MAY/JUNE 2013
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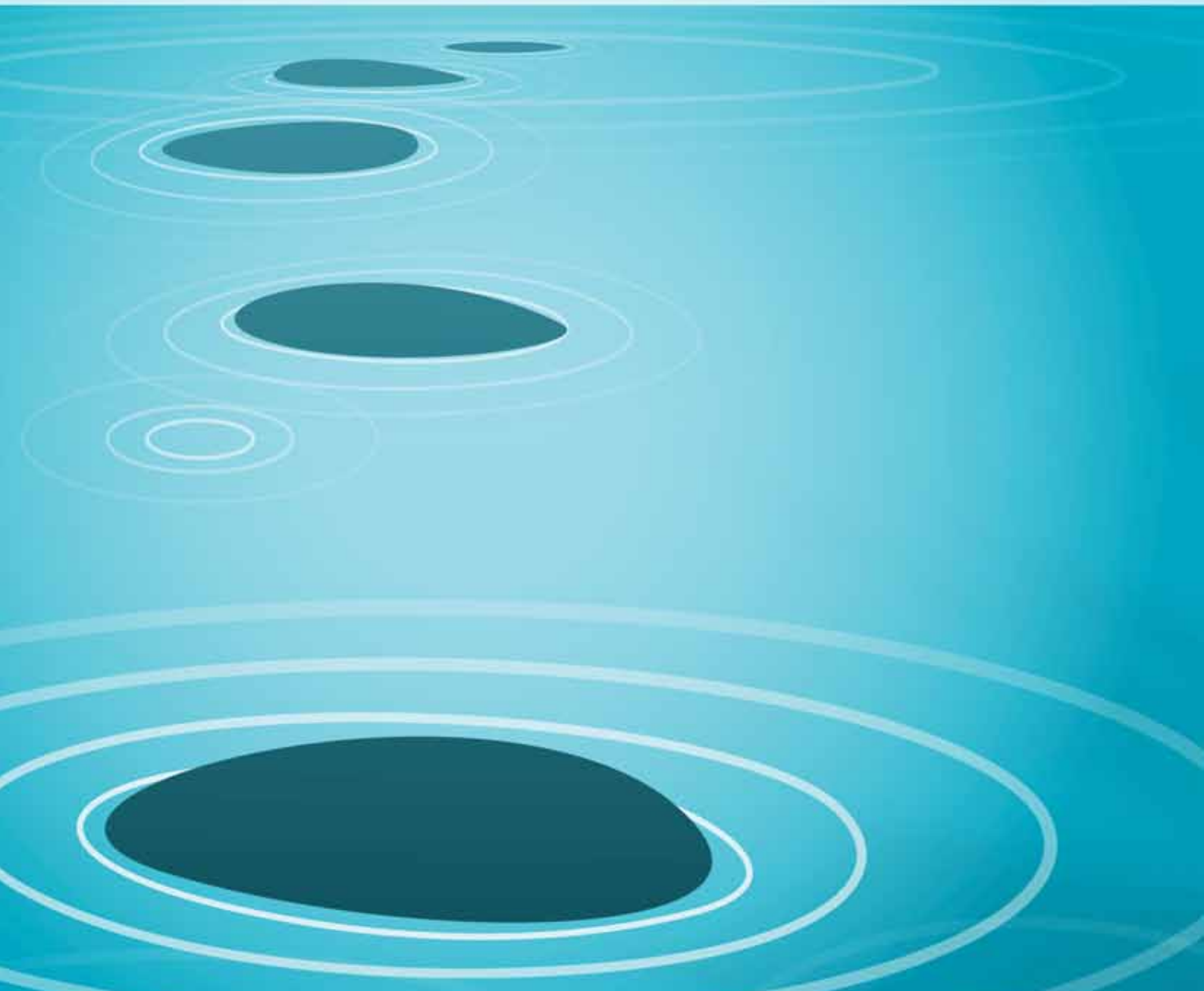

TECHNICAL REPORT

INCLUDING MANUFACTURING AND ENVIRONMENT UPDATES

PROVIDING INDUSTRY GUIDANCE

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WELCOME TO THE 106TH BMF TECHNICAL REPORT

It is a busy time with a number of regulations in development. At the national level Navigation Authorities are looking at the best approach to implement elements of the Hire Boat Code, the MCA is modifying the approach to MGN 280 with particular reference to the Brown Code and consultations continue on Marine Conservation Zones.

In Europe the revision of the RCD is getting closer to completion, the non road mobile machinery directive is under discussion, guidance has been produced covering the EMC Directive, new due diligence processes applied with regard to timber products and debate rages on concerning requirements surrounding whole body vibration.

Internationally the widely reported Maritime Labour Convention is coming into force in August and our colleagues at IMO have also been busy as the industry continues to wrestle with the impact of forthcoming emissions legislation.

The Technical, Environment and External Relations teams at the BMF continually monitor and influence all these developments. Our ultimate aim is to minimise any impact on your business, keep you informed, offer advice and try to maintain and develop the competitive position of the UK marine industry.

As a closing note this is also the last Technical Report with David Elson in post as the BMF Technical Director. He has decided to move on to undertake a new challenge but provisions will be in place to ensure the Technical Service is fully maintained during any transition.

CONTACTS

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

TECHNICAL REPORT #106

HIRE BOAT CODE

As reported in the last Technical Report a number of Navigation Authorities are considering their approach to the implementation of the Hire Boat Code as a condition of licensing on their waterways.

The Code applies to vessels "not intended for the carriage of more than twelve persons, offered without a skipper or crew for the sport or pleasure of those onboard, which is not a 'pleasure vessel'....and that does not proceed to sea." The scope covers the hire operation including Responsibilities, Risk Assessment, Technical Standards, Operational Standards, Change Control and Record Keeping. Many operators already address a number of the requirements of the Code through BSS examinations, RCD compliance and Hire Boat Handover audits, however the Code formalises a number of aspects including stability testing and risk assessment.

In order to develop the approach to implementation an inland navigation authority risk review of powered boat hirer safety is underway. The Boat Safety Scheme Management Committee statement is reproduced below for reference:

An inland waterway navigation authority risk-review of boat hirer safety is taking place, concerning powered hire boats.

The outcomes of the review will influence Boat Safety Scheme (BSS) hire boat requirements which were last reviewed in 2002, and will also support the inland waterway navigation authorities' in maintaining proportionate licensing conditions for hire boat operators. The intention is to continue to recognise and maintain an appropriate balance between roles and responsibilities of the navigation authorities, hire operators and hirers in ensuring hirer safety.

The navigation authorities' risk review process will cover hirer safety generally and will be administered through the BSS support committees and will involve open engagement with the hire trade.

The review will take account of the best practice published in the currently published BMF/AINA/MCA Code for the Design, Construction and Operation of Hire Boats, Part 1: Power driven boats (Hire Boat Code), and will focus on what has changed since the risk review supporting the Hire Boat Code was carried out in 2007. It will also take account of the risk reviews conducted in recent years in support of the BSS requirements for privately owned and managed boats.

The views of hire operators will be invited through their representative groups into the BSS committees and through open 'forums' planned to be held during October. The purpose of the forums will be to help establish what has changed since the time a risk review was last carried out in 2007 and to share the interim results of the risk review coming through the BSS committees.

At the end of this year the navigation authorities will consider the outcomes of the risk review and will develop any necessary proposals for changing, BSS hire boat requirements and navigation authority hire operator licensing conditions. Proposals for change and rationales will align with National Water Safety Forum's 'Principles for Water Safety'.

Any proposals for change will be consulted on in early 2014 and agreed changes published in April 2014. It is intended that the navigation authorities will implement the changes from April 2015 to allow hire operators reasonable time to take account of the changes and adopt them.

Individual navigation authorities may vary the actual content of any changes to their hire operator licensing conditions and the precise timing of the implementation of any changes.

It is clearly essential that any new requirements imposed are balanced, proportionate and do not place an undue burden on operators, whether financial or administrative. The BMF will be fully engaged with this process to protect our member interests but it will also be important for operators to input to the review and the forums planned for later in the year.

MCA BROWN CODE

The Maritime Coastguard Agency has announced that the 'Code of practice for the safety of small workboats & pilot boats' otherwise known as the 'Brown Code' is currently under revision. In 2004 the MCA had issued MGN 280 for 'Small Vessels in Commercial Use for Sport of Pleasure, Workboats and Pilot Boats' as a harmonisation of the requirements of the previous colour codes. However, MGN 280 has been beset by delay caused by the UK Governments 'Better Regulation Policy' and has never entered force as a legal requirement.

Following developments in the offshore market the MCA has decreed that, in partnership with industry, the Brown code will be removed from the scope of MGN 280 and revised in order to meet the challenges of today's market. It is envisaged that the revised Brown Code will draw heavily from MGN 280 for the majority of its requirements, although there is likely to be a focus on the construction of bow sections to reflect advances in the market for wind farm support vessels.

The BMF, as a part of the MCA Small Commercial Vessel working group, will be involved in the drafting of the revision and will be asking affected members to submit their views following the initial drafting stage. It is hoped that the clarification of the legal situation surrounding MGN 280 should reduce current barriers to trade for British builders as well as simplifying certification procedure for workboats.

RCD REVISION – THE STATE OF PLAY

The revised EU directive on recreational craft successfully passed a major step in the negotiations between the European Parliament and Council on 18th April 2013. Some additional meetings are planned in May, which it is predicted will result in the adoption of the text by the end of the Irish Presidency of the EU which ends on 30th June 2013.

The revision of the Recreational Craft Directive has been under discussion since 2008 with interested parties representing member states, industry stakeholders, consumer associations, standards organisations and conformity assessment bodies all debating the future of the Directive.

The main areas of discussion to date have included technical aspects such as exhaust emissions, stability and buoyancy in multi hulls and the provision of holding tanks or water treatment systems for all vessels fitted with toilets. In addition clarifications were sought for some definitions and essential requirements in order to simplify the real world application of RCD requirements for boatbuilders. The revision is also tasked with alignment with the New Legislative Framework and changes to the legal aspects of the Directive such as extending the definition of "Formal non-compliance" to include incorrectly completed Declarations of Conformity, violation of CE marking requirements and incomplete technical documentation; all of which may result in recall or prohibition of use.

The process within the EU began in July 2011 at which point the EU Commission adopted the proposal for the revision of the RCD. This led to negotiations commencing in the European Council during the autumn of 2011 and in the EU Parliament in Spring 2012. The Council arranged nine Technical Harmonisation Working Parties between September 2011 and January 2013 to discuss the proposal and has plans to organise two more. This was followed by one reading of the full proposal with a second reading to find a compromise on controversial issues.
The European Parliament also undertook a number of discussions in committees during Spring 2012 culminating in the leading committee adopting its report in June 2012.

The trialogue discussion between Council Presidency, Parliamentary Rapporteur and the Commission services took place at the end of 2012 with both the Council as well as the Parliament declaring the desire to overcome controversial issues as quickly as possible and to adopt the proposal in the first reading. This could realistically result in the adoption of the new amendment by mid 2013 with a proposed date of application scheduled for mid 2015.

As you can see this is an involved process but the industry is well represented by our colleagues in ICOMIA and EBI during these discussions.

Please Note: Croatia will become a member of the European Union by 1st July this year. From this point onwards Croatia will be formally subject to the RCD and documentation, e.g. the Declaration of Conformity, for boats entering Croatia will have to be produced in Croatian.

NAUTICAL INDUSTRIES: RESTRUCTURING ACCELERATED BY THE CRISIS

Reproduced with the kind permission of European Boating Industry.
In February 2013, the European Economic and Social Committee (EESC) adopted its own initiative report on nautical industries. The report, entitled 'Nautical Industries: restructuring accelerated by the crisis', identifies the obstacles to future growth in the sector and calls on the European Commission to look at ways in which the EU can help to create a genuine single market for boating.

