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NO **110**



TECHNICAL REPORT

PROVIDING INDUSTRY GUIDANCE



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WELCOME TO THE 110TH BMF TECHNICAL REPORT

Regular readers of this report will have noted a degree of silence on the updates related to the new RCD. This is due to a number of ongoing developments that yet need to mature further to justify classification as real “news”. Following the publication of the revised RCD in January, the BMF Technical Department is engaged in an ongoing dialogue with government and notified bodies on how to apply the revised directive and transpose it into UK law. As members of the trade associations representing the boating industry Europe-wide and globally (EBI and ICOMIA), we also participate in the drafting of an industry written new RCD application guideline. Finally, the BMF is currently updating its RCD awareness course plus compliance guidance so far available as CD; this package will soon become available on USB stick in time for the next (new) RCD awareness course which will take place on 30th September.

Another subject that received significant attention in the past, and is currently subject to strategic re-alignment, is the industry's approach to IMO Tier III emission limits. Whilst we are currently engaged in ongoing work involving yards and equipment suppliers most likely to be impacted on the rule, ICOMIA issued a Technical Guidance Note on the application of MARPOL Annex VI Tier III which is available from the technical section of the BMF website.

Members of the BMF Technical team will be available throughout PSP Southampton Boat Show from 12th to 21st September and we will again use this opportunity to hold and attend a number of meetings, namely BMF Engines and Equipment, BMF Commercial Marine and Superyacht UK. Also during the Show a meeting will be held to agree the way forward regarding the BMF Supply Chain Initiative (see our contribution on the study recently carried out by Southampton University on page 16). Of special interest will be a networking event of the BMF Boatbuilders Association on Tuesday 16th September starting 18:00 in the Club Lounge; during this event our team will hold a brief update on the services we offer to our members, as well as the newly revised RCD. Please contact Louise Whythe (lwhythe@britishmarine.co.uk) should you wish to join this event.

The Department will also be represented at the Marine Equipment Trade Show (METS) in November where three ISO working groups will meet to develop Small Craft ISO Standards. ICOMIA will continue to organise the New Technologies Workshop and their Environment, Technical and Superyacht Committees will also be convening.

Finally, it is with great pleasure that we introduce our new Technical Executive Ross Wombwell who joined the BMF in June. Ross has an extensive background in the industry as naval architect and marine surveyor. Within the Department, he will be responsible for RCD and small craft compliance.

We hope you find this report again of use and our very best wishes to a successful boat show season.

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TECHNICAL REPORT #110

RECREATIONAL CRAFT

REVISED BLUE GUIDE ON THE IMPLEMENTATION OF EU PRODUCT RULES NOW PUBLISHED

Being the central piece of legislation regulating the design and construction of boats in the single (European) market, the RCD is only one of a total of 33 "New Approach" directives. The main purpose of new approach directives is removing barriers to trade by harmonising technical and environmental specifications across EU Member States (but also Iceland, Liechtenstein and Norway as signatories of the Agreement on the European Economic Area (EEA), as well as Turkey) for products in scope.

The "Guide to the implementation of directives based on the New Approach and the Global Approach" (or "Blue Guide") was originally published in 2000. Since then, it has become one of the main reference documents explaining how to implement the legislation based on the New Approach. Much of the 2000 edition of the "Blue Guide" required updating to cover new developments and to ensure the broadest possible common understanding on implementation of the revised framework for the marketing of products. It was also necessary to take account of the changes introduced by the Lisbon Treaty (in force since 1 December 2009) with regard to the legal references and terminology applicable to EU-related documents, procedures etc. The re-published new version of the Guide will therefore build on

the past edition, but include new chapters, for example on the obligations of economic operators or accreditation, or completely revised chapters such as those on standardisation or market surveillance.

The Guide is intended to contribute to a better understanding of EU product rules and to their more uniform and coherent application across different sectors and throughout the single market. It is addressed to those who need to be informed of the provisions designed to ensure the free circulation of products as well as a high level of protection throughout the Union (e.g. trade and consumer associations, standardisation bodies, manufacturers, importers, distributors, conformity assessment bodies and trade unions). The Guide is either available from the BMF Technical Department or via this link.

<http://britishmarine.co.uk/Publications/Technical-Reports-and-Guidelines>

RCD NON-CONFORMITY

How strictly is the RCD enforced within Europe? Those asking this question may find of interest a table which has been recently circulated by the European Commission. The table describes how member states address their responsibility to lay down rules on penalties for economic operators, applicable to infringements of the provisions setting out the marketing of goods in the EU single market. These provisions are set out in Articles 41 and 30 of Regulation 765/2008/EC, which are referred to in categories in the table below:

MS - communication obligations under Regulation 765/2008, Art. 41 & 30(6)
State of play - as of 19th of February 2010

PENALTIES				
COUNTRY	ARTICLE 41	ARTICLE 30(6)	LANGUAGE	MAIN CHARACTERISTICS
EU-27				
Austria	x	x	German	Art. 30&41: Penalties are laid down either in sectoral or horizontal legislation ("Gewerbeordnung") depending on the product type. They are usually monetary fines up to 50,000 EUR (in case of subsequent convictions for infringements in the medical devices sector). Additional sanctions are laid down in the legislation about unfair competition (for Art.31) and product safety law (for Art.41).
Belgium				
Bulgaria		x	English	Art. 30: penalties relating to the CE marking are monetary fines between fixed ranges of up to ca. €5.000 (higher ranges depending on whether the CE marking was incorrectly affixed, not affixed at all or affixed without the required conformity assessment); the registration of the CE marking as a Community mark would entail the possibility of imprisonment and the setting of sanctions by the Court; a revision of the relevant legislation is considered
Cyprus	x	x	English	Art. 30&41: Penalties are laid down in Part 7, Articles 52&53 of the Framework Law. In case of a serious infringement criminal sanctions include imprisonment for a period not exceeding two years and/or a fine not exceeding 20,000 EUR. In case of subsequent convictions, imprisonment for a period not exceeding four years or a fine not exceeding 40,000 EUR (art 52) are foreseen. In addition market surveillance authorities may impose a fine not exceeding 6,000 EUR and in case of a previous similar infringement, a fine not exceeding 12,000 EUR. In case of a continued violation, the market surveillance authority may impose a fine from 100 to 200 EUR for each day the violation continues (Art 53).
Czech Republic		x	English	Art. 30: penalties relating to the CE marking are monetary fines with an upper limit of ca. €2 million; the registration of the CE marking as a Community mark would entail the possibility of imprisonment and the setting of sanctions by the Court
Denmark	x	x	English	Art. 30&41: penalties are regulated in the sector specific legislation, but new horizontal legislation with general provisions for penalties is expected to come into force in 2010; the existing penalties mostly foresee withdrawal of products monetary fines (no indication of amount), but also provide for imprisonment
Estonia	x	x	English	Art. 41: based on 3 different legal texts, penalties are fixed amount of fine units (= base monetary value), increasable to a maximum of ca. €3.200 if committed by a legal person; imprisonment (of natural persons) possible in case of "danger to human life or health or to the environment" Art. 30: legislation to be revised - penalties relating to the CE marking will change with the implementation of the Product Conformity Act in 2010 (until now: monetary fines with upper limits, to be set in Court, higher limits for legal persons); the registration of the CE marking as a Community mark would entail the possibility of imprisonment!

