant Ships, Owners and Skippers of Fishing Vessels, Code Vessels, Yachtsmen, Manufacturers and Service Station Personnel.*

**Life-saving appliances should be regularly serviced at an approved service station.**

Inflatable liferafts, marine evacuation systems, inflatable lifejackets and hydrostatic release units carried on United Kingdom ships and fishing vessels are required to be regularly serviced at an Approved Service Station.

An 'approved service station' is one that has been formally accredited by the manufacturer of the equipment and has been approved by the National Administration. In the UK this is the Maritime and Coastguard Agency on behalf of the Secretary of State.

## Marine Information Notices

### **MIN 476 (M) Codes of Practice For Controlling Risks due to Noise and Vibration on Ships**

*Notice to all Shipowners, Large Yacht Owners, Fishing Vessel Owners, Fleet Managers, Safety Managers, Training Managers, Masters, Yacht Masters, Skippers, Training Colleges and Training Organisations.*

This Marine Information Note advises industry on the Codes of Practice for controlling risks due to noise and vibration on ships produced by the Maritime and Coastguard Agency, and where copies may be obtained.

### **MIN 475 (M+F) UNESCO Commemoration of the First World War Centenary**

*Notice to all Ship Owners, Ship Operators, Terminal Operators, Port Authorities, Classification Societies, Agents, Charterers, Shippers, Consignors, Training Providers, Masters, Officers and crews of Merchant Ships*

On 28 June 2014, vessels at sea are requested to fly flags and ensigns at half-mast and vessels in harbours are encouraged to sound a signal at a designated time of 1700 h UTC



## **MIN 474 (M) TRAINING AND CERTIFICATION – Changes to International Association of Maritime Institutions Officer of the Watch Written Examinations**

*A new syllabus complying with STCW'78, as amended, will be in place from 1 September 2014. A new exam 'Control Engineering' has been incorporated to the existing system.*

## **MIN 473 (M) TRAINING AND CERTIFICATION – Amendments for Large Yacht Qualification, Navigational Watch Rating, Efficient Deck Hand and Able Seafarer Deck Certification**

*Notice to all Shipowners, Masters, Deck and Engineer Officers and Ratings and those concerned with Maritime Training, eg, Shipowners, Masters etc.*

This MIN describes the planned changes to the large yacht code examinations detailed in MSN 1802 which are due to come into force between August and December 2013 as part of the 2010 Manila amendments to STCW. This notice also details changes to large Yacht Qualifications, Able Seafarer Deck Certification, Navigational Watch Rating (NWR), the Efficient Deck Hand (EDH) syllabus and the sea service requirement.

## **MIN 472 (M) New Requirements for Security Training for Shipboard Personnel**

*Notice to all Shipowners, Crewing Agents, Masters, Officers, Seafarers and other Shipboard Personnel.*

The STCW Convention and Code as amended by the Manila amendments (2010) contains new requirements regarding security training. This MIN clarifies how to obtain the certification.

## **MIN 471 (M) TRAINING AND CERTIFICATION – Large Yacht Qualification, Navigational Watch Rating, Efficient Deck Hand and Able Seafarer Deck Certification Amendments**

*Notice to all Shipowners, Masters, Deck and Engineer Officers and Ratings and those concerned with Maritime Training.*

This notice describes the planned changes to the large yacht code examinations detailed in MSN 1802 which are due to come into force between August and December 2013 as part of the 2010 Manila amendments to STCW. This notice also details changes to large Yacht Qualifications, Able Seafarer Deck Certification, Navigational Watch Rating (NWR) Certification, the Efficient Deck Hand (EDH) Syllabus and the sea service requirement.

## **BRITISH, EUROPEAN AND INTERNATIONAL STANDARDS**

### **Small Craft and RCD Standards Update**

The International Organisation for Standardisation (ISO) Technical Committee (TC) 188 is the boatbuilding community's main forum to develop standards for small craft up to 24m length of hull. In addition to developments of new standards taking place, an increasing trend to revise published standards is noted.

The BMF Technical team participates in all working groups to ensure the delivery of workable standards. Areas of particular interest to the BMF include revisions of standards for man overboard prevention, windows and cockpits as well as driving the interpretation of how to apply standards revisions and to implement changes following the RCD revision. A number of fast track revisions have been launched following the 2013 TC188 plenary to address the provision of owner's manuals in electronic formats and the technical specification of fuel return lines for diesel engine installations.