In particular, the EESC identifies the following issues to be addressed:

- Harmonised continuing vocational training needs to be promoted. Stakeholders want a European skills passport for the industry.
- A European databank needs to be set up on boating and nautical accidents to facilitate understanding of the risks associated with these activities and to adopt the appropriate safety regulations and standards.
- Harmonised safety regulations should be adopted, which are applicable throughout the EU.
- A technical study should be commissioned to review the current system of boat design categories.
- The adoption and use of international ISO standards needs to be promoted and respected by all countries and stakeholders.
- New rules on reciprocated market access of products need to be negotiated with third countries, especially the US, China and Brazil.
- Tax treatment in the area of nautical tourism needs to be harmonised within the internal market.
- The nautical sector needs to be made more popular to younger generations, both as leisure and sport activity, and for professional careers.

By addressing these issues, greater demand for boating and other nautical activities could be generated and help the industry overcome the impacts of the current crisis that has hit the boating industry hard. To read the report, go to:
http://www.eesc.europa.eu/?i=portal.en.ccmi-opinions.24258

ELECTRO MAGNETIC COMPATIBILITY DIRECTIVE, EMC

The International Council of Marine Industry Association (ICOMIA) has recently issued Guideline 49-13 "Recommendations on Assessment for EMC Compliance of Small Craft under EU Directive 2004/10/EC."

As readers may be aware all small craft with a length of hull, L_H less than 24m are compelled to comply with Directive 2004/10/EC (Electromagnetic Compatibility Directive), and this compliance should be recorded in the RCD Declaration of Conformity. The aim of the EMC Directive is to ensure that electromagnetic disturbances produced by a vessel do not affect the correct functioning of another vessel, as well as general radio, telecommunications and electricity distribution networks.

Currently manufacturers can claim presumption of conformity by following the appropriate harmonised standard: EN 55012:2007 *Vehicles, boats and internal combustion engines - Radio disturbance characteristics - Limits and methods of measurement for the protection of off-board receivers.* The official journal states *"EN 55012 is applicable for giving presumption of conformity under directive 2004/108/EC for those vehicles, boats and internal combustion engine-driven devices that are not within the scope of directives 95/54/EC, 97/24/EC, 2000/2/EC or 2004/104/EC."*

The ICOMIA Guidelines have been issued as an appropriate alternative. During testing against EN 55012 results from the guidelines have been found to be significantly within the limits set out in EN 55012. The Guidelines describe how to assess boat conformity as well as outlining the necessary steps in producing the technical documentation and declaration of conformity.

Members can access the ICOMIA Guidelines from the Publication section of the BMF Website.

THE TIMBER AND TIMBER PRODUCTS (PLACING ON THE MARKET) REGULATIONS 2013 – AN UPDATE

As outlined in previous Technical Reports (Issues 99 & 100) The Timber and Timber Products (Placing on the Market) Regulations 2013 came into force on March 3rd 2013 as the enforcement of the EU Timber Regulations (EUTR). These Regulations prohibit the sale of timber logged illegally under the rules of the country of origin. In addition to this, it has introduced a system of 'due diligence' that companies must adhere to in order to ascertain that the timber they sell in the UK was harvested legally.

Although the regulations prohibit placing illegal timber on the market this will only apply to its first placing on the EU market and the company that undertakes this, usually the importer. However, the obligation of the provision of a Due Diligence System (DDS) extends down the chain until a finished article is provided to a private individual.

The Department for Environment, Food & Rural Affairs (DEFRA) is still fine tuning the guidance document to the UK regulation, but general guidance to the implementation of the DDS can be found within the EU legislation. In particular it has been suggested that the DDS should comprise three key steps: the provision of information, a risk assessment and risk mitigation.

The key to delivering the risk assessment and risk mitigation aspects of the DDS is likely to lie with the provision of information. The regulations place enhanced requirements on the company first placing the timber on the EU market and as such the initial importer should be able to reproduce the necessary paperwork as required to meet the basic traceability information as required by the onward supply chain.

The DDS will require boatbuilders etc. to retain basic details of any transaction, such as volume, species and country of harvest, for future reference by the surveillance body. These surveillance bodies will have the right to impose a range of sanctions against companies found to be in breach of the new Regulations.

The key offences such as placing illegally harvested timber on the EU market and failure to comply with due diligence requirements carry a maximum penalty of two years imprisonment and an unlimited fine. A maximum penalty of £5,000 fine may be applied to lesser offences such as obstructing an inspector, failure to keep specific information or failing to comply with a notice of remedial actions.

Further details with regards to the risk assessment and mitigation have been requested by DEFRA and the EU will be looking to develop guidance documents in the near future, especially with regards to the level of due diligence required and the definition of an operator. The BMF will disseminate these documents as soon as they become available.

NON ROAD MOBILE MACHINERY DIRECTIVE

The Non Road Mobile Machinery Directive, NRMM, regulates emissions of major air pollutants (NO_x, HC, PM, CO) from petrol and diesel engines installed in non road mobile machinery. The original Directive (97/68/EC) was amended in 2007 by Directive 2004/26/EC to include specific Inland Waterways vessels into its scope. This amendment imposed a number of requirements for engine emissions for Inland Waterways passenger vessels, of a length of 20 metres or more and having a volume of 100m^3 or more, carrying more than 12 persons.

A recent consultation produced by the EU has signalled a future revision to the NRMM that is tasked to improve overall emissions levels for inland waterways transport to a level better than, or at least comparable to, that of road transport by 2020. The introduction of these stage IV limits has been subject to a number of cost/benefit assessments from an industry perspective by both the Central Commission for Navigation on the Rhine as well as EUROMOT who concluded that the environmental benefits outweigh the related compliance costs. Both investigations highlighted the need to consider the impact of the introduction

of stricter limits in a market that has been hit hard during the current economic downturn. One particular consideration was the danger of increasing prices of Inland Waterways Vessels to a point where manufacturing firms may consider leaving the European market given the difficulties in justifying the investment to such a small market segment.

In addition the studies also concluded that any legislation implemented needed to be sympathetic towards SMEs and micro enterprises. Research has shown that nearly 70% of the market comprises one-vessel enterprises and, although an ARCADIS project has shown that there are no disadvantages for SMEs when implementing the new legislation, problems can arise when new engines become prohibitively expensive and no capital can be raised. Given that costs are often passed through to end consumers, stricter emission controls could contribute to a modal shift towards road transport.

The EU Commission plans to amalgamate the current round of impact assessments and stakeholder consultations into an Impact Assessment Report, to be published during the summer of 2013. This document will then be forwarded for drafting and internal approval prior to the production of a formal Commission proposal towards the end of 2013. The British Marine Federation will continue to monitor the industry situation and will disseminate further information as and when it becomes available.

WHOLE BODY VIBRATION

What the Control of Vibrations at Work regulations mean to employers and how to meet them

Article by: James Glover, Technical Director of Dyena.

The 'Control of Vibration at Work' regulations are here to stay, but don't believe the reports that it will end all maritime operations. This article attempts to separate the hype from the facts and explain how employers can continue to operate without risk of prosecution.

A period of unintentional scaremongering along with unhelpful rumours reporting that the WBV limits would result in the end of commercially viable operations has caused maritime companies to bury their heads in the sand and refuse to engage with efforts to reduce human impact exposure. Professional boat users are protected by law the same as a worker in any other industry, but they face an increased risk from injuries associated with the constant impacts they receive during their daily activities.

Well intentioned, but flawed.

EU legislation sets limits on the exposure to Whole Body Vibration (WBV) which in Europe is defined by EU Directive 2002/44/EC. Applied to all industries including Construction, Mining and Maritime, this directive focuses on chronic conditions caused by long term exposure to vibrations which we define as those that affect bones and cartilage. The EU directive is undeniably essential. Short term exposure to constant vibrations might manifest itself as a numb leg, but the unfelt damage is in the joints. A worker may not feel it now, but with continued exposure they risk pain or soreness in the future, and by the time it is diagnosed the damage is done.

Advocators of improving health and safety for professional marine workers used the EU directive as the driving force to reduce injuries. Having been introduced and accepted in other industries, it was deemed to be the solution. However, the EU directive is flawed for use in the maritime industry; the required measuring methods do not work with marine seating ergonomics, the WBV exposure calculation is much more complicated than it appears and requires sophisticated electronics and mathematics along with frequency based vibration sampling.

Protection from Prosecution.

The UK Maritime and Coastguard Agency will provide exemption from prosecution to employers that cannot meet the exposure limits required by the EU directive providing they can supply evidence of monitoring and an attempt to reduce their workers exposure to WBV and other harmful impacts. Either a daily health questionnaire or an automatic impact exposure recorder is a cost effective first step before investing in more expensive shock mitigation equipment and provides a metric of before and after conditions.

Tracking an employee's impact exposure does not mean stopping work whenever it peaks. Most days it would be hoped that they are safe from risk, but in the event they have a build up of harmful exposure they should be placed on other duties with less exposure for a short period of time. When a crew runs into particularly bad weather and returns exhausted they are more likely to injure themselves on the next shift if they have not recovered in time. Rearranging their shifts will allow them time to recuperate on smoother water and get their energy back before tackling heavier seas.

Monitoring and Reducing Impact Exposure.

Monitoring does not require endless paperwork. There are now systems available that will automatically record the impact exposure alongside the vessels position, providing daily data in a user friendly format. Implementing small changes can make a significant impact on employees' long term health and maintaining this simple record will allow companies to prove they are engaging with the issues.

Shock mitigating equipment can reduce the crews' exposure to damaging impacts. This includes suspension seating, shock absorbing flooring and personal equipment, but it is important to differentiate between comfort and protection. Training can also offer significant rewards. A single day spent in a group training event learning from other people's experience can highlight areas where skippers could make improvements. For example, many of us have travelled by sitting on the tube of a rib, but we would think twice about doing it again after seeing an x-ray of the damage that could be done if the boat were to fall into a single hollow unexpectedly. A common mistake is to focus only on the skipper. In the marine industry there are often other passengers onboard. The skipper is in control and can better prepare themselves for impending impacts, but the passengers are often less aware of what is coming and may not be experienced seafarers practised at absorbing the bumps.

This is the Future.
With boats becoming faster and personnel resources reduced, there is even more pressure on professional marine operators to push the limits of their craft and crew. Unless they can invest in more boats and staff, the ability to monitor the health of their workers is paramount. Impact exposure and WBV are not going away and ignoring them will increase the chance of human injury or commercial liability. So it should be addressed now before it is too late!

Author: James Glover CEng, MIMechE, MRINA is the Technical Director of Dyena. He is a naval architect and design engineer with over 15 years experience in automotive, motorsport and high speed marine craft design.

MARITIME LABOUR CONVENTION

The Maritime Labour Convention (MLC) will come into force on 20th August 2013. The MLC consolidates and updates over 60 maritime labour instruments adopted by the International Labour Organisation (ILO) since 1920 and provides a comprehensive set of global maritime standards for all seafarers on vessels to which the convention applies.

The convention applies to all seafarers, meaning any persons who are employed or engaged in or work in any capacity on board vessels covered by the convention. This includes all ships ordinarily engaged in commercial activities, other than vessels which navigate exclusively in inland waters or sheltered waters or areas where port regulations apply. The UK has interpreted "all ships ordinarily engaged in commercial activities" to mean all vessels that are not pleasure vessels which includes small commercial vessels certified under the MCA's Small Commercial Vessel Codes of Practice and any other small vessel that is not a pleasure vessel. The UK interpretation of inland or sheltered waters or areas where port regulations apply is to align with domestic voyages within 60 miles of a UK safe haven.

The convention will apply to all UK ships on international voyages, which includes UK ships which operate on a voyage from a state other than the UK, and return to that same state without visiting any other state. The convention will also apply to United Kingdom ships on domestic voyages which proceed further than 60 miles from a UK safe haven.

As previously reported the UK MCA has made use of the opportunity to provide substantial equivalence and these provisions are provided in the Large Commercial Yacht Code, edition 3, for yachts over 24m and Marine Guidance Notes will be provided for commercial vessels and smaller yachts.