PENALTIES				
COUNTRY	ARTICLE 41	ARTICLE 30(6)	LANGUAGE	MAIN CHARACTERISTICS
Finland	x	x	Finnish, Swedish	Art. 41: Sectoral legislation provides for sanctions in cases of infringements related to market surveillance Art. 30: Act on CE marking infringements (187/2010) provides for penalties; monetary fines are foreseen, to be set in Court according to the severity of the offence (repetition adds to severity); in the sector specific laws, administrative sanctions (e.g. withdrawal of products from the market) are foreseen for CE marking infringements
France		x	French	Art. 30: penalties relating to the CE marking are monetary fines with upper limits of - depending on the legislation applicable - € 3.000 (sectoral legislation), €37.500 (deception under the Consumer Act) or double the value of the merchandise (Customs Code), under the Consumer Act and the Customs Code imprisonment is also possible
Germany	x	x	German	Art. 41: understood as referring to Art. 19 of the Regulation; the relevant German horizontal law (GPSG) provides for monetary fines with an upper limit of €3.000 in case of non-cooperation (or false or late information) of economic operators Art. 30: for CE marking infringements, monetary fines with an upper limit of €3.000 are foreseen in the same horizontal law (GPSG)
Greece				
Hungary		x	Hungarian, English	Art 30: Criminal Code can be used for CE marking protecting purposes, including up to 8 years of imprisonment. According to the law on consumer rights, abuse / misuse of CE marking is sanctioned by means of fines of up to 7 000 000 EUR depending on the case, the harm caused, the size of the legal person etc. According to Government Decree 218/1999. (XII. 28.) on fines the upper limit of the fine is ca. 300 EUR
Ireland		x	English	Art. 30: penalties relating to the CE marking are provided for in the sectoral legislation, where both monetary fines with upper limits of up to €20.000 (in the case of explosives) and imprisonment are foreseen; a revision of the current legislation with regard to penalties is considered
Italy				
Latvia		x	English	
Lithuania	x	x	Lithuanian	? (no translated version available as yet)
Luxembourg	x	x	English	Art. 30 & 41: Penalties are laid down in Art. 18 & 19 of the "ILNAS-Law of 20 Mai 2008" going from 25 to 125.000 € proportionate to the infringement (ILNAS - "Institut Luxembourgeois de la Normalisation et de l'Accreditation"
Malta				
Netherlands		x	Dutch, English	Art. 30: the incorrect marking of goods and thus penalties relating to the CE marking are found in the Criminal Code (Art. 219), where such offences are punishable by imprisonment not exceeding two years or a monetary fine of the fifth category (= max.€74.000)
Poland		x	English	Art. 30: penalties relating to the CE marking are regulated in chapter 7 of the Act on Conformity Assessment System adopted in 2002 - However, this Act is under revision and any changes are possible. Currently, monetary fines are set by the courts on a case-by-case basis.
Portugal		x	English	Art. 30: penalties relating to the CE marking are currently minor monetary fines (no indication of amount); however, major penalties are to be introduced, including the abuse of a registered mark
Romania	x	x	Romanian	Art. 30, 41: Penalties are laid down in Government Decision 306/2011 (art 26,27,28) Incorrect or abusive affixing of the CE marking is sanctioned with a fine from 2,500-5,000 lei and (in more serious cases) with withdrawal of the products. Government Ordonance no.2/200 and Law no.180/2002 provide additional sanctions against contraventions.
Slovakia		x	English	Art. 30: penalties relating to the CE marking are laid down in the relevant horizontal Act; monetary fines with an upper limit of ca. €167.000 are foreseen; these fines can be doubled if the abuse is repeated; the registration of the CE marking as a Community mark would enable criminal sanctions under a new Act on Community trade marks in force since 1 January 2010, criminal sanctions under the Slovak Penal Code are currently only applicable to natural persons; however, there is a firm intention to change that and make the Code applicable to legal persons as well
Slovenia	x	x	Slovenian, CE in English	Art. 41: ? (no translated version available as yet) Art. 30: Penalties relating to the CE Marking vary from 10.500 EUR up to 42.000 EUR and are laid down in the horizontal act on technical requirements for products and conformity assessment procedures (under revision) and in the construction product act.
Spain				
Sweden	x	x	Swedish, CE in English	Art. 41: penalties for infringement beyond the CE marking are found in the sectoral legislation Art. 30: legislation was revised - the Act on CE marking, which is the general legislation providing for penalties relating to CE marking, was (?) revised in 2009; in sector specific legislation administrative sanctions, which can be combined with a default monetary fine (no indication of amount), are provided for
United Kingdom	x	x	English	Art. 41: reference to the general NMSP: "Successful prosecutions can result in monetary penalties or, in the most extreme cases, imprisonment." Art. 30: penalties relating to the CE marking are found in the sector specific legislation and should be "proportionate and dissuasive"; the registration of the CE marking would entail civil sanctions (infringement action as set by the Court) and criminal sanctions (a maximum of 10 years imprisonment and/or a fine on conviction on indictment)
EFTA				
Iceland		x	English	Art. 30: The registration of the CE Marking would mean that that sanctions laid down under the Act on trademarks would apply (fines and up to 3 months of imprisonment for severe infringements)
Liechtenstein				
Norway				

RSG 2014 GUIDELINES NOW AVAILABLE

The Recreational craft Sectoral Group is a coordination group of RCD Notified Bodies and other stakeholders which meets to draw up agreed interpretations on RCD issues to help foster a consistent approach between everyone interested in the directive. The RSG Guidelines are prepared as an aid to the conformity assessment procedures followed, in accordance with the RCD.

