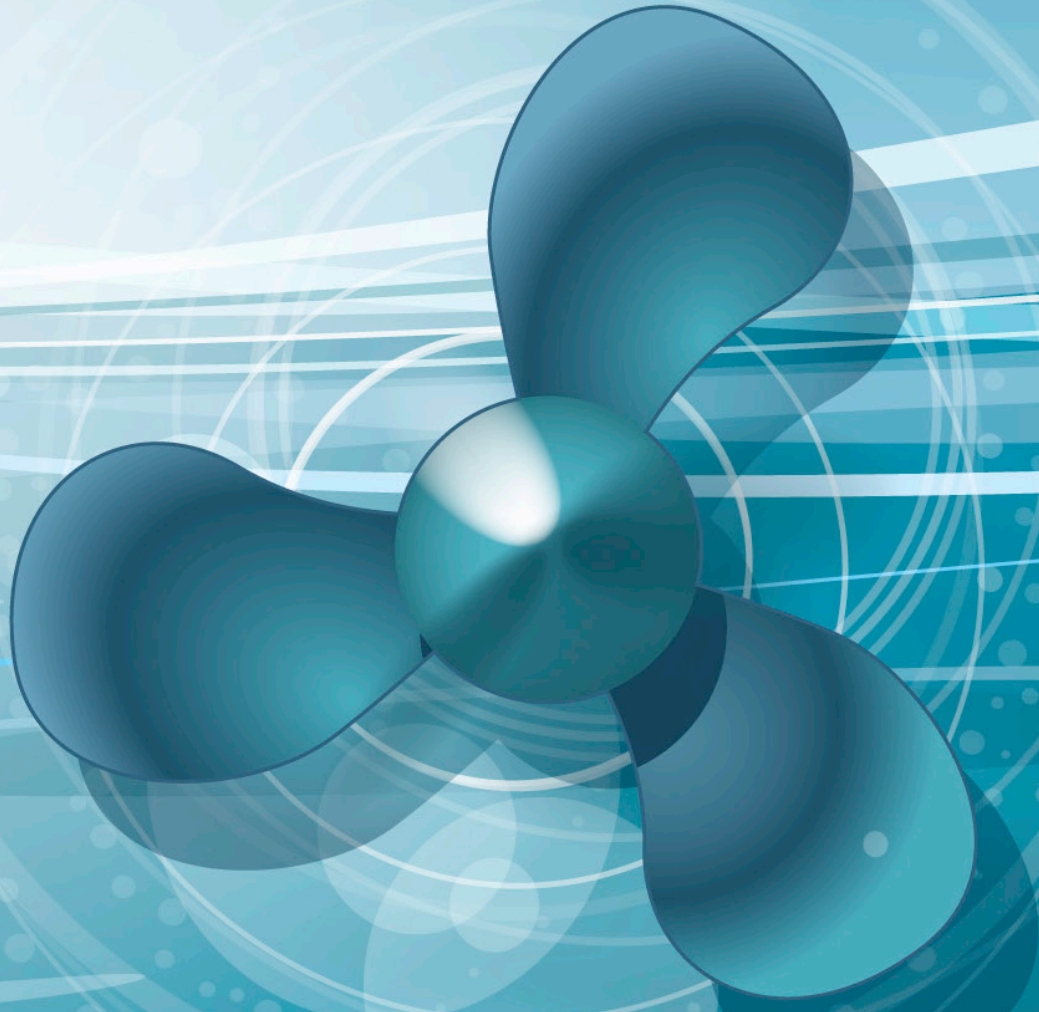


January 2014

NO **108**



TECHNICAL REPORT

INCLUDING MANUFACTURING AND ENVIRONMENT UPDATES

PROVIDING INDUSTRY GUIDANCE



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WELCOME TO THE 108th BMF TECHNICAL REPORT

The British Marine Federation Technical Department would like to take this opportunity to welcome the Passenger Boat Association (PBA) as a new group association in BMF. Bringing more than 100 new members to the British Marine Federation, the BMF Technical team looks forward to a close cooperation especially with its Operations Manager Roger Flitter. Roger has been involved in PBA's work for many years and is highly regarded not only in the industry, but also with legislative bodies. The accession of PBA strengthens both associations in representing the marine industry.

But there were also changes in the BMF Technical team. Following the introduction of Alan Price as a new Technical Executive in the last technical report, Udo Kleinitz joined the BMF as new Head of Technical Services on 9 October. Udo has 20 years' experience in the boatbuilding and marine industry and has developed an in-depth knowledge of boatbuilding and manufacturing processes, as well as the underlying regulatory and standards framework. He spent several years working as a sailing and powerboat instructor on lakes in southern Germany and has enjoyed sailing since his early teenage years.

Udo's role prior to joining the BMF involved nearly 6 years as ICOMIA's (International Council of Marine Industry Associations) Technical Manager. Initially the role at ICOMIA was almost fully dedicated to the RCD (recreational craft directive) and its supporting standards. The RCD remained a key focus during his time at ICOMIA, including its revision from the beginning in 2008 until its approval by the European Parliament in October 2008. ICOMIA's Marine Engine Committee took a leading role in the revision process where more stringent engine exhaust emission limits are probably the most obvious change.

But RCD and Europe were not the only aspects of his role at ICOMIA. The scope extended to cover regulations outside the EU, including standardisation and engine exhaust emission limits on large yachts, coordination of ICOMIA's representation at the International Maritime Organisation (IMO), organising conferences, the re-launch of ICOMIA Standards and increasing the immediate technical support to its membership in national marine industry associations via software tools (such as a Microsoft Excel based scantlings calculator developed by Southampton Solent University), webinars and conferences.

Conveying the knowledge gathered during these years and broadening it by those aspects specific to the UK industry is a rough initial description of how Udo sees his remit as new Head of Technical Services. But the MCA's lead in writing legislation adopted across many other nations leaves also a major international responsibility for the BMF within the wider marine industry to liaise in achieving sensible legislation – legislation written in this country, but eventually applied to UK built vessels flying other flags. In this regard, the BMF Technical team will continue its duty of representing our sector at a legislative and standardisation level – both nationally and internationally.

To conclude this introduction let us highlight the work of Andrew Thomas who excelled in delivering the support and representation of the BMF technical department single handed over a 4 month transitional period. The BMF technical department is now fully manned again and will continue its work in the tradition of BMF once all new staff have settled in their roles.