The UK has not yet ratified the Convention but is aiming to do so in advance of the date of coming into force of the MLC. If unsuccessful in this aim then letters of compliance will be issued which the MCA is confident will be acceptable in the short term in lieu of formal Certification which the UK will not be in a position to issue until the ratification is complete.

An ongoing concern under consideration is the application of the MLC to yachts over 3000 GT. An amendment to the draft of LY3 saw the removal of the 3000 GT size cap included in previous versions of the code. This amendment has seen the prospect of the large yacht market being disproportionally affected by the introduction of single occupancy crew cabin requirements imposed by LY3 Regulation 21B.8.5. As a result the BMF met with other participants in the Maritime Coastguard Agency's Large Yacht Subgroup during April, to discuss a proposal to the Tripartite Working Group requesting a substantial equivalence double crew cabin requirement for large yachts over 3000 GT carrying 12 or less passengers.

Substantial Equivalent Proposal to allow double crew cabins:

- Minimum floor space of 11m^2 (including en suite)
- Fore and aft facing bunks
- Provision of en suite
- Maximum of 2 berths per cabin
- Only applicable on vessels up to 5000 GT
- A sliding scale of the ratio between single to double cabin dependant on vessel size

The Tripartite Working Group will meet on the 23rd of May to consider the proposal and the BMF will disseminate any further information as and when it arrives.

MARPOL ANNEX VI

The Technical Team has continued to take an active role in the issues surrounding the introduction of the IMO MARPOL Annex VI Tier III NO_x exhaust emission requirements due to come into force in 2016. The emission limits stipulated cannot currently be achieved using on-engine technology and will require the installation of exhaust after-treatment with the most likely technology being Selective Catalytic Reduction (SCR). Tier III applies within Emission Control Areas to engines over 130kW installed on a ship constructed on or after 1st January 2016.

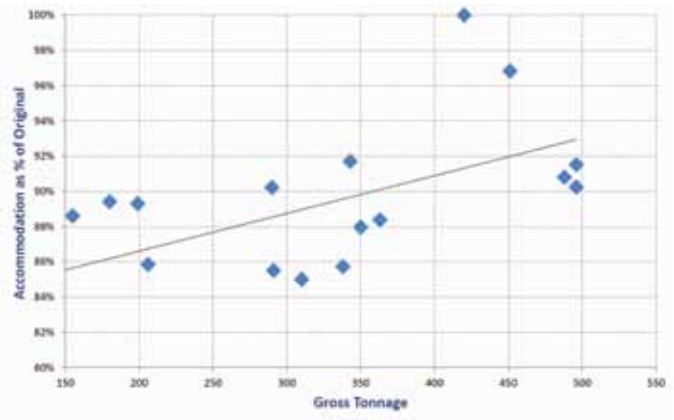
The size of the SCR is highly dependent on the sulphur content in fuel. These units are currently fitted to a number of vehicles in the road haulage sector and relatively compact solutions have been found. The difference to the marine industry is that road fuel is limited to 10 ppm sulphur whereas marine diesel is 1000 ppm sulphur as a standard and frequently more if worldwide operations are considered. This comparatively high sulphur content fuel leads to very large SCR units which can impact significantly on vessel arrangements.

Studies have been undertaken to ascertain this impact, namely:

Study 1: Tier III Engine Installation Design Study
Study 2: Socio-Economic Study
Study 3: Engineering Study

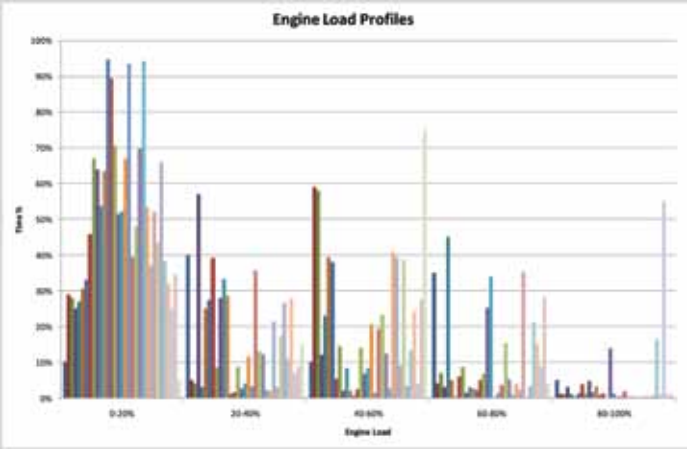
Eleven yards from Italy, Netherlands, Taiwan, UK and USA completed the Design Study and twenty vessel General Arrangements were produced. These studies covered vessels with a loadline length from 24m to 66m, gross tonnage from 148 to 2200 and installed power from 2,160 kW to 10,320 kW.

The conclusions of the study were very consistent with most designs suffering the loss of guest accommodation due to the increased space requirements within the machinery space. This is represented on the plot below which shows the percentage of original guest accommodation remaining after the installation of the SCR against gross tonnage.



Additional concerns expressed by the yards included speed loss, range reduction, impact on tender size, non-optimal trim, maintenance space, electrical load, area availability, damage stability implications etc.

The design study also requested annual engine operating hours and load profiles. The data received yielded average annual operating hours of 277 with large proportions of time spent at low engine loads as depicted in the graph below. Engine load is an important parameter as an SCR is unlikely to be effective below approximately 20% engine load due to insufficient exhaust temperature.



Ricardo was also commissioned to undertake an engineering study to consider alternative emissions reduction technologies and their suitability to meet the Tier III requirements. Four target NO_x emission reduction technologies were assessed, namely SCR, Exhaust Gas Recirculation (EGR), Miller Cycle and Water-in-Fuel systems. This study concluded that SCR is the best technological option at the current time and that the unit sizing used as the basis for the design study was appropriate.

The final study was concerning the socio-economic impact on recreational vessels over 24m and was undertaken by Adroit Economics. This study assessed the likely consumer behaviours following the implementation of Tier III and calculated the potential impact on the industry. The results indicate that the cost per tonne of NOx reduction resulting from the Tier III Regulation is 42 to 54 times greater than the cost in other industry sectors with an associated job loss of 2,700 to 2,900 and GVA loss of £0.8 to £1billion over a 6 year period (discounted at 3.5%). In addition, viability of whole yards/companies in certain cases could be significantly affected.

These studies have been submitted to IMO as supporting evidence for a strong paper arguing for a delay to the date of implementation. The paper will be discussed at the IMO Marine Environmental Protection Committee which will take place in May and the BMF will keep members informed of the outcome.

ENERGY EFFICIENCY DESIGN INDEX, EEDI

The EEDI, an IMO initiative, reflects the amount of CO2 generated per tonne-mile by shipping. It provides a uniform approach to the calculation of a ship's energy efficiency during the design and build process and will be used to control CO2 levels emitted by future new ships by encouraging improvements in design. The calculation and verification of EEDI is covered by IMO Resolutions MEPC.212(63) and MEPC.214(63) respectively.

There has been some debate concerning whether the EEDI will apply to large yachts and this update is provided courtesy of SYBAss and ICOMIA. Last year the MCA were asked to confirm their position with regards to the EEDI requirements for large yachts and they indicated verbally that LY3 yachts will be considered as general cargo vessels and PYC/SOLAS yachts as passenger vessels.

The EEDI reference line for general cargo ships has a cut-off point at 3,000 tonnes deadweight. Assuming that the MCA's position is maintained, LY3 yachts would not be subject to the EEDI requirements as their deadweights are far below the cut off.

The situation with passenger yachts is more complex and is subject to an EEDI reference line which is currently in the process of being established. The Cruise Lines International Association, CLIA, has proposed a reference line but, due to the differing operational profiles between cruise ships and passenger yachts, this is not appropriate for the latter. In addition CLIA's submission to IMO for discussion at May's Marine Environment Protection Committee, MEPC, is proposing a cut-off size of 25,000 GT for the EEDI Reference Line for cruise-passenger vessels with a sliding

scale between 25,000 and 85,000 GT. If approved this will leave passenger yachts under the definition of 'Passenger Ship' for EEDI purposes, leaving the ships with the requirement to calculate an attained EEDI, carry a SEEMP and certification but no requirement to comply with a reduction factor moving forward as 'Passenger Ship' will not have an entry on 'Table 1' under regulation 21 or be covered by regulation 21.1.3.

At the time of writing it is not known whether other reference lines will be developed for passenger vessels below 25,000 GT and developments are being closely monitored by industry representatives at IMO.

PORT STATE CONTROL REGIME ON COMMERCIAL YACHTS

As reported in Technical Report #104 the issuing and subsequent widespread publication of Port State Circular 56 has caused major concern within the large yacht industry. This circular was issued by the Paris MoU and linked the commercial status of a yacht, and hence the Port State inspection requirements, to whether or not the vessel was issued with an International Load Line Certificate.

It is frequently the practice that large yachts which are never used commercially are still issued with International Convention certificates on a voluntary basis. Under PSCircular 56 such vessels would be subject to Port State Control inspection. The unintended result of the guidance from the Paris MoU is potentially a lowering of standards as it would reduce the occurrence of this voluntary compliance.

The Paris MoU's intention is to review the Circular and, in order to facilitate this process, they have also been meeting with the yachting industry to understand the concerns in detail. New guidance for Port State Control Officers on how to determine the difference between commercial and pleasure yachts may be issued following the review.

In the meantime the MCA has issued an explanatory letter to industry to provide clarity.

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

56th Session of the Sub-Committee on Fire Protection

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The information below is a summary of the IMO report from the 56th session of the Sub-Committee on Fire Protection, held from the 7th to 11th January 2013.

Development of requirements for the fire resistance of ventilation ducts.
The Sub-Committee approved the draft amendments to SOLAS II-2/3 and II-2/9.7 for submission to MSC 92 for approval with a view to subsequent adoption. The text of the amendments can be found in the annex of the attached report of the drafting group in document FP 56/WP.

Means of escape from machinery spaces.
The expert group produced draft SOLAS amendments requiring two means of escape from main workshops within machinery spaces as well as two means of escape from machinery control rooms within machinery spaces. There is also a requirement for escape ladders to be constructed from steel and to be fitted with steel shields attached to the underside to protect personnel from heat and flame. These amendments will apply to new passenger and cargo ships only. The Sub-Committee approved the amendments for submission to MSC 92 for subsequent adoption. The text of the amendments can be found at the annex to the report of the report of the experts group in document FP 56/WP.7.

Consideration of unified interpretations to IMO instruments.
The secretariat produced document FP 56/WP.8 with draft unified interpretations (UIs) of the SOLAS Convention, the FSS, FTP, HSC 2000, IBG, IGC Codes and the Revised Guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump rooms (MSC/Circ. 1165). The unified interpretations of SOLAS chapter II-2 included: portable gas measurement and detection instruments, suction and discharge piping of emergency fire pumps and emergency exit hatches to open deck. The UIs of the FSS code related to the controls for releasing carbon dioxide and activating the alarm in the protected space. The FTP Code UI involved the test for vertically supported textiles and films. A draft MSC circular was approved entitled Interpretation to the Revised Guidelines for the Approval of Equivalent Water-Based Fire-Extinguishing Systems for Machinery Spaces and Cargo Pump Rooms.

IACS presented document FP 56/9/9 which offered a UI on the protection of control spaces on cargo ships. The UI concludes that control stations on cargo ships do not need to be protected by a fixed fire detection and fire alarm system. There was some debate in plenary on this issue with a number of administrations taking a different view. Recognising that the matter deserved further attention the Sub-Committee agreed to the UI as an interim measure pending an amendment to SOLAS.

Development of guidelines for use of fibre reinforced plastic (FRP) within ships' structures.
Following on from previous meetings Sweden and the UK proposed two options for considering the use of FRP, namely:

- To develop guidelines which would be based on engineering and risk-based approach which may be followed under SOLAS regulation II-2/17 and associated circular MSC/Circ.1002 (option 1), or
- To consider FRP as a specific type of material within the existing regulatory framework of the SOLAS Convention and the FTP Code (option 2).