Items are listed in order of expected time until availability starting from published standards to early development stages. The terminology as used by ISO to develop standards is used in this

report and fully explained on the ISO website under this link. For quick reference see below glossary of abbreviations:

WD	– working draft
CD	– committee draft
DIS	– draft international standard
FDIS	– final draft international standard
ISO	– published standard

Connection to legislative tools:

On completion, standards that support EU directive requirements are referenced in the Official Journal of the EU (OJEU). This step is referred to as "harmonisation". A harmonised standard provides a presumption of conformity for a certain legal requirement. This reference appears in a dedicated Annex of the relevant standard.

TC 188 produces standards that detail requirements of the Recreational Craft Directive and the directive on Personal Protection Equipment (PPE – lifejackets and other equipment). Note specialised other committees in the European Committee for Standardisation (CEN) and ISO also develop standards in support of the RCD, for example LPG propulsion systems and 3-phase electrical systems. The standards listing below provides a full reference of standards applicable to small craft. A standard's prefix reflects their publication as British (BS), European (EN), or International (ISO) standard or a combination of these.

### **Recent publications:**

None to date

### **Pending publication (by early 2014):**

ISO/FDIS 12215-5 – Design pressures for monohulls, design stresses, scantling determination  
– Amendment to include IT calculation spreadsheet ("scantlings calculator").

### **Under development**

#### **ISO/FDIS 6185-3 – Inflatable boats**

– Revision of 2001 edition

#### **ISO/FDIS 10239 – LPG systems**

– Revision of 2008 edition

#### **ISO/FDIS 25197 – Electrical/electronic steering system**

– Amendment concerning modification of the first sentence in Clause 10.8 to read: "Components of the system not rigidly mounted (portable helm, transmitters, etc.) shall withstand a free-fall test from a height of at least 1 m with impact on a concrete floor."

#### **ISO/FDIS 21487 – Permanently installed petrol and diesel fuel tanks**

– Amendment of 2012 edition concerning modification of clause 7.1 to read: "Each fuel tank shall be tested in a configuration representing all accessories for which it is designed to accommodate (e.g. fitting, gauges, inspection hatches) as specified by the tank manufacturer."

#### **ISO/DIS 16315 – Electrical propulsion systems**

– New development

#### **ISO/DIS 9094 – Fire protection**

– Revision and merging of parts 1 and 2

#### **ISO/DIS 10240 – Owner's manual**

– Revision of edition published 2004 in order to enable electronic owner's manuals

#### **ISO/DIS 18854 – Engine exhaust emission measurement**

– New development adopting parts of ISO 8178 relevant for engine RCD compliance



**ISO/DIS 19009 – Electrical navigation lights – performance requirements**

- New development

**ISO/WD 13297:2012 Electrical systems – Alternating current installations**

- issuing of a corrigendum concerning references in clauses 14.1 and 14.3 as well as replacement of Annex D and deletion of Annex E
- Revision of ISO 10133 and ISO 13297 merging the two documents into one standard covering both a.c and d.c installations

**ISO/WD 11592-2 – Determination of maximum propulsion power**

- drafting of a new proposal to widen the standard's application to boats up to 24m LH

**ISO/CD 14895 – Liquid fuelled galley stoves**

- Revision of 2000 edition to include heaters

**ISO/CD 15085 – Man overboard prevention and recovery**

- Revision of edition published 2003/amended 2009 implementing changes in RCD

**Items at early development stages**

**ISO 11812 – Watertight cockpits and quick-draining cockpits**

- Drafting of a proposal to revise edition published 2001

**ISO 12216 – Windows, port lights, hatches, deadlights and doors**

- Drafting of a proposal to revise edition published 2002

**ISO 12215-7 – Scantling determination of multihulls**

- New development

**ISO 12215-10 – Scantlings – Rig loads and attachments**

- New development



## RCD AND ASSOCIATED STANDARDS - March 2014

### Abbreviations:

ISO International Standard - normally published as EN and BS after publication as ISO  
EN European Norm (Standard)  
BS British Standard  
FDIS Final Draft International Standard  
DIS Draft International Standard