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TECHNICAL REPORT #108

RCD REVISION

The revised Recreational Craft Directive – RCD 2.0

Mandated by the revision clause article 2 in the last RCD amendment in 2003, drafting of a new RCD proposal started in 2008. Next to more stringent engine exhaust emissions the European Commission led the drafting process by suggesting two additional 'pillars' as areas on which to concentrate – a general element of improvement and tidying up ('wishlist') and the implementation of the revised regulatory framework in which the RCD is embedded ('new approach' directives requiring the CE marking of products by the manufacturer). The revision process is near conclusion and the publication of the new RCD is expected at any time. At the time of writing this contribution (November 2013) the RCD revision proposal has been voted positively in the European Parliament (9 October) with two pending steps until reaching full legal certainty. These steps are formal only and have no potential to stall the revision – the EU Council's approval ('signing of the act') and the final publication in the Official Journal of the EU. With the publication of the revised directive, the published document will be assigned a number – in the same way as the current RCD is known to some as 1994/25/EC. The publication (following a short period of 20 days after which the directive 'enters into force') is moreover important as it sets the timelines for its application.

From when can products be placed under the new directive?

While we are aware some sectors may wish to exploit a marketing advantage by applying the directive early, the following paragraphs describe the extent to which BMF currently advises in preparing and implementing the change in law.

Following the 'entry into force' a two year timeframe opens for member states to transpose the revised RCD into national law – which EU directives must do to become legally binding. At the end of transposition period the current RCD (i.e. directive 1994/25/EC as amended 2003/44/EC) will be repealed and the new directive is formally in place. The transposition period is also the time for member states re-notification of conformity assessment bodies (or commonly known as notified bodies). Technically, no changes are required from builders until the end of transposition period but BMF and the wider industry will use this two year window as time to prepare the application of the new directive.

Application of the new directive

The end of the transposition period marks the start of a 1-year transitional period during which both directives can be applied. This period provides the timeframe for manufacturers to change in complying with the new directive. As mentioned, the RCD revision will entail a new reference number and the original RCD will be repealed – as such it becomes a new directive and products built in compliance must refer to it. BMF currently interprets the change in compliance as a transfer (rubberstamping) from one directive to the other excluding the need for a full reassessment. During the time left until the change in law is fully applied, the BMF will offer guidance on how to minimise the administrative effort, whilst taking changes in requirements into account, as well as reflecting changes to standards that took place since the original assessment of a product.

Which elements of the RCD have been revised?

Most notably there will be a change of the design categories. Currently these include a descriptor (e.g. INSHORE) and a description of areas (e.g. coastal waters, estuaries). This structure will be changed by assigning a category only through wind speeds and wave heights. Example of revised category C: A watercraft given design category C is considered to be designed for a wind force up to, and including, 6 and significant wave height up to, and including, 2m.

As part of the element of (legal) clarification and tidying up, a number of new definitions have been added. These mainly centre around the key term 'watercraft' describing both 'recreational watercraft' (boats) and 'personal watercraft'.

The alignment with other directives foreseeing the CE marking of products mentioned at the beginning of this article results in detailed responsibilities of all parties involved in product supply. These are manufacturers, authorised representatives, importers, distributors, notified bodies, member states and their market surveillance authorities. The processes related to CE marking of products incorporate a rewrite of the modules relevant to each design category, sound and exhaust emission. This task also resulted in the removal of the modules currently located in RCD Annexes V – XII and XVI referencing them to another legislative document (Decision 768/2008/EC).

Further additions specific to our (RCD) sector have been implemented. Examples of these include marinisers declaration of adapted engines, responsibilities of 'private importers' and assigning the latter's RCD assessment to a new module called PCA – Post Construction Assessment.

Are there changes to the design and construction of boats?

Design and construction requirements – also known as the 'essential safety requirements' are located in Annex I.A. of the directive. Changes to essential requirements are listed below:

Annex I.A.2.3. Protection from falling overboard and means of reboarding – means of reboarding shall be accessible to or deployable by a person in the water unaided.

Annex I.A.3.3. Buoyancy and flotation/3.8 Escape – new wording introducing stability assessment for multihulls.

Annex I.A.5.1.6. – requirement to fit a 'killcord' for tiller steered OB engines.

Annex I.A.5.1.6. – deletion of mandatory tank ventilation for all tanks now applicable only to petrol fuel tank spaces.

Annex I.A.5.3. Electrical system – addressing electric propulsion.

Annex I.5.8. Water protection – holding tank requirement for all boats with toilets.

Annex I.B allocating engine exhaust emission limits has undergone a major rewrite. New emission limits introduce transatlantic emission limits alignment, yet keeping current RCD limits for diesel engines <37kW (50hp) unchanged. The new limits require new engine categories SI OB – Spark ignition outboard, SI IB – Spark ignition inboard and CI – Compression ignition as well as an update of test fuels and test cycles. Under the current RCD, marinisers are eligible to reference engines certified to equivalent engine emission limits such as the Non-Road Mobile Machinery and legislation for on-road heavy duty vehicles. These references are now reflecting Non-Road Stage IIIA, IIIB and IV and their HGV

equivalent. Emission limits are supplemented by the provision of a harmonised standard for exhaust gas measurement. This standard is currently being developed in parallel by the International Standardisation Organisation – ISO 18854 – and which is derived from relevant parts of the ISO 8178 series. It is expected to be completed by the time engines need to be certified under the new directive.

By the date this technical report becomes available, the new RCD will likely have been published. The BMF Technical department will include the changes in law as part of its general RCD-awareness courses and starting from London Boat Show 2014 in future association and committee meetings. Please contact us directly should you have questions on the RCD application. The addition of all above measures resulted in an expansion of the actual document from 44 pages to 130. In contrast stands the deletion of mandatory references to key test standards and referencing of conformity assessment modules which may be interpreted as increased bureaucracy. While this report generally does not provide an opinion, industry was represented during the revision process trying to achieve what many of the legislative bodies described as 'balanced', reflecting the nature of a legislative proposal being a compromise as reaction to public and political pressure vs. industry concerns. Certainly it is a success convincing all legislative bodies changing sound emissions would be unviable – unusual for changes in law, the current RCD sound/noise emission limits remain unchanged. In this regard, we highly commend the support, influence and expertise of Malcolm Harbour MEP who took on the role as the European Parliament's rapporteur with a view of minimising the likely impact on industry resulting from the changes to the directive.

GENERAL PRODUCT SAFETY DIRECTIVE REVISION

The BMF has recently been involved with the UK Department for Business, Innovation and Skills (BIS) in relation to the revision of the General Product Safety Directive as issued by the EU Commission.

The remit of the GPSD is not scheduled to be altered; however some of the provisions attached to the revision have caused concern with regard to its impact on certain sectors of the industry.

Alongside the formal consultation response, the BMF Technical department, assisted by the External Relations team, met with senior representatives of BIS to fully explain the potential impact of the proposed changes, so that our concerns can be channelled via the UK Government back to the responsible representatives within the EU.