An extensive debate on the issue concluded that option 2 was the preferred way ahead and to this end a correspondence group was established with a remit to report its findings to FP 57. The terms of reference of the group can be found in the draft report of the Sub-Committee (FP 56/WP.1, paragraph 12.5).

Development of amendments to SOLAS chapter II-2, the FTP Code and MSC/Circ.1120 to clarify the requirements for plastic pipes on ships:
Following on from submissions to MSC 88 the issue of the application of smoke, toxicity and flame spread criteria for plastic pipes was referred to FP 56. Denmark submitted a paper recommending a requirement for a fire endurance test for plastic pipes penetrating bulkheads and decks and questioning whether the test requirements in the FTP Code were adequate to prevent the spread of flame downwards. The Sub-Committee decided that the matter needed further consideration and invited further submissions to FP 57. The subject has now been given a target completion date of 2014.

Consideration of amendments to SOLAS Chapter II-2 on location of EEBDs.
The UK submitted paper FP 56/15 proposing the inclusion of a new paragraph in SOLAS II-2/13.3.4 requiring the storage of EEBDs in the same location or adjacent to the location of fire-fighter's outfits, for use within accommodation spaces. In addition the proposal included a requirement for fire teams to carry EEBDs in the event that a passenger or crew member is in need of one during an emergency. The majority of the Sub-Committee did not agree with these proposals and decided not to proceed with the matter. However, it was generally felt that the SOLAS requirement for two EEBDs was insufficient and the Sub-Committee invited member states to submit proposals for a new output.

Review of the draft Polar Code.
The DE Sub-Committee had tasked the FP Sub-Committee with reviewing the draft Polar Code and providing guidance on the fire protection implications for vessels operating in these regions. In order to progress this, a correspondence group was established. The terms of reference are contained in paragraph 20.12 of the report of the Sub-Committee. The correspondence group will submit its report to FP 57.

17th Session of the Sub-Committee on Bulk Liquids and Gases.

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The information below is a summary of the IMO report from the 17th session of the Sub-Committee on Bulk Liquids and Gases, held from the 4th to 8th February 2013.

Ballast Water Management (BWM) Convention.
The Sub-Committee finalised a draft circular on guidance concerning ballast water sampling and analysis for trial use, for approval by MEPC 65. The circular provides general recommendations on methodologies and approaches to sampling and analysis to test for compliance with the D-1 and D 2 standards of the BWM Convention.

MARPOL Annex VI and NOx Technical Code amendments.
Draft guidelines were approved, as required by regulation 13.2.2 of MARPOL Annex VI, regarding non-identical replacement engines not required to meet the Tier III limit. Annex 1 of the full report of the drafting group on MARPOL Annex VI matters in document BLG 17/WP.7 refers.

The Sub-Committee had been instructed to consider the possibility of continuous monitoring of NOx emissions to ensure compliance with Tier III regulations over the following two sessions, i.e. BLG's 16 and 17, and to report the outcome to MEPC 65. No agreement was reached at BLG 16 and no papers on the subject were submitted to BLG 17. Consequently, the Sub-Committee agreed to report to MEPC 65 that mandatory requirements of continuous NOx monitoring to demonstrate compliance with the Tier III NOx emission limit are not appropriate at this stage.

The Sub-Committee agreed draft amendments to the NOx Technical Code, 2008, concerning use of dual-fuel engines which will be submitted to MEPC 65 for approval. A draft unified interpretation on the "time of the replacement or addition" of an engine for the applicable NOx Tier standard for the supplement to the IAPP Certificate is included at Annex 3 of BLG 17/WP.7.

Black Carbon Emissions.
The Sub-Committee discussed the report of the correspondence group relating to the impact on the Arctic of emissions of black carbon from international shipping and agreed on the need for further work on the topic. The correspondence group was re-established to develop a technical definition for black carbon emissions from international shipping as the basis for any future measurement methods; and to further consider measurement methods and possible control measures.

55th Session of the Sub-Committee on Stability and Load Lines and on Fishing Vessel Safety

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The information below is a summary of the IMO report from the 55th session of the Sub-Committee on Stability and Load Lines and on Fishing Vessel Safety, held from the 18th to 22nd February 2013.

Development of second generation intact stability criteria.
The Sub-Committee considered the report of the correspondence group on the development of second generation intact stability criteria and a number of other submissions and continued the work during the session in a working group. The Superyacht Builders Association (SYBAss), in association with ICOMIA, has been active in the correspondence group, carrying out modelling of yacht designs in respect of the following criteria:

- Vulnerability criteria for pure loss of stability and parametric rolling
- Vulnerability criteria for broaching
- Vulnerability criteria for dead ship condition
- Vulnerability criteria for excessive acceleration

The working group was tasked with updating the action plan for completing the work and, as a result of its deliberations, has proposed a completion year of 2017 for its work. The correspondence group was re-established with the terms of reference as set out in paragraph 24 of the report of the working group.

Sub-division and damage stability.
The Sub-Committee agreed the draft recommendation on a standard method for evaluating cross-flooding arrangements. This recommendation is contained at annex 2 of report of the working group in attached document SLF 55/WP.4.

Following the loss of the Costa Concordia in January 2012, a new agenda item, "passenger ship safety" was added to the agenda at MSC 90. One of the decisions of MSC 90 on this agenda item was to refer any proposals to the relevant sub-committees. The United States presented document SLF 55/8/5 "Improving the Survivability Level of Passenger Ships" in which it encouraged member states to consider ways to enhance passenger ship survivability. The matter was discussed in the working group where it was concluded that there is a clear need for improvement in the area. The Sub-Committee endorsed this opinion and invited member states to submit proposals on a plan of action to address the issue.

The Subdivision and Damage Stability (SDS) working group will continue the work, including finalisation of the draft revised SOLAS chapter II-1.

57th Session of the Sub-Committee on Ship Design and Equipment

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The information below is a summary of the IMO report from the 57th session of the Sub-Committee on Ship Design and Equipment (DE) held from the 18th to 22nd March 2013.

Polar Code.
The code was further developed by the working group. An additional chapter on environmental protection was drafted with a recommendation that it is submitted to MEPC 65 for approval. This chapter includes a requirement for ships to not carry harmful substances against the outer shell or in the double bottom in polar waters.

The New Zealand delegation made an intervention to the effect that it recommends all vessels operating in the Antarctic to be ice classed as a condition of compliance with the polar code. If it is decided that non-ice classed vessels can be compliant with polar code New Zealand recommends that they can only operate in ice-free areas or waters of very thin new ice with no multi-year ice inclusions.

The International Hydrographic Organisation submitted document DE 57/11/24 highlighting the lack of adequate chart coverage for most polar waters. This issue is referred to NAV 59 for consideration.

Electrical Installations.
Denmark presented document DE 57/5 proposing amendments to SOLAS and the HSSC Guidelines to ensure that electrical installations on board ships are manufactured and maintained according to relevant and recognised electrical standards, in order to provide a sufficient safety level and protection against fire on board ships.

Whilst there was some support for this proposal the majority of delegations who spoke objected on the basis of the vague terminology in the paper i.e. "manufactured according to recognised standards" and "suitable for use on board ships" in addition to the scope of the amendments and the difficulty and cost of implementation. As a result the Sub-Committee invited member governments and organisations to submit proposals to DE 58 with a view to completion of the output in 2014.

Making the provisions of MSC.1/Circ.1206/Rev.1 (Measures to prevent accidents with lifeboats) mandatory.
This relates to the servicing, testing and maintenance of lifeboats, launching appliances and on-load release gear. A draft text was agreed and will be submitted to MSC 92 for approval with a view to adoption at MSC 93.

Development of a new framework of requirements for life-saving appliances.
Draft goal-based guidelines were produced by the LSA working group and approved by the Sub-Committee for submission to MSC 92. These can be found in annex 1 of the report of the working group in document DE 57/WP.4. Additionally, the sub-Committee endorsed the group's recommendation to invite IACS to consider a review of the proposed unified interpretation on thorough examination/overhauls and tests in five-year intervals of launching appliances and on-load release gear for submission to DE 58 for consideration.

Provisions for the reduction of noise from commercial shipping and its adverse impacts on marine life.
Following concerns on the impact of noise on marine wildlife, the drafting group produced draft non-mandatory guidelines for the reduction of underwater noise. The guidelines contain a number of measures that can be adopted at the design stage. They will be submitted to MEPC 65 for approval and can be found in the annex to the report of the working group in document DE 57/WP.8.

Lifting appliances and winches.
Although there are a number of national requirements for the design, installation and testing of lifting appliances and winches, along with various standards, there are currently no international regulations. This subject provoked considerable debate in plenary amongst the delegations with a number of views being expressed. These are noted in paragraph 18.6 of the report of the Sub-Committee in document DE 57/WP.1. It was concluded that substantial work remains to be done and a correspondence group was established to continue the work inter-sessionally.

CONSULTATIONS

RED TAPE CHALLENGE

The Government's Red Tape Challenge continues and the results from the assessment of maritime regulations have now been published. There are some 196 pieces of legislation listed of which 30 are to be scrapped, 93 improved and the remainder kept as they are. The full list is available at:
http://www.redtapechallenge.cabinetoffice.gov.uk/wp-content/uploads/2013/03/130323-List-of-Regs-Maritime.xlsx

SAFETY ALERTS

Technical No.48 – Failure of Swivel Block

A recent failure of a swivel block on a UK fishing vessel resulted in a near fatal incident. The block itself was marked with a Safe Working Load of 10 Tons but the block reportedly failed at a much lower load. The block was bought from a UK supplier. There have been other recent instances where blocks used have failed at loads well within their rated capabilities and as such the MCA would urge all operators to ensure caution when using a new block.

Lifting equipment will normally require a certificate of test and thorough examination. This should show the load to which the equipment has been tested, and its safe working load (SWL). If the test certificate has been produced outside the EU it should be viewed with caution, in any case of doubt a reliable certificate should be obtained. It is important after any test to ensure that a thorough examination has taken place. Keep track of lifting gear by using a chain register (a record of maintenance for lifting gear). This needs to be a simple list of wires and blocks with a record of maintenance. If in doubt, test the block before operational use by lifting a known load to ensure that the block is capable.

Further advice or a guide document is available from your local MCA Marine Office.

RAPEX Notification – Recall of Brunswick Winch Rotary Switch

It has been brought to our attention that a Brunswick South Pacific winch rotary switch has been voluntarily recalled from the market due to a potential fire hazard when used over long periods of time. The details are as follows:

Product: Winch rotary switch for boats
Brand: Brunswick Marine
Name: South Pacific
Model: Arvor 190, Arvor 210, Arvor 215, Arvor 215AS, Arvor 230AS, Arvor 250AS, QS 640 Weekend, QS 580 Pilothouse, QS 640 Pilothouse, QS 700 Weekend, QS 750 Weekend, QS Activ 605 Open, QS Activ 605 SD, QS Activ 645 Cab, QS Activ 675 Open and QS Activ 675 SD.
Batch number/Bar code: Unknown
Country of origin: Poland
Danger - Risk of fire - Faults in the switch can cause overheating of the winch system when the switch is used for long periods of time (i.e. when the anchor has been dropped in deep water).
Measures adopted by notifying country - Recall of the product from end users.

MERCHANT SHIPPING (M) NOTICES

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

MSN 1734 (M+F) Amendment 6 Approval of Marine Equipment (EC Notified Bodies)

Notice to all Manufacturers, Shipbuilders, Shipowners, Ship Operators and Managers, Designers and Marine Consultants, Masters and Officers of Merchant Ships, Skippers of Fishing Vessels and Owners of Yachts and Pleasure Craft. This Notice amends Merchant Shipping Notice No. MSN 1734 (M+F) and revokes MSN 1734 (M+F) Amendment 5.
The Marine Equipment Directive ("MED") enhances safety at sea and the prevention of marine pollution, through the uniform application of international instruments relating to marine equipment for which EC type approval safety certificates are issued. The MED is implemented in UK law by the Merchant Shipping (Marine Equipment) Regulations 1999 and Merchant Shipping Notice MSN 1734. This Notice contains a new Annex A.1 to Merchant Shipping Notice MSN 1734. The new Annex A.1 updates the international standards used as a basis for type approval for marine equipment.