The RSG meets frequently to discuss the common interpretation and implementation of the Directive. Some of these decisions are established as Recommendation for Use (RFU). These RFUs form an integral part of the RSG Guidelines and are taken into consideration by the Notified Bodies in their certification procedures. Recommendations for Use as agreed by the RSG are discussed for final acceptance by the Standing Committee established under article 6(3) of the Directive.

RFU's 115 to 126 have been added since the 2013 Edition.

Notably
RFU 118 – Regarding Liferaft weights and the Total Load of the Craft

The guidelines are available to members from the British Marine Federation website.

ISO TC 188 PLENARY

The latest plenary meeting of ISO TC 188 sat in session during July, and the BMF Technical Department was in attendance to represent the best interests of members during the drafting of ISO standards that will be harmonised to the requirements of the RCD.

ISO 8666: Principle Data was amended following a revision to the Stability series in order to incorporate a series of new definitions as included in the amended *ISO 12217* series. In addition the outlying standards *ISO 10087* and *ISO 14945* were amended to reflect the new wording within the new Recreational Craft Directive expected 2016.

Working group 13 met to discuss proposed amendments to *ISO 10240: owner's manual* to allow the manual to be published in a format other than hard copy, paving the way for CD ROM based documentation. After much debate a new compromise text was developed and will be disseminated amongst the working group for further comment.

Following the introduction of new text included in the revised Recreational Craft Directive to expand the requirement for visibility from the helm to include all varieties of watercraft, working group 24 met to discuss proposed amendments to *ISO 11591: visibility from helm*, to adequately incorporate sailing craft within its scope.

A long standing revision of *ISO 11812: watertight and quick draining cockpits* was discussed by working group 3. A number of technical issues were raised during the meeting, and the convenor agreed that the standard was not yet fit for purpose and should be returned to the committee as a draft rather than moving forward in order to allow mitigation of the group's concerns.

Working group 25 discussed the introduction of a new ISO standard: *ISO 11592-2: propulsion power rating for craft with a hull between 8 M and 24 M*. Following extensive BMF involvement in the drafting of this standard to date, a suitable

text was devised to allow for flexibility within the application of the standard and the Technical Department will continue to monitor its development.

For more information and involvement in the ISO drafting process please see https://www.linkedin.com/groups?home=&gid=7449199&trk=anet_ug_hm

SMALL CRAFT AND RCD STANDARDS UPDATE

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

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

Items are listed in order of expected time until availability starting from published standards to early development stages. The terminology as utilised by ISO to develop standards is used in this report and fully explained on the ISO website under this link http://www.iso.org/iso/home/standards_development/resources-for-technical-work/foreword.htm. 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 other specialised committees in the European Committee for Standardisation (CEN) and ISO also develop standards in support of the RCD, for example LPG propulsion systems and 3-phase electrical systems. The standards listing below provides a full reference of standards applicable to small craft. A standard's prefix reflects their publication as British (BS), European (EN), or International (ISO) standard or a combination of these.

Recent publications:

None to date

Pending publication (by end 2014):

ISO/FDIS 12215-5 – Design pressures for monohulls, design stresses, scantling determination

– Amendment to include IT calculation spreadsheet (“scantlings calculator”).

ISO/FDIS 6185-3 – Inflatable boats

– Revision of 2001 edition

ISO/FDIS 10239 – LPG systems

– Revision of 2008 edition

Under development

ISO/FDIS 25197 – Electrical/electronic steering system

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

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

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

ISO/FDIS 10240 – Owner’s manual

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

ISO/FDIS 18854 – Engine exhaust emission measurement

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

ISO/FDIS 19009 – Electrical navigation lights – performance requirements

– New development

ISO/DIS 16315 – Electrical propulsion systems

– New development

ISO/DIS 9094 – Fire protection

– Revision and merging of parts 1 and 2

ISO/DIS 14895 – Liquid fuelled galley stoves

– Revision of 2000 edition to include heaters

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

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

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

– Drafting of a new proposal to widen the standard’s application to boats up to 24m LH

Items at early development stages

ISO 11812 – Watertight cockpits and quick-draining cockpits

– Drafting of a proposal to revise edition published 2001

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

– Drafting of a proposal to revise edition published 2002

ISO 12215-7 – Scantling determination of multihulls

– New development

ISO 12215-10 – Scantlings – Rig loads and attachments

– New development

RCD AND ASSOCIATED STANDARDS - July 2014

Abbreviations:

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

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

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

STATUS	NUMBER	YEAR	TITLE	COMMENTS
BS EN ISO	*11812	2002	Cockpits	Current
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 publication
BS EN ISO	*12215-6	2008	Structural arrangements	Current
ISO	12215-7	2008	Scantlings - Multihulls	New Standard - Delayed
BS EN ISO	*12215-8	2009	Scantlings - Rudders	Current
BS EN ISO	*12215-9	2012	Appendages and rig attachments	Current
BS EN ISO	*12216	2002	Windows and hatches	Current
BS EN ISO	*12217-1	2013	Stability - Non-sailing boats >6m	Current
BS EN ISO	*12217-2	2013	Stability - Sailing boats >6m in length	Current
BS EN ISO	*12217-3	2013	Stability - Boats of <6m in length	Current
ISO	13009		Electrical Navigation Lights - Performance Requirements	New Standard - At DIS stage
BS EN ISO	*13297	2012	AC electric system	Under Revision - At CD 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	Current
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 DIS stage
BS EN ISO	*14945	2004	Builders plate	Current
BS EN ISO	*14946	2001	Maximum load capacity	Current
BS EN ISO	*15083	2003	Bilge pumping systems	Current
BS EN ISO	*15084	2003	Strong points, anchoring etc.	Current
BS EN ISO	*15085 + A1	2009	Guard rails, lifelines and handrails	Under Revision - At CD stage
BS EN ISO	*15584	2001	Inboard mounted petrol engine fuel and electrical components	Current
BS EN	*15609	2012	LPG Propulsion systems	Current
BS EN ISO	*15652	2005	Steering systems - mini-jet boats	Current
BS EN ISO	*16147	2002	Inboard mounted diesel engine fuel and electrical components	Current
BS EN ISO	*16180	2013	Electric Navigation lights - Installation and Placement	Current
ISO	16315		Electrical Propulsion Systems	New standard - At DIS stage
ISO	18854		Engine exhaust emission measurement	New standard - At FDIS stage
ISO	19009		Electrical Navigation Lights - Performance Requirements	New standard - At FDIS stage
BS EN ISO	*21487	2012	Permanently installed petrol and diesel fuel tanks	Under revision - At FDIS stage
BS EN ISO	*25197	2012	Electrical/Electronic control systems for steering, shift and throttle	Under revision - At FDIS stage
BS EN	*28846 + A1	2000	Electrical Devices - Protection against ignition of surrounding flammable gases (ISO 8846:1990/A1 : 2000)	Current
BS EN	*28848 + A1	2000	Remote Steering Systems (ISO 8848:1990/A1 : 2000)	Current
BS EN	*29775 + A1	2000	Remote steering systems for single outboard motors of 15-40kw (ISO 9975:1990)	Current
BS EN	*60092-507	2000	For 3-phase electrics only	Current

Other standards

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

SMALL COMMERCIAL VESSELS, LARGE YACHTS & PASSENGER SHIPS

IMO LEGISLATION TABLE

The BMF, in conjunction with the International Council Of Marine Industry Associations (ICOMIA), has produced a summary table of the principal legislation originating from IMO that may be likely to have an impact on the large yacht industry.