CD Committee Draft - not for general distribution  
WD Working Draft - not for general distribution  
NP New Project  
\* Indicates standard has been harmonised and meets Essential Safety Requirements  
SR Indicates standard is up for systematic review

STATUS	NUMBER	YEAR	TITLE	COMMENTS
BS EN ISO	*6185-1	2001	Inflatable boats engine power up to 4.5kw	Current
BS EN ISO	*6185-2	2001	Inflatable boats engine power 4.5kw to 15kw	Current
BS EN ISO	*6185-3	2001	Inflatable boats engine power 15kw and greater	Under revision - At FDIS stage
BS EN ISO	*6185-4	2011	Inflatable boats 8m to 24m power 15 kw and greater	Current
BS EN ISO	*7840	2013	Fire resistant fuel hose	Current
BS EN ISO	*8099	2001	Holding tanks	Current
BS ISO	8178 - 1	2006	Reciprocating internal combustion engines. Exhaust emission measurement - Test bed measurement of gaseous and particulate exhaust emissions	
BS ISO	8178 - 2	1997	ditto - Measurement of gaseous and particulate exhaust emissions on site	
BS ISO	8178 - 3	1994	ditto - Definitions and methods of measurement of exhaust gas smoke under steady state conditions	
BS ISO	8178 - 4	1996	ditto - Test cycles for different engine applications	
BS ISO	8178 - 5	1997	ditto - Test fuels	
BS EN ISO	*8469	2013	Non-fire resistant fuel hose	Current
BS EN ISO	*8665	2006	Engine power measurement and declaration	Current
BS EN ISO	*8666	2002	Principal data	Under revision - At WD stage
BS EN ISO	*8847	2004	Steering - wire rope and pulley	Current
BS EN ISO	*8849	2003	Electric bilge pumps	Current
BS EN ISO	*9093-1	1998	Seacocks and through hull fittings - Metallic	Current
BS EN ISO	*9093-2	2002	Seacocks and through hull fittings - Non-metallic	Current
BS EN ISO	*9094-1	2003	Fire protection to 15m	Under Revision - At DIS Stage
BS EN ISO	*9094-2	2002	Fire protection 15-24m	Under Revision - At DIS Stage
ISO	9094		Fire protection	New standard - At DIS stage
BS EN ISO	*9097 + A1	2000	Electric fans/blowers	Current
BS EN ISO	*10087	2006	Craft identification (CIN no.)	Current
BS EN ISO	*10088	2013	Permanently installed fuel systems and tanks	Current
BS EN ISO	*10133	2012	Electric systems - extra low voltage d.c	Under revision - At WD stage
BS EN ISO	*10239	2008	LPG system	Under revision - At FDIS stage
BS EN ISO	*10240	2004	Owners manual	Under Review - At DIS stage
BS EN ISO	*10592 + A1	2000	Steering - Hydraulic	Current
BS EN ISO	*11105	1997	Petrol engine - Ventilation	Current
BS EN ISO	*11192	2005	Graphical symbols	Current
BS EN ISO	*11547 + A1	2000	Start-in-gear protection	Current
BS EN ISO	*11591	2011	Field of vision	Current
BS EN ISO	*11592	2001	Determination of maximum power	Under revision - At WD stage
BS EN ISO	*11812	2002	Cockpits	Current