MSN 1735 (M+F) Amendment 6 Type - Approval of Marine Equipment (UK Nominated Bodies)

Notice to all Manufacturers, Shipbuilders, Shipowners, Ship Operators and Managers, Designers and Marine Consultants, Masters and Officers of Merchant Ships, Skippers of Fishing Vessels and Owners of Yachts and Pleasure Crafts. This Notice amends Merchant Shipping Notice No. MSN 1735 (M+F) and revokes MSN 1735 (M+F) Amendment 5 and MSN 1735 (M+F) Amendment 5 CORRECTION.
This Notice implements changes to the listing of equipment in Annex A.2 of the European Council Directive 96/98/EC of 20th December 1996 on marine equipment made by EU Commission Directive 2011/75/EC of 2nd September 2011. The changes apply where no detailed internationally agreed testing standard exists.

MARINE GUIDANCE NOTES

MGN 468 (M) Voluntary Towage Endorsement Scheme

Notice to all UK Port and Harbour Authorities, Shipowners and Operators engaged in towage work, Contractors and others conducting risk assessments of towage operations. This notice should be read in conjunction with MSN 1808 (M).
This notice describes the arrangement for the MCA recognised voluntary towage endorsement scheme. It has been developed at the request of the UK towage and workboat industry to help ensure that masters engaged in towage operations have the necessary skills for such specialist operations.

MGN 467 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 notice should be read with Regulation (EU) No 1177/2010 of the European Parliament and of the Council of 24.11.2010 concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004 that came into force on 18th December 2012 together with the Department for Transport Guidance Notes relating to Regulation (EU) No. 1177/2010. 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.

MGN 465 (M+F) Navigation - Automatic Identification Systems (AIS) - Annual Testing

Notice to all Ship Owners, Managers, Ship Operators, Masters, Class Societies, Surveyors, VTS Stations & MRCCs.
The purpose of this MGN is to provide guidance on the United Kingdom implementation of the requirements of IMO document, MSC.1/Circ.1252, Guidelines on Annual Testing of the Automatic Identification System (AIS).

MGN 464 (M+F) Life Saving Appliances: Lifeboats & Rescue boats - Weight Increase from Water Ingress

Notice to all Ship owners; Masters; Deck Officers; Manufacturers of lifeboats and launching appliances and Service Providers.
This MGN applies to ships' lifeboats and rescue boats, excluding inflatable rescue boats and inflatable fast rescue boats. The MCA is aware of cases where both lifeboats and rescue boats are being found to be overweight. The use of an overweight lifeboat or rescue boat impairs the ability of the equipment to function as designed and approved, and could lead to serious safety implications such as dangerous overloading of the launching appliances beyond their safe working load. There is widespread use of inherently buoyant material filled compartments and airtight voids in the construction of many lifeboats and rescue boats. Over time, these voids or inherently buoyant material spaces have been shown to experience problems of water ingress and retention which leaves the lifeboat or rescue boat overweight. Weighing of a vessel's lifeboat or rescue boat is encouraged in order to track weight increase, and halt it at the earliest opportunity.

MGN 463 (M) Life Saving Appliances: - Marine Evacuation Systems (MES) - Servicing and Deployment Guidelines

Notice to all Ship Owners, Ship Operators and Managers, Masters, Officers and Crew of Merchant Ships and Manufacturers of MES.
This document aims to clarify the MCA requirements for SOLAS. Chapter III/20.8.2 rotational deployments of MES with respect to the roles that different parties should play in the deployment and the fail criteria for the deployment.

MGN 462 (M+F) Pollution - Entry into Force of the Energy Efficiency Design Index

Notice to all Ship Owners, Masters, operators and builders. This notice should be read with revised Annex VI of MARPOL 73/78 and associated guidance as noted at point 1.4 of this MGN.
This MGN provides an overview on the introduction of technical and operational measures to reduce greenhouse gas (GHG) emissions from ships through amendments to Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) by introducing a mandatory energy efficiency regime for international shipping.

MGN 461 (M) European Union Inland Waterways - Issue of European Vessel Identification Numbers (ENIs)

Notice to all Inland Waterways Vessel Owners and Operators wishing to operate on Union waterways in mainland Europe. This note should be read with Merchant Shipping Notice 1824 (as amended) "EU Directive 2006/87/EC (as amended) - Laying Down Technical Requirements for Inland Waterway Vessels."
This MGN is relevant to those who own or operate inland waterway vessels, and wish to operate them on Union waterways in mainland Europe.

MARINE INFORMATION NOTES

MIN 457 (M) Boatmasters' Licence Regulations: General Exemption

Notice to all masters and owners of vessels operating commercially on inland waterways and in limited coastal areas. This notice replaces MIN 434 (M) and expires on 28th March 2018.
Vessels in the circumstances given are exempt from the Boatmasters' Licence Regulations. This General Exemption makes minor amendments to and replaces the General Exemption dated 7th June 2012.

MIN 455 (M) Human Element, Leadership and Management Training

Notice to all Ship Owners, Operators, Masters, Deck and Engineering Officers of Merchant Vessels, Commercially and Privately Operated Yachts and Sail training Vessels, and those with maritime Education and Training. This MIN expires 21st March 2018.

A comprehensive review of the 1978 STCW Convention culminated in a Conference of Parties to the STCW Convention, held in Manila, in June 2010. This Conference adopted a significant number of amendments to the STCW Convention and STCW Code. Amongst the amendments was the requirement to introduce mandatory training in resource management, leadership and team working skills at operational level, and leadership and managerial skills at management levels. This Note provides advice and guidance regarding implementation of this requirement for candidates for United Kingdom Certificates of Competency, and for training providers seeking MCA approval of education and training programmes.

MIN 454 (M+F) Relocation of Glasgow Marine Office - Amendment to Phone and Fax Numbers

Notice to all Ship Owners, Ship Operators, Managers, Harbour Authorities, Masters, Merchant Seafarers, Fishing Vessel owners, Managing Agents and Crews, Domestic Vessel Operators, Naval Architects and General Public. This note replaces MIN 447. This MIN expires 1st December 2013.

This MIN amends the telephone and fax contact details regarding the relocation of the Maritime and Coastguard Agency (MCA) Marine Office Glasgow incorporating the MCA Stability Unit and Enforcement Unit for Scotland and Northern Ireland.

MIN 453 (M+F) Navigation: Global Navigation Satellite Systems (GNSS) - Availability during Increased Sunspot Activity

Notice to all Owners, Masters, Skippers, Officers and Crews of Merchant Ships and Fishing Vessels. This MIN expires 31st March 2014.

This MIN addresses several factors that may coincide over the next 5 years and produce an adverse impact on the availability of GNSS, and consequent effect on maritime navigation. The maximum of the solar cycle is predicted around May 2013, with increased frequency of GNSS performance degradation likely during the period 2012 to 2015 due to increased ionospheric scintillation and signal propagation delays.

MIN 452 (M) Seafarer Fatigue - Project HORIZON

Notice to all Ship Owners, Operators, Shore Based Management, Masters, Officers and Crew. This notice should be read with MSN 1767, MSN 1808 and MGN 211. This MIN expires 1st March 2014.

Project HORIZON was the first study on seafarer fatigue to use empirical evidence and seek to replicate, to the extent practicable, shipboard conditions. It was a EU-funded multi-partner research programme designed to investigate seafarer fatigue using scientifically robust methodology. It used simulator based experiments to examine and identify the effect of different watchkeeping patterns on seafarer cognitive performance using realistic scenarios, and has enabled the development of a mathematically robust Fatigue Management Toolkit (FMT).

MIN 451(M) Period of Validity of Notice of Eligibility and Time Required Between Re-sits of Oral Exams

Notice to all Merchant Ship owners and Managers, Masters, Deck and Engineering Officers of Merchant Vessels and those concerned with Maritime Training. This notice should be read in conjunction with MGN 69 (M) and replaces MIN 250 (M). This MIN expires on 15th February 2015.

This notice is to confirm the procedures being followed concerning the validity of a Notice of Eligibility (NOE), to sit a Maritime and Coastguard Agency Oral Exam and the time limits that apply between re-sits of oral exams.

MIN 450(M) The Government Support for Maritime Training Scheme (SMarT) - Additional funding for generic Electronic Chart Display and Information System (ECDIS) and High Voltage (HV) training undertaken between 1st April 2012 and 31st March 2013

Notice to all Merchant Ship owners and Managers, Masters, Deck and Engineering Officers of Merchant Vessels and those concerned with Maritime Training. This notice should be read in conjunction with MGN 455 (M) and MIN 423 (M). This MIN expires on 31st March 2013.

This notice describes the arrangements for one-off payments made for generic ECDIS and High Voltage training undertaken between 1st April 2012 and 31st March 2013 under the Government's SMarT scheme for merchant seafarers.

MIN 449 (M) Provisional Classification of Solid Bulk Cargoes under the revised MARPOL Annex V between 1st January 2013 and 31st December 2014

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 and all other parties involved in the transport of Solid Bulk Cargoes by sea. This MIN expires 31st December 2014.

The purpose of this MIN is to advise of the provisional classification of solid bulk cargoes for an interim period of 1st January 2013 to 31st December 2014.

MIN 448 (M) Passenger Ships: Implementation of Regulation (EC) 392/2009 on the liability of carriers of passengers by sea in the event of accidents

Notice to all ship owners, operators, managers, masters and insurers of passenger ships. This MIN expires on 31st March 2014.

Regulation (EC) 392/2009 ("EU Regulation") introduces a new regime relating to liability and insurance for the carriage of passengers by sea. The EU Regulation will be implemented in the UK by the Merchant Shipping (Carriage of Passengers by Sea) Regulations 2012 and will apply the provisions of the Athens Convention (as amended by the 2002 Protocol). It will enter into force on 31st December 2012 in all EU / EEA Member States. This means that vessels licensed to carry more than 12 passengers will need to have a certificate issued by MCA attesting that appropriate insurance is in place to meet the requirements of the EU Regulation.

BRITISH, EUROPEAN AND INTERNATIONAL STANDARDS

Standards Listing

Electrical ISO's Updated

Late 2012, the two electrical ISOs that support the Recreational Directive were updated from the previous year 2000 versions.

ISO 10133 covering low voltage DC up to 50 V has many new or modified clauses and definitions and one in particular has become very important for the majority of today's leisure craft both power and sail. This is the definition, previously missing, of the word 'System' and its implications. A trivial matter it might be thought but today, most offshore craft have more than one battery or battery bank. The use of the word 'System' could and sometimes was, taken to mean each battery or battery bank rather than the whole craft's DC supply.

Clause 4.1 of the updated ISO now defines this and 'System' means all battery banks that supply the distributed DC power around the vessel. Along with the definition is the requirement that all such battery banks have their negative poles bonded together, whether the overall supply system is floating or has a common negative bonded to earth. Exceptions would include for example cranking batteries used purely for that purpose and similarly those used for cranking on-board generators, both such examples implying that such batteries are not used for any other purpose.

These updated requirements will prevent many real or potential problems where previously equipment may have been powered from different banks or even a mix of floating and banks with their negative poles bonded to earth.

The second ISO, 13297, covers single phase AC supplies up to 250 V rms. However it now allows more than one source of AC to feed a single distribution system provided certain criteria are met. The relevant clauses are 4.7 and 14.1 with strict adherence to the manufacturers' installation instructions for devices such as inverters and inverter/chargers designed to have this facility. The advantage when such on-board sources are installed would be the provision of short term additional AC power supplied from both the shore and a suitable inverter, correctly installed.