Perhaps the crux of the issues outlined by the BMF to BIS involve the alterations to the obligation of the manufacturers to hold a technical file 'proportionate to the risk of the product', which could represent an increase in costs to a significant number of manufacturers in the UK marine sector.

Firstly there is an issue with the definition of 'proportionate to the possible risk of a product' in that by its nature any boat/essential equipment is likely to be deemed high risk, regardless of its operating area. For example, RCD compliant vessels operating on very sheltered waters are at liberty to self certify compliance of their vessel. Such a sliding scale of risk should be developed to provide clear legal guidelines to its application.

Secondly, those vessels currently considered by, but exempted from the scope of the RCD, are to continue to fall within the remit of the GPSD. However, the addition of a requirement to provide such detailed technical information is tantamount to removing their exemption, and any such move will have a knock on implication in terms of costs associated to production by manufacturers

Finally, it should also be noted that if these provisions fall from the manufacturer to the authorised representative, and used products (barring antiques) are to be covered, this could cause significant difficulty regarding the sale of second hand vessels. Of particular note would be vessels built pre-RCD (i.e. before 16 July 1998) that would not have had any modern risk assessment techniques applied to their design or construction techniques. Should a requirement dictate that these vessels should have a technical file; the potential cost could be high as proper execution would be labourious.

The BMF continues to be involved with the consultation and will disseminate further information as it becomes available.

INLAND WATERWAY HIRER SAFETY REVIEW 2013:

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

Progress to date:

The BMF Technical team attended a two day meeting at Hatton Locks on 23 & 24 October 2013 and will continue to attend all technical and sub group meetings regarding this review. The BMF has been closely involved from the start with all meetings with the Boat Safety Scheme hire boat review. We are also engaging the industry to gain feedback on the proposed changes.

Summary of the 23-24 October meeting:

1. All inland waterways hire boats are to be verified as complying with the Boat Safety Scheme even if they are new builds.
2. A Hire Boat Code stability and freeboard testing regime for hire boats, on all existing hire boats and again in the event of any changes to hire boats that may affect stability. A licensing condition should be introduced requiring hire operators to provide evidence of passing the Hire Boat Code stability and freeboard test. The concept of a software-based spreadsheet as the necessary form of evidence. The suggestion that enforcement can be by way of spot checks/sampling using the same software-based approach. Testing (particularly of day boats) may involve physical testing and may result in a limit on the numbers of hirers permitted on board and/or it may restrict crew areas.
3. A new BSS requirement should be introduced to check the effectiveness of any required notices on the boat indicating the crew limit and where relevant, restricting access to non-crew areas.

Open forums & Industry feedback:

Open forums for the public took place in early November 2013. The outcome of the open forums and the committee meetings have been and are closely followed by the BMF. We are keen to hear from industry about their views on the proposed changes. The BMF welcomes any comments from industry regarding these developments. Please email alanp@britishmarine.co.uk

The review schedule:

The review process has four distinct stages:

- Stage 1: risk-review running until the end of 2013
- Stage 2: navigation authority proposal developed in early 2014
- Stage 3: public consultation in spring-summer 2014
- Stage 4: implementation summer 2014-April 2015

PASSENGER BOAT ASSOCIATION & THE BRITISH MARINE FEDERATION – LEGISLATION UPDATE

With the arrival of the Passenger Boat Association (PBA) into group membership of the British Marine Federation it seems appropriate to review a number of key Maritime Coastguard Agency (MCA) legislative issues that are of particular interest.

2010 saw the publication of MSN 1823 (M) *Safety Code for Passenger Ships Operating Solely in UK Categorised Waters*. MSN 1823 is the result of a review of regulations to passenger vessels operating solely in categorised waters, and was developed to provide a single reference point to the technical requirements of these vessels.

During early 2013 both the PBA and the BMF Technical department sent representatives to a two day working group tasked with reviewing the relevance and applicability of the contents of MSN 1823, and although the MCA is yet to publish the results of the review, the BMF continues to support the development of the new code.

MSN 1808 *The Merchant Shipping (Inland Waterways and Limited Coastal Operations) (Boatmasters' Qualifications and Hours of Work) Regulations 2006 – Structure and Requirements* was published in 2006 to support the implementation of the Boatmasters' Licence (BML) in 2007.

During recent months the BML has been subject to two informal reviews, culminating in a formal consultation as outlined later in this report. Again both the PBA and BMF have been involved in the review extensively to date, and the collaboration for the formal consultation response should afford industry a more significant representation.

In addition to the revision of existing legislation above, the BMF and PBA have been supporting the upcoming drafting of both the Safety Management Systems 5 Year Self Assessment Scheme, and the upcoming Revised Requirements for Class VI and Class VIA Vessels Undergoing Limited Distances to Sea. More information on the outcome from these projects will be disseminated as appropriate

BOATMASTERS' QUALIFICATIONS, CREW AND HOURS OF WORK REGULATIONS

Following up two previous informal consultations, the Maritime Coastguard Agency (MCA) has issued a formal consultation paper focusing on the proposed amendments of the Boatmasters' License (BML) regulations.

Comprising of the draft amendments to the relevant statutory instruments, draft guidance documents and an initial impact assessment, the document package has been reviewed by both the BMF and the Passenger Boat Association (PBA), and a summary of the key considerations is listed below:

- Extending the licensing structure to include a BML for restricted local tidal operations.
- Increasing the list of qualifications which can be held in lieu of a BML.
- Recognising additional training which is considered equivalent to some areas of BML training.
- Addressing safety issues not provided for under the regulations, such as the introduction of additional training and revalidation requirements for masters undertaking certain operations, and a new offence of operating whilst being medically unfit.

- Amending and simplifying the current regulations and guidance for ease of public accessibility.
- Incorporating the merchant shipping (local passenger vessels) (crew) regulations 2006 so that all boatmaster issues will be located in one set of regulations.

The BMF, in conjunction with the PBA and the Worshipful Company of Watermen and Lightermen, has convened a working group of relevant industry parties with a view to consolidating a strong industry perspective on this consultation. It is hoped that by combining the voice of industry, the amalgamated call will be strong enough to ensure the best interests of our members will be acknowledged.

MARITIME LABOUR CONVENTION – APPLICATION TO SMALL COMMERCIAL VESSELS

In addition to the substantial equivalence reported in TR 107 for vessels 3000 to 5000GT, the Maritime Coastguard Agency (MCA) has issued 3 new Marine Guidance Notes (MGNs) in relation to the application of the MLC to small commercial vessels up to 500GT.