The table provides the title of the regulation, the IMO Committee and/or Sub-Committee that is responsible for it, a brief description and assessment of the likely impact on the industry, details of the pros and cons on each of the rules, any suggested or actual actions being undertaken by ICOMIA and BMF, and lastly, the proposed entry into force date. The table is ordered by the relevant committee responsible for the regulation and as far as possible by the date of entry into force, with the regulation entering into force soonest at the head of each section.

Of particular interest to industry may be the proposal of the Intact Stability Code 2008 – Second Generation Stability Criteria due for introduction in 2015. The second generation criteria will see additional stability criteria being introduced as follows:

- Pure loss of stability due to reduced righting levers
- Parametric rolling
- Dead ship conditions
- Surf-riding/broaching
- Excessive accelerations resulting from “excessive stability”

It is the belief of industry that certain yacht designs may not fully comply with these additional criteria and as such the BMF, in conjunction with both ICOMIA and SYBAss (Superyacht Builders Association) will continue to represent the best interests of industry in all available forums.

To view the full list of upcoming IMO legislation please follow this link:

<http://britishmarine.co.uk/Publications/Technical-Reports-and-Guidelines>

REVISION OF THE NON-ROAD MOBILE MACHINERY DIRECTIVE (NRMM)

In line with environmental policy it is the objective to progressively reduce the emissions, which suggests an update on the NRMM stages that currently apply and its revision process.

Given identical pollutants of concern, test procedures, and equivalent recognition in the RCD, the marine diesel engine manufacturing and marinising community widely sources engines originally produced for the Non-Road sector. The 2004 amendment of the directive also brought engines installed on inland waterways vessels over 20m length and having a volume of 100 m3 or more into scope (Stage IIIA).

Current application and issues for marinisers:

NRMM Stage IV started to apply in January 2014 and requires catalysts on most compliant engines. In order to avoid re-testing under the RCD this requires companies that marinise for the recreational market to source engines from manufacturers that still produce Stage IIIA/IIIB engines.

Revision process:

The European Commission has been working on a new stage of non-road emission regulations (Stage V) including strengthening the emission limits for inland waterway vessels. Again this implementation will likely translate into a standard requiring fitting of catalytic aftertreatment on these engines and use of ultra low sulphur diesel. The revisions to the non-road Directive are expected to be proposed in 2014 and adopted in 2015;

currently proposed implementation dates will start to see the application of Stage V as of 2019, introducing more stringent emission limits on inland waterways vessels from 2020/2021.

WORKING TIME DIRECTIVE ON INLAND WATERWAYS

The European Commission has presented a proposal setting specific rules on working time for the inland waterway transport sector. This proposal would implement the agreement reached by EU-level representatives of employers and employees in this sector. The agreement sets minimum rules on working time for passenger or cargo transport ships in inland navigation across the EU. These rules would apply to crew members and shipboard personnel and would complement the general Working Time Directive (2003/88/EC), which currently excludes inland waterway workers.

Under the proposal:

- total working time could not exceed 48 hours per week, though this could be averaged over up to 12 months
- total night working time could not exceed 42 hours per week
- workers would be entitled to at least four weeks' paid annual leave, and to paid annual health checks
- workers would be entitled to at least 10 hours' rest every day (with at least six hours uninterrupted) and to at least 84 hours' rest in total every week.

Background

The agreement on working time rules for the inland waterway sector results from an initiative by the European Barge Union (EBU) and the European Skippers' Organisation (ESO), representing the employers' side, and the European Transport Workers' Federation (ETF), representing the workers' side. EU-level representatives of employers and workers concluded this agreement on 15 February 2012 and asked the Commission to submit it to the Council for implementation as a Directive, in accordance with Article 155 of the Treaty on the Functioning of the EU (TFEU).

Following this request, the Commission has examined the agreement with regard to its legality in relation to EU law, the mandate and representativeness of the signatory organisations, the impact of the provisions on small and medium-sized businesses, and its economic and social effects.

The Working Time Directive (2003/88/EC) applies in principle to all workers. However, crucial aspects related to daily rest, breaks, weekly rest period and length of night work do not apply to transport sectors.

For these sectors, the Working Time Directive provides for a sectoral approach, with the possibility for separate provisions which are adapted to the specific needs of the different transport sectors (Article 14 of the Directive). This approach was needed as workers in the transport sectors have specific working patterns which include for example long hours of work during short periods of time, and living at their workplace or working a long way from home.

Sectoral EU working time Directives, which implement agreements of European social partners, already exist for mobile workers in civil aviation, in cross-border rail transport, and for seafarers.

The proposal takes account of the distinctive working conditions in the inland waterway transport. It provides some flexibility to suit the specificity of this sector, while ensuring a high level of protection for the workers' health and safety. It covers both crew members and shipboard personnel (for example, cooks, cleaners or musicians on a passenger transport ship).

The proposal will be sent to the Council for adoption as a Council Directive.

MCA WORKBOAT CODE TECHNICAL STANDARD

The new code will bring up to date all the original Brown Code standards for construction, stability, propulsion, systems and equipment as well as the fundamentally important issues of manning.

The new code will also include the latest IMO standards that filter into the small (<24M Load Line Length) workboat sector, including relevant aspects of MARPOL and the newly implemented Maritime Labour Convention (MLC).

It is hoped that Brown Code 2, applied properly, will remove any perception that workboats must be classed to be of an acceptable standard. Removal of this perception would undoubtedly open the way to substantial cost savings to the industry, with cost of classification for a newbuild complex workboat adding up to 20% to its overall design and construction costs.