While the updated ISO has many changes to definitions and clauses, it should be noted that the craft must be fitted with a shore power connector that meets IEC 60309-2 with a minimum rating of IP44 when mated with its plug. This can be found in clause 13 and its sub-sections. Previously the types of connector fitted were not required to be of a specific type. In the fourth edition of the BMEA Code of Practice, guidance notes pertaining to the previous version of the ISO, clause 13, referred to IEC 90309-2 connectors but the ISO itself was not specific.

Author: Tony Johns, BMEA Secretary

BS EN ISO 10133:2012

Small craft – Electrical systems – Extra low voltage DC installations.
ISO 10133 establishes the requirements for the design, construction and installation of extra low voltage direct current (d.c.) electrical systems which operate at nominal potentials of 50 V d.c. or less on small craft of hull length up to 24m. Conductors that are part of an outboard engine assembly and that do not extend beyond the outboard engine manufacturer's supplied cowling are not included. Please note that the date of cessation of presumption of conformity of superseded standard is set at 30th June 2013.

BS EN ISO 13297:2012

Small craft – Electrical systems – Alternating current installations.
ISO 13297 specifies the requirements for the design, construction and installation of low voltage alternating current electrical systems which operate at nominal voltage of less than 250 V single phase on small craft of a hull length up to 24m. Please note that the date of cessation of presumption of conformity of superseded standard is set at 31st May 2013.

NEW STANDARDS:

BS EN ISO 15609:2012

LPG equipment and accessories – LPG propulsion systems for boats, yachts and other craft.
ISO 15609 specifies the requirement for LPG propulsion systems on craft with hull lengths less than or equal to 24m, including those defined by Directive 94/25/EC. It does not cover appliances with directly attached gas cylinders, such as portable self-contained camping stoves and portable gas lamps.

BS EN ISO 16180:2013

Small craft – Navigation Lights – Installation, placement and visibility.
ISO 16180 specifies requirements and gives guidelines for the placement, installation and visibility of navigation lights as described in COLREGs for recreational craft of less than 24m in length of hull.

BS EN ISO 25197:2012

Small Craft – Electrical/electronic system for steering, shift and throttle.
ISO 25197 establishes the requirements for the design, construction and testing of electrical/electronic steering, shift and throttle and dynamic position control systems, or combinations thereof, on small craft of up to 24m length of hull.

NEWLY REVISED STANDARDS

BS EN ISO 12217–1:2013

Small craft – Stability and buoyancy assessment and categorisation – Part 1: Non sailing boats of hull length greater than or equal to 6m.

The ISO 12217 series specifies the methods for evaluating the stability and buoyancy of intact boats. The flotation characteristics of boats vulnerable to swamping are also encompassed. The evaluation of stability and buoyancy properties using this standard will enable the boat to be assigned to a design category appropriate to its maximum load. This part of ISO 12217 is principally applicable to boats propelled by human or mechanical power of 6m to 24m hull length.

BS EN ISO 12217-2:2013

Small craft – Stability and buoyancy assessment and categorisation – Part 2 Sailing boats of hull length greater or equal to 6m.

This part of ISO 12217 is principally applicable to boats propelled primarily by sail (even if fitted with an auxiliary engine) of 6m up to 24m hull length. However it can also be applied to boats less than 6m if they are habitable multihulls or may be applied if they do not attain the desired design category specified in 12217 – 3 and they are decked and have quick-draining recesses which comply with ISO 11812.

BS EN ISO 12217–3:2013

Small craft – Stability and buoyancy assessment and categorisation – Part 3 Boats of hull length less than 6m.

This part of ISO 12217 is principally applicable to boats of hull length less than 6m, whether propelled by human or mechanical power, except habitable sailing multihulls. Boats of hull length less than 6m which are fitted with a full deck and quick draining cockpit complying with ISO 11812 may be assessed using 12217 – 1 or 12217 - 2.

BS EN ISO 21487:2012

Small craft – Permanently installed petrol and diesel fuel tanks.

ISO 21487 establishes requirements for the design and test of petrol and diesel fuel tanks for internal combustion engines that are intended to be permanently installed in small craft of up to 24m length of hull. Please note that the date of cessation of presumption of conformity of superseded standard is set at 31st May 2013.

ONGOING WORK ITEMS

BS EN ISO 6185-3: 2001
4 – Inflatable Boats – Part 3: Boats with a maximum motor power rating of 15kW and greater

BS EN ISO 7840: 2004
Fire resistant fuel hoses

BS EN ISO 8469: 2006
Non fire resistant fuel hoses

ISO 9094
Fire Protection

BS EN ISO 10088: 2009
Permanently installed fuel systems

BS EN ISO 10239: 2008
Liquid Petroleum Gas (LPG) systems

BS EN ISO 11812: 2001
Watertight cockpits and quick-draining cockpits

BS EN ISO 14509: 2008
1 Airborne sound emitted by powered recreational craft – Part 1: Pass-by measurement procedure.

BS EN ISO 14895: 2003
Liquid fuelled galley stoves

BS EN ISO 15085: 2003
Man Overboard prevention and recovery

BS EN ISO 16147: 2002
Inboard diesel engines – Engine mounted fuel and electrical components

ISO 16315
Electrical Propulsion Systems

STANDARDS LISTING

Standards Listing

RCD AND ASSOCIATED STANDARDS - APR 2013

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	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 DIS stage
BS EN ISO	*6185-4	2011	Inflatable boats 8m to 24m power 15 kw and greater	Current
BS EN ISO	*7840	2004	Fire resistant fuel hose	Under revision - At FDIS stage
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	2006	Non-fire resistant fuel hose	Under revision - At FDIS stage
BS EN ISO	*8665	2006	Engine power measurement and declaration	Current
BS EN ISO	*8666	2002	Principal data	Current
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	Current
BS EN ISO	*9094-2	2002	Fire protection 15-24m	Current
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	2009	Permanently installed fuel systems and tanks	Under revision - At FDIS stage
BS EN ISO	*10133	2012	Electric systems - extra low voltage d.c	Current
BS EN ISO	*10239	2008	LPG system	Under revision - At DIS stage
BS EN ISO	*10240	2004	Owners manual	Current
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	Current
BS EN ISO	*11812	2002	Cockpits	Under Revision - At WD stage
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	Current
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
BS EN ISO	*13297	2012	AC electric system	Current
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	Current
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 WD 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	Under revision - At FDIS stage
BS EN ISO	*16180	2013	Electric Navigation lights-Installation and Placement	Current
ISO	16315		Electrical Propulsion Systems	New standard - At DIS stage
BS EN ISO	*21487	2012	Permanently installed petrol and diesel fuel tanks	Current
BS EN ISO	*25197	2012	Electrical/Electronic control systems for steering, shift and throttle	Current
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 Stering 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 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	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

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 vote approved
ISO/CD 14886	Structural fire protection for FRP yachts	DIS vote underway
ISO/DIS 16556	Deck equipment - Anchoring Equipments	DIS vote approved
ISO/NP XXX	Coatings: Exterior application processes and inspection methods	Awaiting New Work Item Proposal.
ISO/NP N45	Yachts Recycling	Project cancelled

MANUFACTURING NEWSLETTER #21

ADVANCED MANUFACTURING SUPPLY CHAIN INITIATIVE

In the 2012 Autumn Statement the Chancellor of the Exchequer announced additional funding of £120 million into the Advanced Manufacturing Supply Chain Initiative (AMSCI). This will support a further two rounds of the initiative, which has already seen £125 million delivered in the first two rounds to improve global competitiveness of UK advanced manufacturing supply chains by supporting innovative projects where the UK is well placed to take a global lead.

There was high demand from companies in both Rounds 1 and 2 of the initiative with over 70 bids with a total funding ask in excess of £300m received. Rounds 3 and 4 will support research and development, skills training, and capital investment to help UK supply chains achieve world-class standards and encourage major new suppliers to locate in the UK.

The new rounds are based around a single funding pot and are open to applications from all organisations operating as part of a manufacturing supply chain. Applicants who were previously unsuccessful in AMSCI Rounds 1 and 2 are also welcome to apply with improved versions of their project proposals.

The competition opened on 21st March and Round 3 will close on 29th May. The competition will then re-open on 5th June, and Round 4 will close on 16th October. The bid threshold is again at £2m, but smaller bids will be considered where a strong business case is made. Full details on the competition are available on the Technology Strategy Board website (http://www.innovateuk.org/), which is working in partnership with the Department for Business, Innovation and Skills and Birmingham City Council to deliver the initiative.

The BMF was unsuccessful with a bid in Round 2 of the competition, but is currently considering the options available for submitting a bid to Round 4 and will keep members informed.

SUPPLY CHAIN CONFERENCE

This year's conference held on 5th and 6th March at Careys Manor Hotel in Brockenhurst was enjoyed by 87 delegates and provided an excellent opportunity for networking and developing business relationships. 215 individual meetings were held in conjunction with an extensive seminar programme covering a wide variety of topics directly relevant to our industry.

A number of changes were made from last year's event that proved popular with the delegates: *"It is great to see that the BMF has taken on board the feedback from last year's conference and made changes that have made the event even better. The organisation, location and format of the conference have all been excellent. An extremely useful two days spent meeting and networking with a broad cross-section of the UK supply chain."* Grant Hooper, Princess Yachts International.

A good selection of buyers attended the event from major boatbuilders in the commercial and leisure sectors including representatives from Princess Yachts International, Sunseeker International, Sealine International, Oyster Marine, Green Marine, Holyhead Marine Services Ltd/Turbine Transfers, Discovery Yachts, Griffon Hoverwork, Mustang Marine, Broom Boats, Hydromax Powerboats and Babcock. The feedback from the buyers highlighted that this event provided a highly time and cost effective forum to liaise with a good proportion of the UK supply chain. *"The conference has been excellently managed and has been an extremely worthwhile exercise. The opportunities for relationship building and networking have been very useful and the seminar presentations provided a vast amount of directly applicable information."* Damon Watker, Broom.

The conference included a networking dinner and a thought provoking talk from Jeremy Cook, Chief Economist with World First. He highlighted the developments in the global economic conditions in recent years and provided some insight into potential future trends. The blackjack and roulette tables then opened to give the delegates the opportunity to show their casino skills, or lack thereof in most cases.

The next day saw a number of seminar presentations alternating with Meet the Buyer meetings and further networking opportunities.

The seminar was opened by Howard Pridding, BMF CEO, and the delegates then heard from Stephen Hart of the Technology Strategy Board on the increased support currently being offered to the marine industry including the recent vessel efficiency call. Martin Hogg from Babcock then took to the stage and provided a fascinating insight into their policy of engagement with SMEs. Adrian Waddams of the Transport Knowledge Transfer Network presented the support available and the benefits that can be gained by joining this extensive network.

After a break Chris Aylett of the Motorsport Industry Association entertained the audience with an engaging talk on supply chain developments in that sector. David Lewin of DL Consulting then provided some information on the approach taken by certain builders embracing the use computer aided design and engineering. Manufacturing Advisor with the MAS, Steve Sharp, highlighted the comprehensive assistance available from their service.

A busy networking lunch was followed by presentations from Douglas MacBeth, Professor of Supply Chain Management at the University of Southampton, talks on the skills framework and potential future shortfall from Natalie Desty of Matchtech and Darren Race of SEMTA. The seminar closed with an update on government export support from Chris Uniacke of UKTI and Andrew Walker of UK Export Finance.

NATIONAL COMPOSITES CENTRE, NCC

Reproduced from published NCC information.
The NCC's mission is 'To be an independent, open-access national centre that delivers world-class innovation in the design and rapid manufacture of composites and facilitates their widespread industrial exploitation.'