STATUS	NUMBER	YEAR	TITLE	COMMENTS
BS EN ISO	*12215-1	2000	Scantlings - GRP reference laminate	Current
BS EN ISO	*12215-2	2002	Scantlings - Core materials for composites	Current
BS EN ISO	*12215-3	2002	Scantlings - Steel, aluminium, wood, etc.	Current
BS EN ISO	*12215-4	2002	Scantlings - Workshop conditions	Current
BS EN ISO	*12215-5	2008	Scantlings - Design pressures	Under revision - At FDIS stage
BS EN ISO	*12215-6	2008	Structural arrangements	Current
ISO	12215-7	2008	Scantlings - Multihulls	New Standard - Delayed
BS EN ISO	*12215-8	2009	Scantlings - Rudders	Current
BS EN ISO	*12215-9	2012	Appendages and rig attachments	Current
BS EN ISO	*12216	2002	Windows and hatches	Current
BS EN ISO	*12217-1	2013	Stability - Non-sailing boats >6m	Current
BS EN ISO	*12217-2	2013	Stability - Sailing boats >6m in length	Current
BS EN ISO	*12217-3	2013	Stability - Boats of <6m in length	Current
ISO	13009		Electrical Navigation Lights - Performance Requirements	New standard - At DIS stage
BS EN ISO	*13297	2012	AC electric system	Under Revision - At WD stage
ISO	13342	1995	Outboard motor static thrust measurement	Current
BS EN ISO	*13590	2003	Personal watercraft (PWC)	Current
BS ISO	13591	1997	Portable fuel system for outboards	Current
BS ISO	13592	1998	Petrol engine backfire prevention	Current
BS EN ISO	*13929	2001	Steering gear - Rack and pinion	Current
BS EN ISO	*14509-1	2008	Measurement of sound emitted by powered recreational craft pass by test	Under revision - At CD stage
BS EN ISO	*14509-2	2006	Sound testing reference boat concept	Current
BS EN ISO	*14509-3	2009	Sound testing SoundBoat method	Current
BS EN ISO	*14895	2003	Liquid-fuelled galley stoves	Under Revision - At CD stage
BS EN ISO	*14945	2004	Builders plate	Current
BS EN ISO	*14946	2001	Maximum load capacity	Current
BS EN ISO	*15083	2003	Bilge pumping systems	Current
BS EN ISO	*15084	2003	Strong points, anchoring etc.	Current
BS EN ISO	*15085 + A1	2009	Guard rails, lifelines and handrails	Under Revision - At CD stage
BS EN ISO	*15584	2001	Inboard mounted petrol engine fuel and electrical components	Current
BS EN	*15609	2012	LPG Propulsion systems	Current
BS EN ISO	*15652	2005	Steering systems - mini-jet boats	Current
BS EN ISO	*16147	2002	Inboard mounted diesel engine fuel and electrical components	Current
BS EN ISO	*16180	2013	Electric Navigation lights - Installation and Placement	Current
ISO	16315		Electrical Propulsion Systems	New standard - At DIS stage
ISO	18854		Engine exhaust emission measurement	New standard - At DIS stage
ISO	19009		Electrical Navigation Lights - Performance Requirements	New standard - At DIS stage
BS EN ISO	*21487	2012	Permanently installed petrol and diesel fuel tanks	Under revision - At FDIS stage
BS EN ISO	*25197	2012	Electrical/Electronic control systems for steering, shift and throttle	Under revision - At FDIS stage
BS EN	*28846 + A1	2000	Electrical Devices - Protection against ignition of surrounding flammable gases (ISO 8846:1990/A1 : 2000)	Current
BS EN	*28848 + A1	2000	Remote Steering Systems (ISO 8848:1990/A1 : 2000)	Current
BS EN	*29775 + A1	2000	Remote steering systems for single outboard motors of 15-40kw (ISO 9975:1990)	Current
BS EN	*60092-507	2000	For 3-phase electrics only	Current



## Other standards

STATUS	NUMBER	YEAR	TITLE	COMMENTS
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	Current
BS ISO	9650-1	2005	Liferafts - Type I (offshore)	Current
BS ISO	9650-2	2005	Liferafts - Type 2 (coastal)	Current
BS ISO	9650-3	2009	Liferafts - Materials	Current
ISO	10134	2003	Lightning protection	Current
BS EN ISO	12401	2009	Small craft - Deck safety harnesses and safety line for use on recreational craft	Current
BS EN ISO	12402-1	2005	Lifejackets - Ships	Current
BS EN ISO	12402-2/A1:2010	2006	Lifejackets 275N	Current
BS EN ISO	12402-3/A1:2010	2006	Lifejackets 150N	Current
BS EN ISO	12402-4/A1:2010	2006	Lifejackets 100N	Current
BS EN ISO	12402-5/A1:2010	2006	Buoyancy aids 50N	Current
BS EN ISO	12402-6/A1:2010	2007	PFD - Part 6: Class F	Current
BS EN ISO	12402-7	2007	PFD - Part 7: Materials and components	Amendment underway
BS EN ISO	12402-8	2006	PFD - Part 8: Additional items, safety requirements and test methods	Amendment underway
BS EN ISO	12402-9	2007	PFD - Part 9: Test methods classes A to F	Amendment underway
BS EN ISO	12402-10	2005	PFD - Part 10: Application and use	Current
ISO	14227	2001	Magnetic compasses	Current
BS EN	60945	2002	Nav and radiocomm equipment testing methods	Current
ISO	12133	2011	Carbon Monoxide detecting systems	Current



## Large Yacht Standards

### ISO TC8 SC12 Large Yacht Standards Update

The work of TC8 SC12 continues with the aim of developing a suite of standards developed in conjunction with industry to streamline aspects of Large Yacht design and development.