It is important to note that the revised code will not require any further legislation, as the original Merchant Shipping Regulations for the Brown Code are still in force today. However, Brown Code 2 must meet government requirements relating to possible increased costs to industry and this impact assessment will see active participation from the BMF.

We believe that the proper and practical application of modern construction, engineering and safety and manning standards as laid out in Brown Code 2 will meet the criteria for limiting cost impact to the industry at the same time as presenting the code as the international standard for workboats.

In parallel with the work on Brown Code 2, the MCA has been active in upgrading manning certification standards, producing the new towing endorsements, introducing the new 500 GT certification and laying down new training schemes to increase the standard of workboat crewing.

For further information, including a breakdown of technical amendments, please contact Andrew Thomas on 01784 223635 or athomas@britishmarine.co.uk

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 to revise the technical specification as laid down in MGN 280, *The Code of Practice for the construction, machinery, stability, operation, manning and examination of Small Commercial Vessels less than 24m load line length that carry 12 or fewer passengers, and for Pilot Boats that carry 12 or fewer passengers*.

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

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

Please contact Andrew Thomas on athomas@britishmarine.co.uk or 01784 223635.

IMO REPORTS

The full ICOMIA reports of IMO sessions, including the documents referenced in the summaries below, are available to BMF members at:

<http://britishmarine.co.uk/Publications/Technical-Reports-and-Guidelines>

NCSR 1

This was the 1st session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) (formerly COMSAR and NAV) held from 30 June to 4 July 2014.

Polar Code:

The Sub-Committee approved the revised text for draft chapter 11 relating to safety of navigation and communication, for the MSCs consideration when adopting the Code. The draft chapter and associated guidance can be found in annexes 8, 9 and 10 of the report of the SAR working group in document NCSR1/WP.5/Add.1.

Recovery techniques:

The Sub-Committee endorsed the draft revision of MSC.1/Circ.1182 Guide to recovery techniques, with a view to approval by MSC. This circular was revised following the entry into force of the SOLAS amendments requiring ships to have procedures to recover people from the water from 1 July 2014. The circular can be found at annex 2 to the report of the SAR working group in document NCSR1/WP.5.

COSPAS-SARSAT:

The Sub-Committee endorsed the revised MSC.1/Circ.1210 on Guidance on Cospas-Sarsat International 406 MHz Beacon Registration Database (IBRD), with a view to approval by MSC. The circular can be found at annex 1 to the report of the SAR working group in document NCSR1/WP.5.

IAMSAR manual:

The Sub-Committee endorsed the draft revisions to Volumes I, II and III of the IAMSAR Manual, for approval by MSC 95 and inclusion in the 2016 edition of the IAMSAR Manual. Amongst the amendments there is information relating to self-locating datum marker buoy (SLDMB) and amending and addition of information relating to survival times in cold water. The draft revisions can be found at annexes 5, 6 and 7 to the report of the SAR working group in document NCSR1/WP.5.

Ships routing:

A number of amendments to traffic separation schemes were approved by the Sub-Committee. Of most relevance to the yachting community are:

- Amendments to the existing Traffic Separation Scheme "In the Strait of Gibraltar", the precautionary area off Tanger-Med and of the south-western inshore traffic zone including anchorage areas, and recommended directions of traffic flow within the precautionary area off Tanger-Med in the Strait of Gibraltar.
- Amendments to the routing system "Off Friesland" and associated measures.
- Amendments to the existing two-way route in the Great North-East Channel.
- The revocation of the area to be avoided in the region of the Great Barrier Reef.

Details of the amendments can be found in the annexes to the

report of the Ship's Routing working group in document NCSR 1/WP.6.

E-Navigation:

The Sub-Committee finalised the draft e-navigation Strategy Implementation Plan (SIP) which can be found in document NCSR 1/9. Five prioritised e-navigation solutions are set out in the Strategy Implementation Plan:

S1: Improved, harmonised and user-friendly bridge design.

S2: Means for standardised and automated reporting.

MCA MARINE NOTICES

For more information please see:

<https://www.gov.uk/ships-cargoes/m-notices>

Merchant Shipping (M) Notices

None published

Marine Guidance Notes

MGN 506 (M) Navigation: Deep-Sea Pilotage in the North Sea, English Channel and the Skagerrak

Notice to all owners, operators, masters and navigation watchkeepers of merchant ships.

This notice replaces MGN 55

This Note replaces MGN 55 pursuant to IMO Assembly resolution, A.1080 (28), adopted in December 2013.

While providing updated contacts for the competent authorities who provide certification for the deep-sea pilots within the region, it also provides guidance on use of a deep-sea pilot.

MGN 507 (M+F) Oil Pollution: Liability and Compulsory Insurance for Bunker Oil

Notice to all ship owners, operators, managers and masters of merchant vessels over 1,000 GT.

This notice replaces MGN 402 (M+F)

This Marine Guidance Note:

1. Informs ship owners and masters of the requirement to maintain compulsory insurance against liability for bunker oil pollution damage
2. Informs ship owners of the limits of liability under the International Convention on Civil Liability for Bunker Oil Pollution Damage 2001

MGN 517 (M) MARITIME LABOUR CONVENTION: Substantially equivalent accommodation standards for Large Commercial Yachts of 3000GT to less than 5000GT

Notice to all owners, operators and managers, seafarers, designers, builders and surveyors.

This note provides guidance on the application of the accommodation standards within Title 3 of the Maritime Labour Convention, 2006, to Large Commercial Yachts, certified under the Large Commercial Yacht Code (LY3).

Marine Information Notices

MIN 478 (M) Amendments to the International Convention on Load Lines, 1966, as modified by the Protocol of 1988.

Notice to all ship owners, masters, assigning authorities and surveyors.

This notice should be read with MSN 1752

This MIN expires upon amendment of MSN 1752

This notice provides information on an amendment made to the International Convention on Load Lines, 1966, as modified by the Protocol of 1988 adopted at the 90th session of the IMO Maritime Safety Committee. The amendment relates to adjustment of the Southern Winter Seasonal Zone off the coast of South Africa.

MIN 479 (M) MARITIME LABOUR CONVENTION, 2006: Food and Catering: Recognised qualifications in food hygiene or food safety in catering for Ship's Cooks and others processing food in the galley

Notice to all ship owners, crewing agents, masters, officers, seafarers and other shipboard personnel.

This notice should be read with the Merchant Shipping (Maritime Labour Convention) (Minimum Requirements for seafarers etc) Regulations 2014 and Merchant Shipping Notice MSN 1846 (M) Maritime Labour Convention, 2006: Food and Catering: Ship's Cooks and Catering Staff.

This MIN expires 30 June 2015.