The MLC came into force internationally on 20 August 2013 and consolidates and updates over 60 maritime labour instruments adopted by the International Labour Organization (ILO), introduces some new standards, as well as consolidating and updating existing requirements.

In addition the MLC applies standards to vessels which have not previously been covered by international convention and provides a comprehensive set of global maritime standards for all seafarers on vessels to which the MLC applies.

Although the UK ratified the MLC on 7 August 2013, it will not be fully in force in international law for UK vessels until 7 August 2014 and applies to all seafarers, meaning any persons who are employed or engaged in or work in any capacity on board vessels covered by the MLC. 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.

MGN 490 provides guidance for application to vessels of less than 200GT, including information on which craft the requirements apply to, the inspection and certification procedure and substantially equivalent accommodation standards as agreed by the UK Tripartite Working Group. In addition MGN 491 incorporates the same information, applying it to vessels 200 – 500GT.

In the future the guidance in these MGNs will be worked into the revision of the MCA Code of Practice for Small Vessels in Commercial Use for Sport or Pleasure, Workboats and Pilot Boats (MGN 280); until this time MGN 490 should be utilised for MLC guidance in this size bracket.

MGN 476 contains important advice for seafarers signing on ships flying the flag of a state which has not ratified the MLC and sets out to raise awareness amongst seafarers to the MLC and how this will impact on seafarers' working lives. It aims to inform them of their assured level of protection, their rights and entitlements under the MLC, and will enable seafarers to make an informed decision whether they choose to work on a ship registered with a country which has not ratified the MLC.

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

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

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

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

Please contact Andrew Thomas at athomas@britishmarine.co.uk or 01784 223 635.

THE LARGE COMMERCIAL YACHT CODE (LY3)

The MCA has advised that for all Red Ensign group yachts the Large Commercial Yacht Code (LY3) has become mandatory with effect from 20 August 2013. The Merchant Shipping Notice making this public has the number MSN 1851(M).

Although LY3 applies to new vessels with effect from 20 August 2013, some minor aspects are retrospectively applicable to existing vessels, as detailed in Section 3.3.3. For information, these are described below:

(a) Section 13.2.4 Lifejackets (enacts into LY3 a SOLAS amendment for over-size passengers and infants that entered into force several years ago for other vessels);

(b) Section 16.3.1 (Radio equipment) (the only change to radio for existing vessels is the strong recommendation to carry MF radio outside GMDSS Area A1; there is no technical change required);

(c) Section 18.1.8 Vessels of 300GT and over have LRIT fitted (in accordance with SOLAS requirements since 2008 for other ships);

(d) Section 18.1.9 Vessels of 150GT and over have BNWAS fitted (in accordance with SOLAS requirements, and includes a phase-in timetable for existing vessels);

(e) Section 26 Manning and Personnel Certification (primarily a simplification that removes the old manning tables from 26.2.4 and .7, clarifies the exemption procedure from 26.1.7, and adds a reference for guidance about hotel staff in manning levels. There is no change required to the vessel itself);

(f) Section 29 Crew Agreements (There is actually no change to the requirements for UK vessels. Section 29 would permit another national administration to bring a change in further to MLC);

(g) Section 30.2 Vessels under 500GT, Safety Management (The only change to the safety management requirement is to add emergency towing and use of personal watercraft. Again neither requires changes to the vessel and are only documentary);

(h) Existing sailing yachts may take advantage of the definition of a 'Short range yacht' in this version of the Code (which allows them out in F6 instead of F4 winds).

The new MSN 1851 includes the following paragraph: "MCA will give consideration to proposals to phase-in safety standard

requirements of LY3, which apply to existing ships, as indicated in section 3.3.3 of the Code over a period not exceeding 18 months from 20 August 2013."

SUPERYACHT UK TECHNICAL SEMINAR

9 January 2014 at the London Boat Show

Who should attend?

Anyone interested in learning about the latest coding developments, wider issues facing the industry and those who would like to take this excellent opportunity to network. Delegates will include representatives from the MCA, shipyards, designers, naval architects, media, lawyers, insurance and management companies.

Draft Programme

- 11:00 Opening Remarks, Sir Alan Massey, Chief Executive of the MCA
- 11:10 Overview of Regulatory Framework MCA & BMF
- 12:30 Global Superyacht Industry Roundup, Juliet Benning, Editor, Superyacht Business
- 13:00 Networking Lunch
- 14:00 New Build Project Panel Discussion
 - The Owner's Representative – Burgess
 - The Designer – RWD
 - Flag and Class – TBC
 - The Lawyer – Hill Dickinson
 - The Yard – Princess Yachts
- 15:30 Keynote Speaker – An Owner's Perspective
- 16:30 - 18.00 Networking Drinks

How to book your place:

£70 ex VAT for SYUK/BMF Members & £175 ex VAT for non-members Please contact Liv Whetmore at lwhetmore@britishmarine.co.uk, Tel: +44 (0)1784 223 631

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>

59th Sub-Committee on Safety of Navigation (NAV)

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The information below is a summary of the IMO report from the session of the 59th Sub-Committee on Safety of Navigation (NAV) held from the 2 to 6 September 2013.

BeiDou

The Technical Working Group drafted performance standards for the Chinese BeiDou satellite navigation system. The Sub-Committee approved these and will submit them to MSC 93 for adoption. The performance standards can be found at annex 1 of the report of the Technical WG in document NAV 59/WP.7.

Revision of the Guidelines for the On Board Operational Use of Shipborne Automatic Identification Systems

China submitted document NAV 59/10 proposing a revision to the guidelines. The existing text was written before the initial implementation of AIS and since then there have been further developments such as the introduction of AIS-SART. The revised guidelines can be found at annex 4 of the report of the Technical WG in document NAV 59/WP.7. The Sub-Committee agreed to forward this draft to NCSR1 for review and finalisation and invited member states and international organisations to submit proposals.

E-Navigation

As a reminder, the definition of e-navigation is as follows:

E-navigation is about getting ships safely, securely and efficiently from berth to berth in an environmentally friendly way, using globally enhanced systems for navigation, communication and related services – with the human element in focus. The expectations for e-navigation are given in MSC 85/26/Add.1. Based on this description, these expectations are:

1. On board – harmonisation of navigation systems, thereby actively engaging the mariner in the process of navigation to carry out his duties in a most efficient manner, while preventing distraction and overburdening.
2. Communications – providing an infrastructure which allows seamless information transfer on board ship, between ship and shore authorities and other parties with many related benefits.
3. Ashore – management of Vessel Traffic Service (VTS) and related services, such as search and rescue, port and MSI services, through better provision, coordination, and exchange of comprehensive data in formats that will be more easily understood and utilised in support of vessel safety and efficiency.