Following a meeting of Work Group convenors and national representatives, the committee has been tasked with establishing a list of prospective future work items. Any suggestions from industry should be submitted to [athomas@britishmarine.co.uk](mailto:athomas@britishmarine.co.uk) for consideration by the general committee.

#### Published documents:

- Deck crane and access gangways strength requirements (ISO 11209)
- Strength, weathertightness and watertightness of glazed openings – Part 1: Design criteria, materials, framing and testing of independent glazed openings (ISO 11336-1)
- Measurement and assessment of the visual appearance of coatings (ISO 11347)

#### Pending publication (by early 2014):

- Structural fire protection for FRP yachts (ISO/DIS 14886)
- Anchoring equipment (ISO/DIS 16556)
- Weathertight doors – Strength and weathertightness requirements (ISO/DIS 14884)
- Diesel engines for main propulsion and essential auxiliaries – Safety requirements (ISO/DIS 14885)

#### Under development:

- Coatings: Exterior application processes and inspection methods (ISO/NP 19494)

PROJECT NUMBER	PROJECT	COMMENTS
ISO 11209:2012	Deck crane and access gangways strength requirements	Published
ISO 11336-1:2012	Design criteria, materials, framing and testing of independent glazed openings	Published
ISO 11347:2012	Coatings – Measurement and analysis of the visual appearance of coatings	Published
ISO/DIS 14884	Weathertight Doors – Strength and Weathertightness requirements	Pending Publication
ISO/DIS 14885	Machinery – Main and Auxiliary Diesel Engines – Safety Requirements	Pending Publication
ISO/DIS 14886	Structural fire protection for FRP yachts	Pending Publication
ISO/DIS 16556	Deck equipment – Anchoring Equipments	Pending Publication
ISO/NP 19494	Coatings: Exterior application processes and inspection methods	New project approved



## MANUFACTURING NEWSLETTER #24

### SME LINKS FOR SUPPORT & KNOWLEDGE AVAILABLE TO BUSINESSES

Current EU SME Status is defined as a company meeting the following requirements:

- Below 250 employees (full time workers employed during one year with part time and seasonal working being fractions of one full time worker)
- Turnover below €50 million
- Not more than 25% owned by one or more companies not falling within the above definition, (except public investment corporations, venture capital companies or, provided no control is exercised, institutional investors)

Each of the following programmes are mainly aimed at SMEs, but check as some programmes may fall out of this remit and are able to support larger companies or companies where there is a larger parent company.

#### UKTI

UKTI Tag Grant for exhibiting overseas

<http://www.ukti.gov.uk/export/howwehelp/item/110682.html>

#### FundMap

A source for businesses to be able to navigate their way round grants and funding available in the UK

<http://www.fundmap.co.uk/ektn/>

#### High Value Manufacturing Catapult

<https://catapult.innovateuk.org/high-value-manufacturing>

#### Technology Strategy Board

<http://www.innovateuk.org/deliveringinnovation.ashx>

Details of all funding and competitions <https://www.innovateuk.org/funding-competitions>

A-Z of the TSB tools available <https://www.innovateuk.org/our-tools-a-z>

Details of Innovation Vouchers and SMART Grants to be found at the above link.

SMART Grants – there are 3 types:

Proof of concept –	Duration = up to 18 months Max grant = up to £100k Funding = up to 60% of total project costs
Proof of Market –	Duration = up to 9 months Max Grant = up to £25k Funding = up to 60% of total project costs
Prototype development –	Duration = up to 2 years Max Grant = £250k Funding = up to 35% of total project costs for medium enterprises, up to 45% for small enterprises

[https://www.innovateuk.org/competition-display-page/-/asset\\_publisher/RqEt2AKmEBhi/content/smart-round-?p\\_p\\_auth=ach87B8R](https://www.innovateuk.org/competition-display-page/-/asset_publisher/RqEt2AKmEBhi/content/smart-round-?p_p_auth=ach87B8R)