Part 8 of the Merchant Shipping (Maritime Labour Convention) (Minimum Requirements for Seafarers etc) Regulation 2014 ("the MLC Minimum Requirements Regulations") introduce a requirement for all ships cooks, catering staff and other persons processing food in the galley to be suitably qualified in Food Hygiene of Food safety in catering.

The qualifications and awarding bodies which are listed in the Marine Information Note are those that fulfil the learning outcomes and assessment criteria set out in Annex 1 of Merchant Shipping Notice MSN 1846 (M).

MIN 480 (M) New Requirements for Security Training for Shipboard Personnel

Notice to all ship owners, crewing agents, masters, officers, seafarers and other shipboard personnel.

This notice should be read with MIN 437 and replaces MIN 472

This MIN expires 1 July 2015

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

Certification:

- Security related familiarisation;
- Proficiency in security awareness; and
- Proficiency in designated security duties

MIN 481 (M) Passenger Ships: United Kingdom Ratification of Athens Protocol, 2002

Notice to all ship owners, operators, managers, masters and insurers of passenger ships.

This MIN expires 23 April 2015

The United Kingdom has ratified the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974 (the "2002 Athens Protocol") which will enter into force internationally on 23 April 2014. It will be incorporated into UK law by means of The Merchant Shipping (Convention Relating to the Carriage of Passengers and their Luggage by Sea (Amendment) (Order) 2014.

The main provisions of the 2002 Athens Protocol already apply within the EU. This means that vessels licensed to carry more than 12 passengers registered in, or sailing to or from the United Kingdom on international journeys will either need to have a single certificate issued by the MCA or by the authorities of another EU Member State / State Party attesting that appropriate insurance is in place to meet the requirements of the 2002 Athens Protocol.

This Marine Information Note is intended to help ensure that UK flagged passenger vessels and other passenger vessels which call at ports and terminals in the UK / EU or the ports and terminals of other State Parties are issued with the necessary certificate ahead of the 2002 Athens Protocol entering into force.

MIN 482 (M) Human Element, Leadership and Management Training

Notice to all ship owners, operators, masters, deck, engineering and electro-technical officers of merchant vessels, commercially and privately operated yachts and sail training vessels, and those concerned with maritime education and training.

*This notice replaces MIN 455 (M)
This MIN expires 20 March 2019*

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 an operational level, and leadership and managerial skills at management levels.

This notice provides advice and guidance regarding the implementation of this requirement if you apply for a United Kingdom Certificate of Competency, and for training providers seeking MCA approval of education and training programmes.

MIN 486 (M) Support for Maritime Training (SMarT) – Additional Funds of up to £3 Million

Notice to all ship owners and managers, masters, deck and engineering officers and ratings of merchant vessels and those concerned with maritime training.

This notice replaces MIN 470 and should be read in conjunction with MGN 455

This notice expires 31 March 2016

This notice describes the arrangements for the additional funding of up to £3 million per annum allocated to the UK Government's financial support scheme (SMarT) for Merchant Navy seafarer training between 1 April 2014 and 31 March 2016.

Key Points:

1. Introduction
2. Increase in SMarT 1 rates
3. Removal of current restrictions within Marine Guidance Note 455 (M)
4. Eligibility
5. SMarT 2
6. Funding for ECDIS, HV and HELM training courses
7. ECDIS, HV and HELM claims process
8. Documentary evidence, records and audits for TPs and companies
9. Contact us

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 from 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)
- Diesel engines for main propulsion and essential auxiliaries – Safety requirements (ISO 14885)

Pending publication (by end of 2014):

- Structural fire protection for FRP yachts (ISO/DIS 14886)
- Anchoring equipments (ISO/DIS 16556)
- Weathertight Doors – Strength and weathertightness requirements (ISO/DIS 14884)

Under development:

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

PROJECT NUMBER	PROJECT	COMMENTS
ISO 11209:2012	Deck crane and access gangways strength requirements	Published
ISO 11336-1:2012	Design criteria, materials, framing and testing of independent glazed openings	Published
ISO 11347:2012	Coatings – Measurement and analysis of the visual appearance of coatings	Published
ISO 14885:2014	Machinery – Main and Auxiliary Diesel Engines – Safety Requirements	Published
ISO/DIS 14884	Weathertight Doors – Strength and Weathertightness 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

GENERAL

RED DIESEL UPDATE

The British Marine Federation and the RYA have met with the Treasury and HMRC officials to discuss the UK government's current position on the continued supply and use of red diesel to private pleasure craft.

Officials confirmed that UK government had not yet received formal notification from the European Commission confirming the latter's intention to take UK government to the European Court of Justice, despite the announcement in mid July.

It was expected that formal confirmation would be received within the next few months. In the meantime there is no indication that the government intends to modify its longstanding supportive stance.

The BMF believes it is important that we all work to ensure the continued availability of red diesel for recreational boating; and want to ensure members are not faced with having to make costly alterations to their supply systems or hire fleets should the UK be forced to change to white diesel for private pleasure craft propulsion. Treasury and HMRC officials confirmed that they will continue to work with the BMF and the RYA as the issue develops.

The BMF will keep members updated as the issue progresses via Latest News and upcoming Technical Reports.

ANTIFOULING PAINTS

Kindly submitted by the British Coatings Federation

The way antifouling paints are regulated is set to change. Increased risk assessment requirements that form the core of the approval process under the Biocidal Product Regulation places a much greater emphasis on the application and removal of products in the boatyard. Whilst antifouling paints have been regulated for many years in the UK the focus has been on the impact that biocides have on the marine environment when the boat is in the water. Other regulations such as the Integrated Pollution Prevention and Control Directive (now part of the Industrial Emissions Directive) have been accepted as effective instruments to control industrial emissions. That is set to change with the new risk assessment requirements that paint manufacturers must meet when registering products under the new system.

Environmental risk assessment of antifouling paint use now has to account for emissions to the marina as a result of waste paint entering the water directly during removal of old paint from the hull and application of fresh paint to it. Whilst many boatyards take steps to minimise emissions to the marinas they serve, data on how effective these controls are is either scarce or not available to the regulators to inform the risk assessments. Default assumptions regarding how much paint waste enters the marina assume the worst, setting a high bar for paint manufacturers to meet when considering the risks.

Without defining how effective marina controls are and how prevalent they are across the industry, there is a real threat that common place products used responsibly for many years will no longer be sold under the new regulations. There is a genuine concern that products will be lost unnecessarily due to a lack of understanding of how a professional industry controls its painting operations, rather than there being a genuine concern for the environment.