The working group considered five prioritised e-navigation solutions as identified by the correspondence group which were used as the basis for Risk and Cost-Benefit Analyses:

- S1: Improved, harmonised and user-friendly bridge design.
- S2: Means for standardised and automated reporting.
- S3: Improved reliability, resilience and integrity of bridge equipment and navigation information;
- S4: Integration and presentation of available information in graphical displays received via communication equipment.
- S5: Improved communication of vessel traffic services (VTS) service portfolio.

The Sub-Committee endorsed these solutions as well as the following, requested by the working group:

- Endorsed the Formal Safety Assessment, including the finalised Risk and Cost-Benefit Analyses and the identified Risk Control Options.
- Agreed with the views of the group with regard to Maritime Service Portfolios.
- Endorsed the further development of:
 - o The draft Guidelines on Human Centred Design (HCD) for navigational equipment and systems
 - o The draft Guidelines on Usability evaluation of navigational equipment
 - o The draft Guidelines for Software Quality Assurance (SQA) in e-navigation
 - o The draft Guidelines for the Harmonisation of test beds reporting.
- Endorsed the preliminary draft Strategy Implementation Plan.
- Re-established the Correspondence Group.

The report of the working group can be found in the document NAV 59/WP.8.

Ship's Routing

A number of changes to existing traffic separation schemes and additional routing measures were approved by the Sub-Committee. Details of these can be found in the report of the ship's routing working group in NAV 59/WP.6. In summary the following were agreed:

- New TSS on the Pacific coast of Panama
- New TSS at the approaches to Puerto Cristobal
- New two-way route in the Prince of Wales Channel, Torres Strait
- New two-way routes (North and South) in the Great Barrier Reef Inner Route
- Revocation of the existing Area to be Avoided and a Mandatory No Anchoring Area at El Paso Deep-water port in the Gulf of Mexico
- Recommendations on navigation in the TSS on the Pacific coast of Panama
- A Precautionary Area at the approaches to Puerto Cristobal
- The Secretariat will prepare an amendment to circular COLREG.2/Circ. 64 with respect to the TSS off Ushant

Unified interpretations of COLREG 1972, as amended
The Sub-Committee agreed a draft MSC circular on Rule 27 (b)(i), Annex I, section 3(b) and Annex 1 section 9(b) all related to the use and positioning of navigation lights. The draft circular can be found in the document NAV 59/WP.4, annex 1.

Bridge Navigational Watch Alarm System (BNWAS) Guidance
The Secretariat produced a draft MSC circular on Guidance on the BNWAS auto function. The Sub-committee approved the draft which is expected to be adopted at MSC 93. The draft circular can be found in the document NAV 59/WP.4, annex 2.

New symbols for AIS aids to Navigation (AtoN)

The drafting group submitted two circulars for the Sub-Committee to endorse: an MSC circular on the Policy on use of AIS Aids to navigation and an SN Circular on Amended Guidelines for the presentation of navigational-related symbols, terms and abbreviations. The draft circulars can be found in annexes 1 and 2 respectively of the report of the drafting group in document NAV 59/WP.9.

Development of a Mandatory Code for ships operating in Polar waters during MSC 92 the International Hydrographic Organisation (IHO) issued a statement regarding the lack of adequate charting in polar areas. The Committee invited member states to collect relevant information for consideration by NAV 59. IHO stated that the Polar regions impose navigational challenges beyond those normally encountered. Furthermore, noting that 95% of the Polar regions were unsurveyed and appropriate scale chart coverage was inadequate for coastal navigation; mariners should navigate with extreme caution and keep, wherever possible, to recognised shipping corridors. Reliance should not be placed on charted depths. The chairman recognised the importance of this issue and stated the need to prioritise those areas most in need of surveys. As an interim measure, the lack of adequate charting and concerns of the IHO as presented in DE 57/11/24 should be placed in the pre-ambles to the Code when the DE Intersessional Working Group meets during the first week of October 2013.

MARITIME AND COASTGUARD AGENCY NOTICES

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

MERCHANT SHIPPING (M) NOTICES

MSN 1848 (M) – Maritime Labour Convention, 2006 Survey and Certification of UK Ships

Notice to all Ship Owners, Ship Operators, Managers, Manning Agents, Trade Unions and Seafarers.

This notice should be read with Merchant Shipping (Maritime Labour Convention) (Survey and Certification) Regulations 2013 (S.I. No. 2013/1785) and the ILO guidelines for Flag State Inspections and replaces MSN 1769(M)

Summary

The purpose of this Merchant Shipping Notice is to give details of arrangements for the survey, inspection and certification of seafarers' working and living conditions on UK ships, in accordance with the Maritime Labour Convention, 2006 (MLC) under the Merchant Shipping (Maritime Labour Convention) (Survey and Certification) Regulations 2013 (S.I. No. 2013/1785) (the 'MLC Survey & Certification Regulations'), and provide appropriate guidance.

Ships of 500GT and over operating internationally or in a foreign port require a Maritime Labour Certificate. Shipowners for ships under 500GT which operate internationally or in a foreign port may also request a survey for issue of a certificate. For UK ships, currently a Maritime Labour Certificate can only be issued by the Maritime and Coastguard Agency.

A Maritime Labour Certificate is valid for five years, subject to an intermediate inspection between the second and third year, after which the certificate may be endorsed.

All ships, whether or not they require a Maritime Labour Certificate, will be inspected twice within a five year period and inspections will, where appropriate, be conducted at the same time as ISM audits.

Prior to applying for survey or inspection, shipowners should familiarise themselves with the UK's Declaration of Maritime Labour Compliance Part 1, available on the MCA website, and, if they need or want a Maritime Labour Certificate, should prepare a Declaration of Maritime Labour Compliance Part 2.

Relationship with the MLC Survey & Certification Regulations
The MLC Survey & Certification Regulations need to be read together with this Merchant Shipping Notice, as it sets out many of the details, standards and formalities which must be observed in order to comply with the legal obligations under those Regulations. Failure to comply with those obligations may be a criminal offence under the Regulations.

In order to assist with this, Paragraph 14 contains an index which clearly sets out and/or identifies the provisions in this Notice which relate to the relevant provision in the Regulations.

MSN 1849 (M) Maritime Labour Convention, 2006 – On-Board Complaints Procedure

Notice to all Ship Owners, Operators, Masters, Officers and all Seafarers on merchant ships and large yachts.

This notice should be read with the Merchant Shipping (Maritime Labour Convention) (Survey and Certification) Regulations 2013 (S.I. No. 2013/1785)

Summary

This note provides details and guidance to owners and operators of UK registered ships on how to comply with the requirements of the Merchant Shipping (Maritime Labour Convention) (Survey and Certification) Regulations 2013 (S.I. No. 2013/1785) as regards on-board complaints procedures.