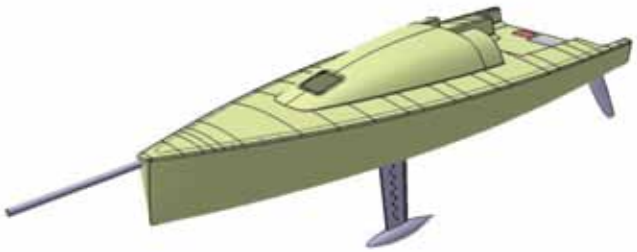
In November 2009 the Government launched the UK Composites Strategy. This highlights the importance of composites to the future of UK manufacturing and the Government's plans for ensuring that the UK has the means to succeed in intensely competitive global markets.

A key part of this strategy is the establishment of the National Composites Centre (NCC), which will bring together dynamic companies and enterprising academics to develop new technologies for the design and rapid manufacture of high-quality composite products. The combination of academic and business strengths will speed progress from laboratory to design to factory and into products.

Key Objectives:

- Provide manufacturing facilities on an industrial scale and rapid manufacturing processes capable of building prototypes to validate design concepts
- Be the hub of the UK's effort to develop and implement rapid composite manufacturing technologies and systems
- Lead the co-ordination of a strengthened network of regional centres of composites excellence
- Provide direction and focus for fundamental research and collaborative links with UK universities
- Help to develop and co-ordinate training to support the skills base necessary for applying advanced and specialist composite technologies

As an example the NCC is working with Rogers Yacht Design, a world leading yacht design house, on their new 9.5m race boat. The Class950 Series aims to bridge the size and cost gap in single handed sail racing, and help keep some of our talented home-grown sailors in a British built craft. The multi-partner project is exploring the use of alternative materials and processes in the build of the tooling and three prototype mouldings. High Value Manufacturing Catapult funding input to the project is also helping to boost the technical capability of the NCC team to support the marine composites community. Series build for the Class950 will later be transferred to partners Demon Yachts, with sales via Sea Ventures.



The primary research goal of the NCC is to reduce cost and increase speed of manufacture of large composite structures, and demonstrate new technology at industrial scale. The Class950 boat project showcases rapid design to build techniques at a scale and cost accessible by smaller fabricators. A small portable robot, the Romocutter, is currently machining plugs for the hull. Automation improves build accuracy and repeatability and reduces reliance on craft skills, but the cost of implementing new designs can be daunting for smaller firms. The use of small portable robot(s) on big parts has advantages over big static 5 axis cutting machines of using existing workshop space, and of lower capital outlay.

This 'portable but accurate' technique clearly also has wider potential across non-marine composite fabrication and the NCC is keen to engage with companies that would like to develop the technology in their own manufacturing process.

More details at: http://nccuk.com/

TRAILER TOWING – DRIVERS HOURS AND TACHOGRAPH RULES & GOODS VEHICLE OPERATOR LICENSING

The issue of trailer towing and the legal requirements around this have been raised by a small number of members and non-members recently. This is a reminder of information previously published in Technical Report 77 (June 2004).

Drivers' Hours and Tachograph Rules.
Most vehicles (including dual purpose vehicles) used for the carriage of goods by road and with a maximum permissible weight (including any trailer or semi-trailer) of over 3.5 tonnes are in scope of the EU rules (Regulation (EC) 561/2006). This means that the vehicle should be fitted with a tachograph and drivers must adhere to the drivers' hours requirements.

The Vehicle and Operator Services Agency (VOSA) is the Government agency responsible for providing a range of licensing, testing and enforcement services. They published updated guidance in 2011 on the Rules on Drivers' Hours and Tachographs.

Goods Vehicle Operator Licensing

You will need a goods vehicle operator's licence if you use a goods vehicle of over 3.5 tonnes gross plated weight or (where there is no plated weight) an unladen weight of more than 1,525kg to transport goods for hire or reward or in connection with a trade or business. In this instance 'goods' means goods or burden of any description.

For a vehicle and trailer combination, generally you will need a goods vehicle operator's licence if the gross plated weights or unladen weights of the vehicle and trailer combined exceed the limits stated above for a single vehicle.

There are exemptions to these licensing requirements. The most notable exemption is if you are operating dual purpose vehicles (e.g. Land Rovers and other 4x4s) and their trailers, where currently you are not required to have a Goods Vehicle Operator Licence (see VOSA Guide for Operators).

Detailed information on Drivers' Hours, Tachographs and Goods Vehicle Operator Licensing are available from VOSA - www.dft.gov.uk/vosa. If you are in any doubt as to whether or not you need to comply with any of these requirements, you should contact VOSA as soon as possible -
Email: enquiries@vosa.gov.uk or Tel: 0300 123 9000

PERIODIC ROADWORTHINESS TESTS FOR MOTOR VEHICLES AND THEIR TRAILERS: UPDATE

In the last Technical Report (TR105) we provided an update on EU proposals for a regulation on the periodic testing of the roadworthiness of vehicles and their trailers, which would bring O1 and O2 category trailers (those with a maximum permissible mass not exceeding 750kg and 3,500kg respectively) within its scope.

The European Parliament's Transport & Tourism Committee was charged with reviewing the proposals and making recommendations going forward. The Committee has published its draft report on the proposals and despite a lack of evidence to suggest that a large number of accidents are caused by technical failures of smaller trailers, the committee has chosen to maintain these trailers under the new Regulation's scope. The European Boating Industry (EBI), along with some members of the European Parliament, has objected to these proposals throughout and will continue to lobby against this decision. Industry's position is also supported by the European Council, which represents Member States, and has decided almost unanimously to exclude these trailers from the proposed regulation's scope. If Parliament and the Council are unable to negotiate an agreement, the proposals will go for a second reading.

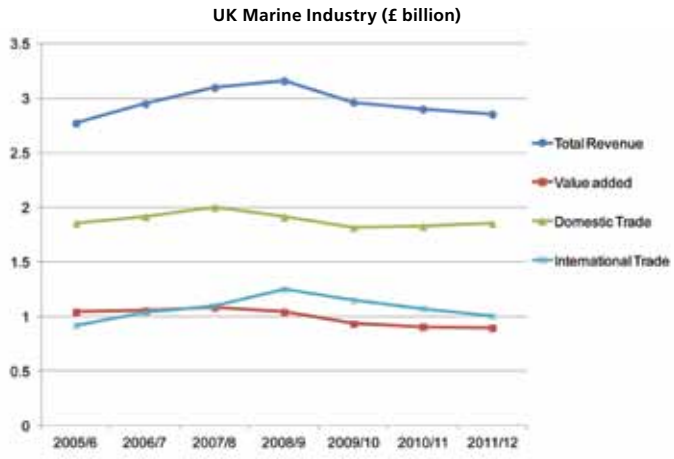
In the meantime, EBI is currently surveying EU members to see what the current national practices are regarding road worthiness testing. We will update members as soon as there is any further news.

UK MANUFACTURING AND SUPPLY CHAIN STATISTICS

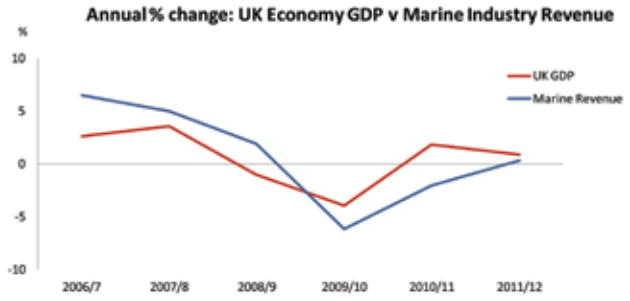
This report has been compiled by Karen Boss, BMF Senior Researcher.
Summary of Total UK Leisure Marine, Superyacht and Small Commercial Marine Industry 2011/12.

- Revenue of these sectors combined is £2.855 billion
- Value added contribution to the UK economy is £895.4 million (31.4% of the total)
- The UK is a significant exporter, with international trade revenue at £1.003 billion (35.1% of the total revenue)
- The industry directly employs around 31,000 full time equivalent employees within 4,200 companies
- These companies are largely small and medium-sized enterprises, with over 95% of companies within BMF membership employing less than 50 people

UK Marine Industry over Time.
The marine industry has shown resilience against the backdrop of a difficult economic climate. The industry has contracted by approximately 9% since its peak in 2008/9, however latest trends show, like the rest of the UK economy, that the industry is stabilising including international trading. Prior to 2008 the marine industry had been increasing at a healthy rate of circa 5% year on year.

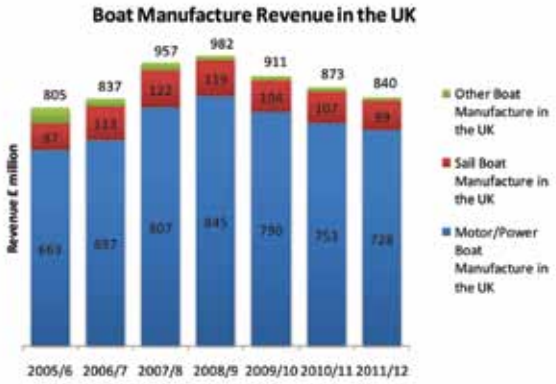


To put the marine industry into context, below is a graph that shows the annual change for the total UK economy (Gross Domestic Product) compared to marine industry revenue.



Boat Manufacture Revenue in the UK

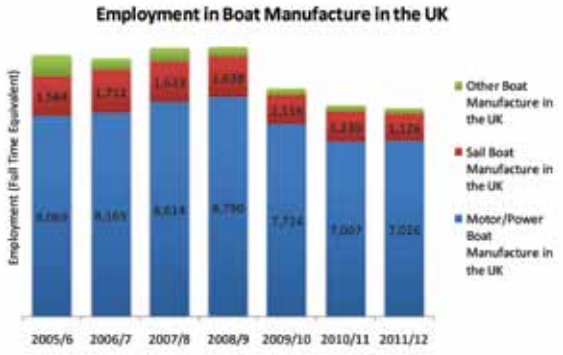
Since its peak in 2008/9, the revenue for boat manufacture in the UK has decreased by 14.5%. Motor/power boat production accounted for 87% of the total boat manufacture revenue in 2011/12, with 12% in sailing yacht manufacture and the remainder accounting for other boats (e.g. canoes, rowing boats).



Employment in Boat Manufacture in the UK

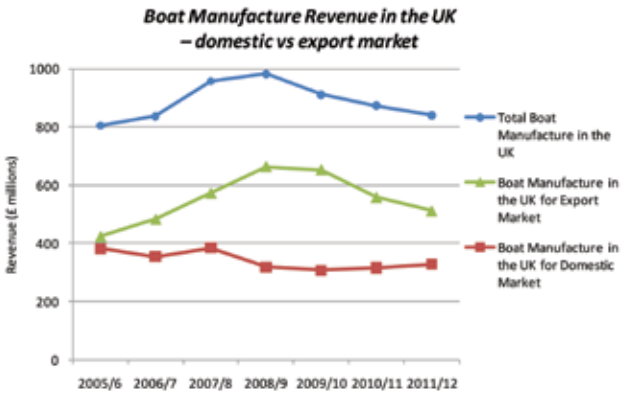
There are around 300 businesses in the UK undertaking equipment manufacture in the UK, employing just over 8,630 full time equivalent UK employees.

UK employment for boats manufactured in the UK has decreased proportionally slightly more than revenue, by 23% from the peak in 2008/9. In 2011/12, 84% of employees were engaged in motor/power boats, 13% in sailing yachts and 3% in other vessels.



Boat Manufacture Revenue in the UK – Domestic v Export Markets

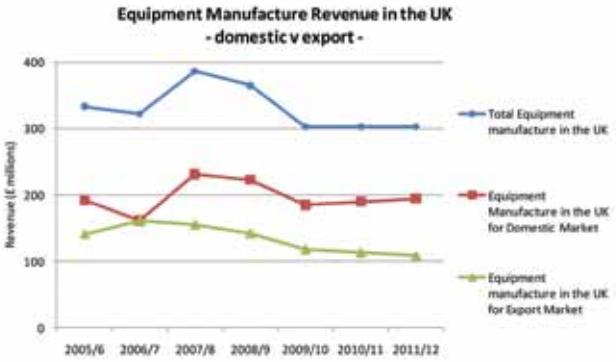
Of all boats manufactured in the UK, 61% of the revenue is exported and 39% is produced for the domestic market. International trade has suffered a greater decline since the recession, however the impact appears greater as the peak was much higher. The BMF trends survey does however show stability returning to the international markets during the latter half of 2012.