It is in the interest of the industry to minimise unnecessary emissions to the environment. Marina operators and boatyards are already highly regulated with respect to waste management, and marina operators are responsible for the safe disposal of

dredging waste under the Water Framework Directive controls. Antifouling paints provide a crucial function for the safe operation of pleasure craft as well as minimising the risk of invasive species being imported into and spread within UK waters. If risk assessments do not adequately reflect what happens in reality, then we may be facing the unnecessary loss of products from our industry and unexpected environmental issues in the future.

BCF Marine Coatings Group
June 2014

GENERAL PRODUCT SAFETY DIRECTIVE

For vessels outside the scope of defined legislation such as the Recreational Craft Directive or MCA coding, the General Product Safety Directive dictates an economic operator must have a process in place to prevent unsafe goods being placed on the market. A technical file or technical documentation is a well understood and established way of showing that a manufacturer is doing all they can to avoid placing unsafe products on the market and to prove such a system is in place.

With regards to the content, a producer should be able to show that their product is a "safe" product. The GPSD is focussed on risk management, assessment of the hazards and how the risks are being addressed. An Economic operator should have some evidence that the product they are placing on the market is safe, for example by calculation or test reports.

The BMF has been advised that those businesses manufacturing products that fall under the remit of the GPSD would best meet the obligations of the directive by applying similar requirements to those found in the RCD. The use of the Essential Requirements of the RCD as template guidance for inclusion in any technical documentation to support conformity with the GPSD would be deemed as fulfilling the requirements to undertake a thorough assessment of risk, and implementation of mitigation to those risks.

Due to the unique nature of many of the vessels constructed under the General Product Safety Directive, the BMF would advise manufacturers to contact the Technical Department for further, individual information:
technical@britishmarine.co.uk

MANUFACTURING SUPPORT UPDATE

The UK Government continues to make money available for UK marine industry projects. With the projects from Vessel Efficiency I underway and an announcement on winning projects from Vessel Efficiency II due, it is good news that a Vessel Efficiency III call is expected in early 2015. Marine Autonomous Systems are also high on the Government's list of projects to support, and details on a number of funding calls to help industry develop this technology are provided below.

Vessel Efficiency III

The Vessel Efficiency III competition (expected in January 2015) is currently subject to final approvals. The intention is that the call will be aimed at de-risking the key technology challenges associated with the production, management and use of energy onboard. The planned scope includes integrated electrical systems, performance monitoring and energy management/recovery.

Marine Autonomous Systems

Maritime Autonomous Systems Technology Competition: Sponsored by Solent Local Enterprise Partnership, this competition addresses Underwater Unmanned Vehicles and Unmanned Surface Vehicles for defence applications and is directed at small and medium-sized enterprises in the Solent that can create or safeguard jobs in the local defence supply chain. The total

funding available is worth £1 million and awards will be made for projects of up to £75,000 in value. The competition closes in April 2015.

Autonomous Systems Underpinning Research Competition: Addressing unmanned system enablers for all environments this competition, sponsored by Dstl, is worth £1.5 million. Open from September 2014 for a year, the competition will award projects of around £250,000 to be split into 2 phases.

Adaptive Autonomous Ocean Sampling Networks Competition: A Small Business Research Initiative competition sponsored by the Natural Environment Research Council and Dstl, addressing the tracking of dynamic maritime features with unmanned vehicles. With a total of £1.5 million available the competition is open from September 2014 for 18 months and will award projects of around £250,000 to be split into 2 phases.

Towards Excellence in Maritime Autonomous Systems: Recently announced by the Minister for Portsmouth, Matthew Hancock, the competition sponsored by the UK's innovation agency, the Technology Strategy Board, and Dstl addresses Maritime Unmanned Vehicles for defence and civil applications. Open from October 2014 for 3 years the competition is worth £5 million and will award projects of between £500,000 and £1.5 million directed to collaborative, business-led consortia.

Briefing sessions on funding calls

The Knowledge Transfer Network's Transport team is running a series of briefing sessions on Vessel Efficiency III and Marine Autonomous Systems up and down the country in September. The dates and venues confirmed so far are:

- 4 September Marine Innovation Centre (MarIC), Plymouth. Register here
- 16 September National Oceanography Centre, Southampton
- 30 September Liverpool (exact venue to be confirmed)

These represent an excellent opportunity for delegates to learn more about the competitions and the application process in addition to hearing from previous competition winners. There will also be the chance to present "elevator pitches" and ample networking time to meet potential consortium partners.

R&D Tax Credits – Support for BMF Members

Research and development (R&D) tax credit is a company tax relief that can either reduce a company's tax bill or provide a cash sum. It is based on the company's expenditure on R&D.

For there to be R&D for the purpose of the tax relief, a company must be carrying on a project that seeks an advance in science or technology. It is necessary to be able to state what the intended advance is, and to show how, through the resolution of scientific or technological uncertainty, the project seeks to achieve this.

There are two R&D regimes – one for 'SMEs' and another for large companies. Companies can usually claim under the SME scheme provided the company or group has:

- Fewer than 500 employees and/either
 - o Turnover of less than €100m, or
 - o Gross assets less than € 86m

For a first time applicant, the task of applying for this tax credit can be daunting. Therefore, to help BMF members who would like to know more about R&D tax credit and apply for it, the BMF has agreements with two expert organisations to provide BMF members with support:



BDO LLP, a BMF member, is a world leading accountancy and business advisory firm providing services to ambitious businesses within the UK and worldwide. They seek to provide an R&D review that adds value to your company. The claim they can produce for you would be in the form of a full report, detailing the methodology behind the claim and explaining the qualifying projects.



TBAT Innovation Ltd has over 10 years' experience of working within energy, manufacturing, engineering and construction industries within both the private and public sectors, with a particular focus on R&D. During this time TBAT Innovation has been successfully undertaking grant application support and more recently R&D Tax Claim activity on behalf of product/technology focused companies.

BDO and TBAT are offering BMF members an initial no cost consultation to explore whether there is scope to make a claim, or increase a previous claim. Following this no cost consultation, BDO or TBAT can then work with businesses in a range of ways, depending on the nature or scope of their involvement.

BDO LLP contact details: James Tetley, Tax Director, Tel: 023 8088 1874 or Email: james.tetley@bdo.co.uk

TBAT Contact Details: Tel: 01509 670610

For both of these organisations, you will need to confirm that you are a BMF member to receive the initial no cost consultation.