In addition, paragraph 3 of this Notice sets out the requirements which are referred to in regulation 13(2) (d) of those Regulations. Non-compliance with the requirements of the Regulations, including the requirements set out at paragraph 3 of this Notice, may be a criminal offence.

Key points:

To comply with this regulation, every ship to which the regulation applies must have:

- an on-board complaints procedure which must:
- seek to resolve the complaint at the lowest level possible (regulation 13(2)(a));
- enable a seafarer to complain directly to the master and appropriate external authorities (regulation 13(2)(b));
- include the right of the seafarer to be accompanied or represented when making a complaint (regulation 13(2)(c));
- ensure that the seafarer does not suffer any detriment for making a complaint (regulation 13(5)).

In all cases seafarers must have the right to lodge a complaint directly with the master and the Maritime and Coastguard Agency (regulation 13(2)(b) and (4)).

MSN 1851 (M) – The Large Commercial Yacht Code (LY3)

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

This notice replaces MGN 456(M), MSN 1792(M) and MSN 1792(M) – Amendment.

Summary

This Merchant Shipping Notice announces the replacement of LY2 by the latest revision of the MCA publication, the Large Commercial Yacht Code (LY3) for the purpose of the Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 1998 with effect from 20 August 2013.

Merchant Guidance Notes

MGN 498 (M) Inland Waters Small Passenger Boat Code – Operational Guidance for the Towing of Inflatables

Notice to all owners and operators of water sport activity centres, and local authorities with responsibility for their licensing arrangements.

Summary

This Marine Guidance Note reminds users of the operational requirements in the Inland Waters Small Passenger Boat Code for towing vessels operating from a beach or harbour, and encourages use of the same guidelines for towing operations taking place on inland lakes.

MGN 497 (M+F) Dangerous Goods – including Chemicals and other Materials – Storage and Use on Board Ship.

Notice to all Ship Owners, Ship Operators and Managers, Masters and Officers of Merchant Ships, Skippers, Owners & Operators of Small Commercial Code Vessels, Owners, Operators and managers of Fishing Vessels, Agents, Charterers, Training Providers, Inspectors of Cargoes, Port Authorities, Terminal Operators and others involved in the storage and use of dangerous goods, chemicals and materials onboard ship.

Summary

This Marine Guidance Note highlights the importance of the correct storage and stowage of packaged quantities of dangerous goods including chemicals, and other materials that are not cargo by virtue of their being in use and/or stored ready for use on board and includes the requirement to carry out a risk assessment in accordance with the ship's Safety Management System.

Marine Information Notices

MIN 470 (M) Support for Maritime Training (SMarT) – Additional Funds of up to £3 Million

Notice to all Merchant Ship Owners and Managers, Masters, Deck and Engineering Officers and ratings of merchant vessels and those concerned with Maritime Training.

This notice should be read in conjunction with MGN 455 (M) and MIN 466 (M). This MIN expires March 2016

Summary

Details of the Government Support for Maritime Training Scheme (SMarT) are found in Marine Guidance Note 455 (M) and Marine Information Note (MIN) 466 (M). This MIN has been issued to advise Industry of the increased Government commitment to SMarT until March 2016.

MIN 469 (M) Requirements for Updating Training in Accordance with the 2010 Manila amendments to the STCW Convention 1978

Notice to all Owners, Masters, Officers and Seafarers and those involved in Maritime Training.

This notice should be read in conjunction with MGN 96, This MIN expires September 2018

Summary

The STCW Convention 1978 has been amended by the 2010 Manila Amendments and contains new requirements for all seafarers. Seafarers are required, every five years, to provide evidence of having maintained the required standards of competence to undertake the tasks, duties and responsibilities regarding emergency, occupational safety and survival functions.

Key Points

1. Introduction
2. Requirement to undertake updating training
3. MCA approved training programmes
4. Updated Proficiency in Medical Care (STCW A-VI/4-2)
5. Approved training programmes
6. Safety course certificates issued under STCW '95
7. Recognition of non-MCA approved basic and advanced safety training

MIN 468 (M) Experienced Seafarer to Engineer Officer of the Watch (EOOW)

Notice to all Shipowners, Masters, Engine Officers, Ratings, holders of Marine Engine Operator Licence (MEOL) and Senior Marine Engine Operator Licence (SMEOL). This notice replaces MGN 278 (M).

This MIN comes into force three months after date of Publication and is valid until 30 November 2018.

Summary

This training programme is designed for experienced seafarers who have worked at sea within the engine room.

MIN 467 (M) Amendments to Directive 2006/87/EC Laying Down Technical Requirements for Inland Waterway Vessels

Notice to all Ship Owners, Ship Operators, Masters, Navigation Authorities, Harbour Authorities, Inland Waterway Freight Shippers and Surveyors.

This notice should be read in conjunction with MSN 1824. This MIN expires 31 August 2014.

Summary

This Marine Information Note provides information on the latest amendments to Directive 2006/87/EC laying down technical requirements for inland waterway vessels. A reminder is also provided of the approach taken in the United Kingdom's implementation of the Directive.

BRITISH, EUROPEAN AND INTERNATIONAL STANDARDS

Small Craft and RCD Standards Update

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

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

Items are listed in order of expected time until availability starting from published standards to early development stages. The terminology as used by ISO to develop standards is used in this report and fully explained on the ISO website [under this link](#)*. For quick reference see below glossary of abbreviations:

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

Connection to legislative tools:

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

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

Recent publications:

**ISO 7840:2013 Fire-resistant fuel hoses and
ISO 8469:2013 Non-fire-resistant fuel hoses
Revisions published 2013-07-15**

*http://www.iso.org/iso/home/standards_development/resources-for-technical-work/support-for-developing-standards.htm

ISO 7840 and ISO 8469 set general requirements and physical tests for fuel hoses conveying petrol or petrol blended with ethanol and diesel fuel or diesel fuel blended with FAME. It applies to hoses for small craft with permanently installed fuel systems.

ISO 10088:2013 Permanently installed fuel systems Revision published 2013-08-15

ISO 10088 describes the design, materials, construction, installation and testing of permanently installed fuel systems as installed for internal combustion engines. It applies to all parts of permanently installed diesel and petrol fuel systems as installed, from the fuel fill opening to the point of connection with the propulsion or auxiliary engine on inboard and outboard-powered small craft. A revision at final draft stage further included a clarification of the requirements for fuel return lines.