## Innovation Vouchers

<https://www.innovateuk.org/-/innovation-vouchers>

Manufacturing Innovation Vouchers <https://vouchers.innovateuk.org/high-value-manufacturing>

- Available if you are a start-up, micro, small or medium-sized business located anywhere in the UK
- Up to £5,000 for your business to obtain the help of an external expert to develop ideas and improve performance
- You can apply any time, with around 100 vouchers being awarded around specific themes every three months

#### How it works

- Provide details of your business and answer a few simple questions about why you want an Innovation Voucher and what you plan to do
- Around 100 applications are randomly selected every three months to give everybody a fair chance
- If successful, you choose a supplier to work with and carry out the work
- Six months to use the Innovation Voucher and claim the funding from the Technology Strategy Board
- You provide a short summary with your funding claim on how you have used the Innovation Voucher and a supplier report and invoice

#### 11 Steps application – receiving funds

- 1) Apply Online – <https://vouchers.innovateuk.org/high-value-manufacturing>
- 2) & 3) Applications received, eligibility checked, unsuccessful applications notified
- 4) Offer of Innovation Voucher
- 5) Offer accepted within 10 working days – Complete online acceptance and send in bank details
- 6) Project starts
- 7) Contact supplier = Complete online supplier details
- 8) Complete work and request supplier invoice
- 9) Pay supplier
- 10) Innovation Voucher claim by published claim date – Complete online report template upload supplier invoice and report
- 11) Technology Strategy Board pays claim

## R&D Tax Credits Summary

The R&D scheme is a tax relief which can secure substantial tax repayments, even for loss making companies which have paid no corporation tax.

R&D has different meanings for different companies, but HMRC has a very clear definition of what constitutes research and development for the purposes of the tax relief.

To qualify, a company must meet three important criteria:

1. Firstly, the company must be aiming to, or achieving, an advance in technology. A technological advance may simply be making an appreciable improvement to existing product, material, service, device or process. The improvement must be borne out of a technological advancement and not simply a commercial innovation. For example, an improvement may be realised by making something cheaper, lighter, faster, more economical or more efficient. The simple purchase of equipment to achieve an improvement would not be classed as R&D – there has to be some development activity and advance made by the claimant company.



2. Secondly, in making the technological advance, a company must also be overcoming technological uncertainties. Technological uncertainty exists when knowledge of whether something is technologically feasible, or how to achieve it in practice, is not readily available or deducible by a competent professional working in the field.

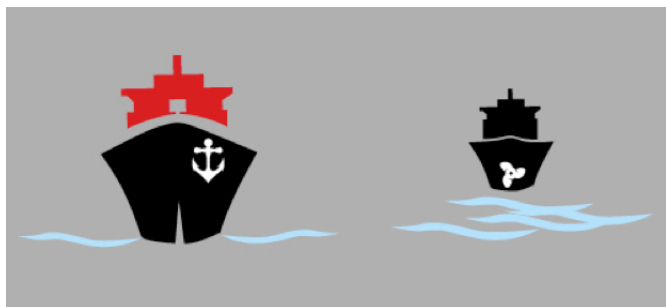
3. Thirdly, the projects must not be readily deducible by a competent professional. In practice, the easiest way to ensure that this is not the case is the length of time a project takes to complete. As a general rule, qualifying projects last at least three months. If projects last a shorter period of time, it is likely that insufficient uncertainty existed at the start of the project (and was therefore readily deducible).

## Patent Box

A new tax relief introduced by the UK Treasury from 1 April 2013, the Patent Box will allow companies to apply a reduced 10% corporation tax rate to profits attributed to patents and certain other similar types of intellectual property.

The relief will apply to worldwide income from existing as well as new patents. The Patent Box will be very advantageous for companies which have anticipated future profits and derive income from patented products or processes.

## RESHOREUK - BRINGING MANUFACTURING BACK TO THE UK



Reshoring is now a key component in strengthening local economies and the UK industrial base as a whole. ReshoreUK is a new 'one stop shop' service set up by the Manufacturing Advisory Service (MAS) to help UK companies take advantage of the business opportunities created by reshoring. The service offers expert strategic and technical advice, help to develop the business case for reshoring, visibility of high-value supply chain opportunities and access to funding to support reshoring goals.