Equipment Manufacture Revenue in the UK – Domestic v Export Markets

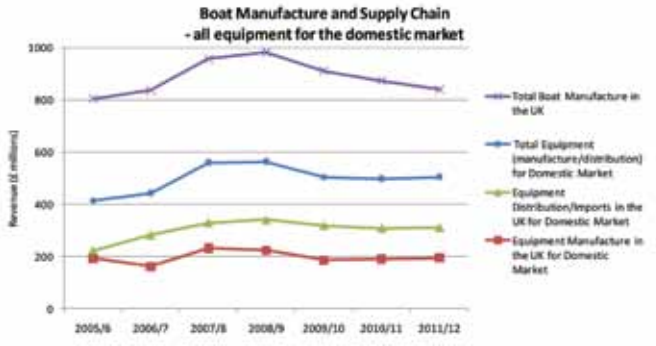
There are around 450 businesses in the UK undertaking equipment manufacture in the UK, within which there are just over 4,130 full time equivalent UK employees.

Of all equipment manufactured in the UK, 36% of the revenue is exported and 64% is produced for the domestic market. Both markets have performed relatively consistently over the last two years following the decline in 2008/9.



Boat Manufacture and Supply Chain (All Equipment for the Domestic Market)

The trend over time for the total equipment supply chain in the domestic market reflects the same pattern as the boats manufactured in the UK. In 2011/12, £505 million worth of equipment was manufactured in the UK or distributed/imported by a UK company. Of this supply chain equipment, 39% is manufactured in the UK and 61% is from UK companies involved in distribution/imports.



Source: BMF's KPI report 2011/12 and Industry Trends Survey November 2012. For more statistics & market research on the leisure, superyacht and small commercial marine industry and the boating population please visit: www.britishmarine.co.uk/research

EU SME CENTRE: PROVIDING HELP EXPORTING TO CHINA

Reproduced with the kind permission of European Boating Industry, EBI.

With annual growth rates averaging 10% over the past 5 years and the increasing disposable income and consumption of its population, China offers vast opportunities for European companies. These opportunities can, however, be outweighed by challenges encountered by these companies when attempting to export to or do business in China. These challenges are particularly felt by small and medium-sized enterprises (SMEs) which do not have the expertise, finances or administrative resources to deal with them. The EU-SME Centre has therefore been set up to help SMEs establish, develop and maintain commercial activities in China.

The EU-SME Centre provides practical, hands-on business support through the provision of information, confidential advice, networking events and training. In particular, it offers information on exporting to China, entering the market, operational issues (such as finding skilled staff, obtaining work permits for foreign staff, and determining the company's tax liabilities) and standards. In addition, the centre offers regular webinars on issues relating to doing business in China.

To find out more about the EU-SME Centre, go to: http://www.eusmecentre.org.cn

ENVIRONMENT UPDATE #13

RESOURCE EFFICIENCY ACTION PLAN (REAP) FOR THE COMPOSITES SECTOR

In the last edition of BMF's Technical Report (#105), we informed readers of our involvement in a Resource Efficiency Action Plan (REAP) working group for the Composites Sector.

REAPs are set up to get relevant industry stakeholders together to gather evidence, work out what actions are best taken to move forward and publish this so industry can see the opportunities available.

At the latest stakeholder meeting in Chesterfield on the 27th March, lead consultants, URS, presented their findings of a draft Scoping Study which will form much of the information within the REAP, due to be published at the end of June 2013.

Scoping study.
The Scoping Study looked at the environmental impacts affecting the wider industry and gives an idea of where composite sectors might focus the REAP. The Scoping Study focussed on GFRP and CFRP and estimates that 130,000 tonnes of composite are produced each year. Wood Plastic Composites (WPC) and metal matrix composites were not included in this Scoping Study.

The main uses for composites are in the aerospace, automotive, marine and construction sectors. The manufacturing process comprises production of raw materials (resin and fibres), followed by production of finished or intermediate products using a number of techniques.

Resource efficiency drivers include:

- Legislation and regulations
- Corporate social responsibility
- Environmental regulations and accreditations
- Cost savings

Future engagement.
The BMF will continue to attend the working group meetings, ensuring that the interests of our sector are represented as the REAP is finalised later this summer. Stakeholder meetings will continue to be held quarterly to the end of 2014 during the 2 years of the project.

After 2014 the REAP will be handed to Composites UK to manage and deliver.

Between the publication of the REAP in June 2013 and the end of the project in 2014, there will be monitoring of the actions to ensure it is being implemented. The REAP can also be modified over this time.

BMF RESPOND TO MARINE CONSERVATION ZONE CONSULTATION

In December 2012, DEFRA released a public consultation looking to designate 31 of the 127 proposed Marine Conservation Zones.

The BMF conducted a lengthy review of the consultation and submitted a response on behalf of the industry in March. The BMF raised concerns that the consultation was made without the benefit of knowing the precise management measures that will be attached to individual licensed activities that may be in or adjacent to individual MCZs.

At the outset of the process of developing MCZs, the BMF were informed that management measures would be part of the information that would accompany any consultation to designate sites.

It was therefore disappointing that we were being asked to support MCZs when we still did not have a clear understanding of the implications of designation. This lack of certainty as to the practical implications of individual site designations to operators, particularly in terms of the potential for additional costs or the potential for established consented activities to be further constrained, significantly increases the perceived risks associated with the proposed designations and in turn undermines business confidence.

For a copy of our full response, please contact Brian Clark, Head of External Relations.

NATURAL ENGLAND ROLL OUT TWO CHARGEABLE SERVICES FROM APRIL 2013

Natural England introduced two chargeable services from the beginning of April 2013:

- The Pre-submission Screening Service (PSS) for European Protected Species mitigation licence applications.
- The Discretionary Advice Service (DAS) to provide discretionary pre-application and post-consent advice on planning/licensing proposals to developers and consultants.

Natural England has taken the decision to proceed with a full roll-out of these services with effect from the beginning of April 2013. The full roll-out will involve the implementation of the DAS as their standard offer for all new pre-application cases, including Nationally Significant Infrastructure Projects (NSIPs) and offshore work. Natural England will also be widening the availability of the new Pre-submission Screening Service.

The Discretionary Advice Service is geared towards cases with the potential for significant impact on protected sites, landscapes/seascapes and species, or those which could deliver significant environmental gain. Natural England will offer a level of initial advice, free of charge, to help identify key issues and opportunities on a development proposal. The developer/ consultant would then have the option of paying for further

access to Natural England's advice to help in the further development of their proposals. The Discretionary Advice Service also covers the post consent stages of marine development proposals.

The new Pre-Submission Screening Service enables potential applicants for a European Protected Species licence to find out whether their plans are likely to meet licensing requirements prior to the submission of a formal application.

For further information on the Discretionary Advice Service visit: www.naturalengland.org.uk/discretionaryadviceservice

For further information on the Pre-submission Screening Service visit: www.naturalengland.org.uk/ourwork/regulation/wildlife/species/epsscreening.aspx

BMF'S FREE CONSULTATION SERVICES

The BMF would like to remind members that they can receive 1 hour **FREE** Marine Consents & Dredging advice from our consultants Marina Projects Ltd.: http://www.britishmarine.co.uk/what_we_do/environment_and_boating_fac/marine_consent_hotline.aspx

BMF members can also get 1 hour **FREE** planning advice from our Planning Consultant Southern Planning Practice: http://www.britishmarine.co.uk/what_we_do/environment_and_boating_fac/planning_service.aspx

FRENCH PORTS IN CÔTE D'AZUR INTRODUCE "ZERO RELEASE" POLICY IN PORTS

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Four ports in the South Eastern region of Côte d'Azur in France have launched a campaign called "zero sewage release" ("zéro rejet d'eaux noires – ZEN" in French) in order to fight the unlawful release of sewage in their harbours. It is worth mentioning that such releases are prohibited under both French and EU laws. Under the Annex IV of the IMO MARPOL 73/78 Convention, the discharge of black water is regulated for craft over 400 tonnes or carrying over 15 passengers on international voyages and requires a distance of 12 nautical miles from the nearest land.

From now on, to be admitted as visiting or resident vessels in the ports of Cannes and Nice, but soon also in Villefranche-Darse and Golfe-Juan, yachts above 24m (but also recreational craft below 24m in the future) will be required to be equipped with holding tanks or onboard water treatment systems for sewage. The port authorities require captains to fill in a detailed declaration on the yacht's onboard equipment for sewage and grey waters, the equipment capacities, the number of people on board, etc. Authorities have moved into a strict enforcement mode and will carry out regular inspections to enforce the zero tolerance policy, while seeking the involvement of associations like European Boating Industry to communicate about the campaign. The non-respect of these rules is being sanctioned with fines and a forbidden access to the port for a period of 12 months.

For more info about the admission procedure, please go to the Riviera Ports website http://www.riviera-ports.com/Index.aspx and look under Médiathèque / Media library / Mediateca > Documents.

DIRECTIVE ON MARITIME SPATIAL PLANNING TO HELP SUSTAINABLE DEVELOPMENT

Reproduced with the kind permission of European Boating Industry.
In March 2013, the European Commission presented a draft directive which aims to establish a common European framework for maritime spatial planning and integrated coastal management in EU Member States. The objective is to ensure sustainable development at seas and on coasts. The proposed action will require Member States to map activities (transport, fishing, leisure, etc) in maritime spatial plans in order to make more efficient use of seas, and develop coastal management strategies that will coordinate measures across the different policy areas that apply to activities in coastal zones. Under the directive, Member States will need to involve relevant stakeholders (like boating industry associations) and co-operate with neighbouring states.

It is hoped that using a single instrument to balance all interests will also increase certainty for investors and reduce the administrative burden for national administrations and operators, while preserving ecosystem services. It is estimated that increased business certainty and reduced administrative burden will lead to economic benefits up to EUR 1.6 billion across the EU, particularly for small and medium sized enterprises.

More info on maritime spatial planning on: http://ec.europa.eu/maritimeaffairs/policy/maritime_spatialplanning/index_en.htm

DEFRA INTRODUCE NEW MARINE LICENSING EXEMPTIONS

The Department for Environment, Food and Rural Affairs (Defra) led a consultation in summer and autumn 2012 on proposals to modify or introduce new exemptions to the Marine Licensing (Exempted Activities) Order 2011 as, after 12 months of operation, it was recognised that in many instances the order could be revised to better suit the delivery and intent of the Marine and Coastal Access Act 2009.
A number of other activities were proposed for exemption along with suggestions for further modifications to several existing exemptions. A consultation on the proposed additions and modifications was held between 14th August and 22nd October 2012.

Defra produced the Marine Licensing (Exempted Activities) (Amendment) Order 2013 on 6th April 2013. The activities exempted are:

- maintenance dredging of not more than 500 cubic metres per campaign, and no more than 1,500 cubic metres a year
- small removals for sampling
- removal of objects accidentally deposited on the seabed (items lost overboard and recovered within 12 months)
- temporary marker buoys (deployed for up to 28 days)
- deposit or construction of pontoons by or with the consent of a harbour authority (subject to limits in size and numbers)
- use of marker buoys in shellfish propagation
- removal of dead animals by local authorities (such as cetaceans)

All of the exemptions listed are subject to certain conditions and restrictions.
In addition, further measures that are not covered in the order may apply to other small scale dredging or construction projects, or larger projects covered by a maintenance dredging protocol, to allow fast track licensing. There will also be the option of longer term licences of up to 10 years.
For more information, please contact Brian Clark, Head of External Relations.

BMF SUMMARY OF BENEFITS

Our Government Relations team ensure 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 6 international events where there are opportunities to promote your business
- Over 16 market reports including Brazil, China, 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 & 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.

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

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