Pending publication (by early 2014):

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

Under development

ISO/DIS 16315 – Electrical propulsion systems – New development

ISO/DIS 9094 – Fire protection – Revision and merging of parts 1 and 2

ISO/DIS 10240 – Owner's manual – Revision of edition published 2004 in order to enable electronic owner's manuals

ISO/DIS 6185-3 – Inflatable boats – Revision of 2001 edition

ISO/DIS 10239 – LPG systems – Revision of 2008 edition

ISO/DIS 25197 – Electrical/electronic steering system – Amendment concerning modification of the first sentence in Clause 10.8 to read: "Components of the system not rigidly mounted (portable helm, transmitters, etc.) shall withstand a free-fall test from a height of at least 1m with impact on a concrete floor."

ISO/DIS 18854 – engine exhaust emission measurement – New development adopting parts of ISO 8178 relevant for engine RCD compliance

ISO/DIS 21487 – Permanently installed petrol and diesel fuel tanks – Amendment of 2012 edition concerning modification of clause 7.1 to read: "Each fuel tank shall be tested in a configuration representing all accessories for which it is designed to accommodate (e.g. fitting, gauges, inspection hatches) as specified by the tank manufacturer."

ISO/DIS 19009 – Electrical navigation lights – performance requirements – New development

ISO/WD 13297:2012 Electrical systems – Alternating current installations – issuing of a Corrigendum concerning references in clauses 14.1 and 14.3 as well as replacement of Annex D and deletion of Annex E – Revision of ISO 10133 and ISO 13297 merging the two documents into one standard covering both a.c and d.c installations

ISO/WD 15085 – Man overboard prevention and recovery – Revision of edition published 2003/amended 2009 implementing changes in RCD

ISO/WD 14895 – Liquid fuelled galley stoves – Revision of 2000 edition to include heaters

Items at early development stages

ISO 11812 – Watertight cockpits and quick-draining cockpits – Drafting of a proposal to revise edition published 2001

ISO 12216 – Windows, port lights, hatches, deadlights and doors – Drafting of a proposal to revise edition published 2002

ISO 11592-2 – Determination of maximum propulsion power – drafting of a new proposal to widen the standard's application to boats up to 24m_{LH}

ISO 12215-7 – Scantling determination of multihulls – New development

ISO 12215-10 – Scantlings – Rig loads and attachments – New development

RCD AND ASSOCIATED STANDARDS - February 2013

Abbreviations:

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

STATUS	NUMBER	YEAR	TITLE	COMMENTS
BS EN ISO	*6185-1	2001	Inflatable boats engine power up to 4.5kw	Current
BS EN ISO	*6185-2	2001	Inflatable boats engine power 4.5kw to 15kw	Current
BS EN ISO	*6185-3	2001	Inflatable boats engine power 15kw and greater	Under revision - At 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	Revision awaiting harmonisation
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	Revision awaiting harmonisation
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	Revision awaiting harmonisation
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	Under Review - At DIS stage
BS EN ISO	*10592 + A1	2000	Steering - Hydraulic	Current
BS EN ISO	*11105	1997	Petrol engine - Ventilation	Current
BS EN ISO	*11192	2005	Graphical symbols	Current
BS EN ISO	*11547 + A1	2000	Start-in-gear protection	Current
BS EN ISO	*11591	2011	Field of vision	Current
BS EN ISO	*11592	2001	Determination of maximum power	Current
BS EN ISO	*11812	2002	Cockpits	Current

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

Other standards

STATUS	NUMBER	YEAR	TITLE	COMMENTS
PD	5482-3	2005	CoP LPG installations in boats and yachts	Under revision - no presumption of conformity
BS	8511	2010	CoP for the Installation of Solid Fuel Heating and Cooking Appliances in Small Craft	Current
BS ISO	9650-1	2005	Liferafts - Type I (offshore)	Current
BS ISO	9650-2	2005	Liferafts - Type 2 (coastal)	Current
BS ISO	9650-3	2009	Liferafts - Materials	Current
ISO	10134	2003	Lightning protection	Current
BS EN ISO	12401	2009	Small craft - Deck safety harnesses and safety line for use on recreational craft	Current
BS EN ISO	12402-1	2005	Lifejackets - Ships	Current
BS EN ISO	12402-2/A1:2010	2006	Lifejackets 275N	Current
BS EN ISO	12402-3/A1:2010	2006	Lifejackets 150N	Current
BS EN ISO	12402-4/A1:2010	2006	Lifejackets 100N	Current
BS EN ISO	12402-5/A1:2010	2006	Buoyancy aids 50N	Current
BS EN ISO	12402-6/A1:2010	2007	PFD - Part 6: Class F	Current
BS EN ISO	12402-7	2007	PFD - Part 7: Materials and components	Amendment 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

ISO TC8 SC12 Large Yacht Standards Update

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

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

Published documents:

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

Pending publication (by early 2014):

- Structural fire protection for FRP yachts (ISO/DIS 14886)
- Anchoring equipments (ISO/DIS 16556)
- Diesel engines for main propulsion and essential auxiliaries – Safety requirements (ISO/DIS 14885)

Under development:

- Weathertight Doors – Strength and weathertightness requirements (ISO/DIS 14884)
- Coatings: Exterior application processes and inspection methods (ISO/NP 19494)

PROJECT NUMBER	PROJECT	COMMENTS
ISO/NP 11208	Windows and port lights – Security requirements	Withdrawn
ISO 11209:2012	Deck crane and access gangways strength requirements	Published
ISO 11336-1:2012	Design criteria, materials, framing and testing of independent glazed openings	Published
ISO/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/DIS 14884	Weathertight Doors – Strength and Weathertightness requirements	New project approved
ISO/DIS 14885	Machinery – Main and Auxiliary Diesel Engines – Safety Requirements	Pending Publication
ISO/DIS 14886	Structural fire protection for FRP yachts	Pending Publication
ISO/DIS 16556	Deck equipment – Anchoring Equipments	Pending Publication
ISO/NP 19494	Coatings: Exterior application processes and inspection methods	New project approved
ISO/NP N45	Yachts Recycling	Project cancelled

MANUFACTURING NEWSLETTER #23

TECHNOLOGY STRATEGY BOARD'S VESSEL EFFICIENCY COMPETITIONS

Vessel Efficiency 1

Many of you will recall the Technology Strategy Board's (TSB) first ever marine specific funding competition – Vessel Efficiency 1 (VE1) was opened by the Rt. Hon. Michael Fallon MP, Minister for Business and Enterprise at the Tullett Prebon London Boat Show in January 2013. Ten months on and applications have been judged and the successful projects are starting to draw down their funding and put it to good use.