### How it works for SME Manufacturers

If you are a UK-based manufacturing SME looking to take advantage of supply chain contracts created by reshoring, ReshoreUK can provide:

- an objective assessment to evaluate your market capability and help to tailor your strategy
- if appropriate, a referral to reshoring organisations where their requirements could match your capability; and
- continuing support to help you be successful in a reshored supply chain

How it works for Larger Manufacturers and other business sectors  
For larger UK and international businesses considering repatriating some or all of their supply chain activity, ReshoreUK will:

- work with you to match SME capability and capacity to your needs, to ensure you have the confidence of a local supply chain equipped to deliver the service and quality you require
- work with the supply chain companies to ensure they have the capacity and capability to meet your needs
- support you to understand the business case for reshoring

## Fast Track to Support

If you are a small to medium sized manufacturer call MAS on 0845 658 9600, or email them at: [advice@mymas.org](mailto:advice@mymas.org), or complete the MAS sign-up form detailing what you do and how you think they may help you.

For larger companies, contact the UKTI Investment Services team with details of what you do and what reshoring activity you are potentially interested in: call 0207 333 5442 (inside the UK) or +44 (0)845 539 0419 (from outside the UK).

## ENVIRONMENT UPDATE #16

### NEW MARINE LICENSING CHARGES

The government has published its response to a consultation on plans to change the Marine Management Organisation's (MMO's) charging structure for its marine licensing work. The response sets out that from 6 April 2014 the MMO's ability to recover its costs from marine licence applications will be extended.

The Marine Licensing (Application Fees) Regulations 2014 has been published and it extends the MMO's powers under the Marine and Coastal Access 2009 and introduces a revised fees structure for marine licence applications.

The new fees allow the MMO to recover 96% of costs and subsidise the remaining 4% to limit increases in fees for smaller projects. There is a new hourly rate of £94 for all projects, but there will be upper limits for fast tracked or routine projects.

The MMO is writing to tier 3 applicants – applications for bespoke projects where the time needed to deal with applications may vary – whose cases will be ongoing on 6 April to advise them of the changes to fees. These applicants will see an increase from £80 an hour to the new £94 rate.

Defra invited views on proposals to revise the fees structure for monitoring and varying marine licences and published a summary of responses from this consultation in February.

## ENGLAND'S FIRST EVER MARINE PLANS FOR THE FUTURE OF OUR SEAS

On 2 April 2014 the Marine Management Organisation, on behalf of the Secretary of State Owen Paterson, published the first ever marine plans covering England's coast and seas.

The UK's seas have become increasingly busy, with industries such as oil and gas, wind farms, shipping, aggregates and fishing competing for space with each other and with nature. Currently the marine economy is worth more than £49 billion a year but has the potential to grow significantly.

These plans will offer guidance for sustainable development in English waters while conserving and enhancing the environment and recognising leisure uses too. Ultimately, helping to reduce costs and increase certainty for developers, boosting economic and employment benefits for coastal communities and beyond.

MMO Chief Executive James Cross states: "These plans are the culmination of years of work by government, industry, environmental organisations and many others...We are delighted to be at the forefront of sustainable marine development, cutting red tape for developers while taking full account of social and environmental impacts".

The first two plans to be released will cover the East inshore and offshore areas. However, by 2021 it is expected that there will be a total of 11 plans covering all English waters.



As Environment Minister George Eustice states: “By 2021, marine plans will cover the entire English marine area, supporting an estimated £50m of economic benefit each year and helping to promote sustainable development of the marine area”.

You can find out how the marine plans will affect your area through the Marine Information System – an interactive tool which highlights the policies that apply to your chosen area.

For more information on marine planning, go to [www.marinemangement.org.uk/marineplanning/index.html](http://www.marinemangement.org.uk/marineplanning/index.html)

## BMF SUMMARY OF BENEFITS

Our Government Relations team ensures that the marine industry is represented to government at all levels. They are at the forefront of shaping government policy at home and in the EU and represent 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 and LPG)
- Free quarterly technical report (worth at least £100)

### • 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 on 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 6,000 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 six international events with opportunities to promote your business
- Over 16 market reports including Brazil, China and Korea

### • 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 and 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 fit their business needs to provide networking opportunities, news and advice





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