There was very high interest in VE1, with 35 applications across both the fast track and two stage options. These projects combined had a total cost of £38 million and the total funds requested were £24 million. From this total group the TSB will provide funding of £7 million into ten projects with a total value of £12 million (2 x fast track projects and 8 x two stage R&D projects), set to deliver benefits into the leisure, commercial and naval marine sectors. The winning projects range from developing the use of a new fuel type, to building a high efficiency work vessel.

Vessel Efficiency 2

On the back of the success of VE1, which was heavily over-subscribed, the TSB has launched a second competition, which will open on 6 January 2014 and will invest up to £3 million of funding drawn from the TSB and the Defence Science and Technology Laboratory (DSTL). Similar to VE1, this collaborative R&D competition is aimed at building collaboration across the marine and maritime sector, improving the viability of supply chains, ensuring continuity of supply, and creating opportunities for smaller businesses.

The TSB is seeking proposals from companies that are targeting the leisure, naval and commercial/merchant marine markets, and that have expertise in voyage performance management and vessel system technologies, but the scope within these boundaries is broad.

Proposals must be collaborative and business-led and the TSB expects to fund industrial research projects, in which a business partner will generally attract up to 50% public funding for their project costs (60% for SMEs). Projects are expected to range in size from total costs of £500k to £1.5m.

Full details on the competition are available from the TSB website: <https://www.innovateuk.org/-/vessel-efficiency-ii-better-systems-at-sea>

And throughout the competition, assistance will be available from the BMF Technical team – technical@britishmarine.co.uk and from staff at the Transport Knowledge Transfer Network – <https://connect.innovateuk.org/web/transportktn> or Adrian.waddams@transportktn.org.

HORIZON 2020 (EU INDUSTRY SUPPORT)

As well as the fund / grant support available from the UK Government, there are even bigger pots of money available from the European Commission, which UK marine businesses can tap

into to support innovation and development across their work.

Horizon 2020 (H2020) is the European Union's flagship initiative aimed at securing Europe's global competitiveness. Running from 2014 to 2020 with a budget of just over €70 billion*, the EU's new programme for research and innovation is part of the drive to create new growth and jobs in Europe. From this €70 billion* significant sums of money have been ear-marked to support specific actions:

- €17 billion* to strengthen industrial leadership in innovation. This includes major investment in key technologies, greater access to capital and support for SMEs.
- €31 billion* to help address major concerns shared by all European States which includes among others developing sustainable transport and mobility and making renewable energy more affordable.

*The numbers shown here are subject to the approval of the European Parliament and the Council.

UK industry has an excellent track record of drawing down European Funding to support innovation and development. With transport being a key focus for Europe over the next seven years, there are extensive opportunities for marine businesses to gain access to this funding.

H2020 is set to launch in the UK in January 2014 and the BMF will be providing regular updates on this initiative via Latest News and the Technical Report.

Full details of the Horizon 2020 Initiative are available on the European Commission's website: http://ec.europa.eu/research/horizon2020/index_en.cfm#

Alternatively, for detailed advice and support you may contact the UK's H2020 Marine representative Cliff Funnell – Cliff.funnell@tsb.gov.uk

ENVIRONMENT UPDATE #15

COASTAL CONCORDAT FOR ENGLAND LAUNCHED

The coastal concordat is an agreement between the Marine Management Organisation (MMO), the Local Government Association's Coastal Special Interest Group, representing authorities in estuarine and coastal areas, Department for Environment, Food and Rural Affairs, The Department for Transport, Department for Communities and Local Government, The Environment Agency, Natural England and National Parks England.

The coastal concordat sets out key principles for coordinating the consenting process for coastal development in England. These principles have been developed by representatives of all those organisations who are directly involved. The concordat approach offers benefits to applicants, regulators and advisors by reducing unnecessary regulatory duplication, providing better sign-posting, streamlining assessments and increasing transparency and consistency of advice. Once adopted, the concordat approach can apply to any applications for coastal development as defined in the agreement. It will not apply where coordination mechanisms are already in place e.g. for Nationally Significant Infrastructure Projects.

If you wish to find out more about the coastal concordat please go to: <https://www.gov.uk/government/publications/a-coastal-concordat-for-england>.

CHANGES TO SITE WASTE MANAGEMENT PLAN REGULATION

Businesses will no longer be required by law to prepare a site waste management plan (SWMP) from 1 December 2013. However, SWMPs may still be required by BREEAM - Building Research Establishment Environmental Assessment Method, the planning permission or by the main contractor or client.

Even if you don't need to produce one, completing a SWMP will help you to handle your materials and waste correctly, helping you reduce and save money in the process.

[Read more about your waste responsibilities.](#)

NEW ENVIRONMENTAL LEGISLATION

New legislation includes:

- The Packaging (Essential Requirements) (Amendment) Regulations 2013 SI 2212
- The Nitrate Pollution Prevention (Designation and Miscellaneous Amendments) Regulations 2013 SI 2619
- The Scrap Metal Dealers Act 2013 (Prescribed Documents and Information for Verification of Name and Address) Regulations 2013 SI 2276
- The Scrap Metal Dealers Act 2013 (Prescribed Relevant Offences and Relevant Enforcement Action) Regulations 2013 SI 2258
- The Companies Act 2006 (Strategic Report and Directors' Report) Regulations 2013 SI 1970

[See a list of new and future legislation](#)

BMF SUMMARY OF BENEFITS

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

- **Technical**
 - In-house technical experts giving one to one advice and assistance with bespoke and specific technical issues
 - Specific technical courses (RCD and LPG)
 - Free quarterly technical report (worth at least £100)
- **Legal & Finance**
 - Free 24 hour telephone and website
 - Standard contacts include New Boat Construction and standard Business Terms and conditions
 - Free VAT advice from our dedicated VAT expert
- **Environmental**
 - Environmental guidance and templates in the Code of Practice
 - Planning service
 - Niche services including TEP Disposal Service and Dredging hotline
- **Stats and Market Research**
 - Access to an experienced researcher on your bespoke needs
 - Access to over 10 reports on industry size and trends in the UK and International Markets
 - 2010 ICOMIA global stats book is available to members free of charge (RRP €600 for non-members)
- **Marketing**
 - Promoting your business to consumers through campaigns, website and direct mailing
 - Latest News – weekly newsletter to 6,000 subscribers, members news included
 - Web Listing – find a member with free web listing including your logos, contact details. Search facility available.
 - Use the logo – in all your marketing materials for free
- **International**
 - Financial and practical advice from in-house experts on new markets, grants and contacts
 - Event programme consists of 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 and travel insurance
 - Currency Matters foreign exchange at preferential rates, friendly no-pressure service
- **Creditsafe** – free UK and International financial credit reports. Call the Membership team to run the reports
- **Associations** – all members join both a regional group and relevant sector groups that best fit their business needs to provide networking opportunities and news/advice



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