BMF ADDS FREE PLANNING SERVICES FOR MEMBERS

The British Marine Federation (BMF) is delighted to announce that members will be able to continue to benefit from one hour free consultancy advice via our new Planning Service Hotline, provided by Southern Planning Practice.

Southern Planning Practice has been supporting the BMF for a number of years providing a range of advice relating to planning applications, planning enforcement action and Local Plan development proposals. This latest agreement reinstates the one hour free preliminary planning advice service to BMF members. Southern Planning Practice provides a range of services to the marina and property industries covering all aspects of marina design, waterfront development and future planning policy. Their services and experience cover elements from feasibility studies through to master planning, planning applications and, should members need it, planning enforcement.

The principals of the company have over 80 years' combined experience of working within the planning sector. They have experience of the complex coastal and marine legislation regime and the associated environmental assessment process. They can coordinate multi-disciplinary specialist teams and project manage the delivery of planning applications.

The hotline service to BMF members will provide one hour of free preliminary planning advice to cover issues such as:

- General guidance on the planning system
- Outline of the range of planning consents and legislation that are likely to impact upon specific activities of members
- Consultation requirements
- Providing an understanding of the environmental and planning designations which can impact upon marine works and development proposals
- Guidance on promoting your business and site to the local

- planning authority
- Guidance on protecting your business from neighbouring development proposals and activities

For more information and to benefit from this new service, please visit www.britishmarine.co.uk/environment

UK COMPOSITES STRATEGY

The Composites Leadership Forum has undertaken to ensure that UK Government and Industry continue to recognise Composite Materials as a key cross-sectoral technology and sub-set of Advanced Materials. In order to achieve this it is working with bodies developing all the strategies outlined about to deliver a refreshed UK Composites Strategy (published last in 2009), which links into and delivers UK composite requirements into the above strategies but also produces a stand-alone strategy to develop the UK composite industry in its own right.

Eleven industry sectors have been identified, covering aerospace, automotive, construction, energy (nuclear, oil & gas, offshore wind), education, professional and business services, information economy, life sciences and agri-tech sectors. The BMF and member companies contributed to the composite strategy, by adding marine and marine leisure to the map and highlighting issues that distinguish our sector from others.

It is recognised that such sectors invest in technology over a long timescale, consequently demanding a constant flow of new knowledge, skilled engineers and scientists. In line with this insight, several cross-cutting areas have been identified where government action, in partnership with business, can have a real impact and these include: technologies; access to finance; skills; and government procurement.

Current developments relevant for the marine sector include the National Composites Centre, working with the University of Southampton, and tasked by Dept. of Business Innovation & Skills to establish if there is sufficient industrial demand for an additional open-access facility. This centre would focus on the development of design and manufacturing technologies needed to make very large composites structures (50m x 30m x 20m) for use in the oil and gas, construction, rail, energy and marine sectors as well as any aerospace or defence projects.

The recent report 'Transforming Solent' undertaken by Rear Admiral Rob Stevens CB, former BMF Chief Executive, recognised the potentially transformative power of advanced composite materials for marine and other large applications. The need for support in the large structures market has been highlighted by the Composites Leadership Forum as part of their work to update the 2009 UK Composites Strategy. The proposed NCC-Solent Large Structures Centre would, if it were to be funded, be a satellite of the NCC in Bristol and require the active engagement of industry to shape the design and construction of the building, specify the equipment needed and research and development themes. Respond to the consultation with your large structure needs at consult@nccuk.com.

CALL FOR PARTICIPATION IN A UK MARINE MANUFACTURING STRATEGY RESEARCH STUDY.

The use of advance material technologies is a complex process that requires much more than scientific or technical knowledge on material properties and behaviour. It takes a significant amount of time to comprehend the design and constraint spaces, related not only with the technology itself but also with the manufacturing process, especially when new technologies enter in already established markets like in the Marine sector.

Previous studies have shown that the issues organisations face with composites are in most cases symptomatic and directly related to technological change within current organisational structures and routines. This project takes a critical look at how

communities of practice in the Marine sector approach composite material technologies and how knowledge and organisational requirements enable faster and more effective scaling-ups. This work is expected to develop a holistic understanding around the issues that enable building composite material capabilities and creating industrial growth for the Marine sector.

This is an excellent opportunity to take part in a study related to manufacturing strategy and shape opinions on some of the factors that enable your business. The research project is led by the University of Bristol and funded by the Engineering and Physical Sciences Research Council Centre for Innovative Manufacturing in Composites. By giving an interview to one of the Centre's researchers you can make your voice be heard and create benefits that can impact the whole British Marine sector.

Participants in this study will benefit through access to the overall results of the study and, in addition, will be able to access the wider range of technical expertise within the composites manufacturing group at the University of Bristol for the duration of this project.

For more information please contact Dr Anna Chatzimichali at a.chatzimichali@bristol.ac.uk, +44 (0) 117 3315775 or Prof. Kevin Potter at k.potter@bristol.ac.uk, +44 (0) 117 3315277.

Background of the study

The study would concentrate on the implementation of advanced material in marine manufacturing and industrial capability. The main goal is to shed some light on how the marine sector incorporates composites technologies in order to increase production capability, meet demands for sophisticated products and reach advanced levels of industrialisation.

Research Procedure

Data for this study will be acquired through in-depth, face-to-face and semi-structured interviews. The main subject of the interview will be composite material technologies and manufacturing strategy. Interviews will be audio recorded and transcribed later. Transcripts of the verbal information can be provided upon request. Participants have the right to withdraw at any time, without having to give a reason.

SUPPLY CHAIN STUDY UPDATE

The then-Minister for Portsmouth, Michael Fallon, announced earlier this year a research project to help attract more investment in the maritime and marine engineering industry. This project has been assigned to the University of Southampton to research the strengths and market opportunities, with a significant part of the study focus on business opportunities within the leisure boat builders small craft manufacturing supply chain. At the time of writing this contribution the study providers were drafting their report with an expected publication in early October. More than 40 BMF member companies provided their input into an online questionnaire which was aimed at discussing key themes such as infrastructure, skills, support, strengths and weaknesses of the supply chain.

Members interested in learning first-hand about initial study outcomes and to discuss the BMF way forward on further initiatives on the above topics are invited to join a breakfast briefing during the PSP Southampton Boat Show on Friday 19th September.

The Department is also working on a full supply chain conference to be held on 26th November in Portsmouth Historic Dockyard. This conference will provide an in-depth briefing on study outcomes and discuss available opportunities to improve infrastructure awareness, accelerate standard setting and management skills for SMEs. Please contact Claire Westbrook cwestbrook@britishmarine.co.uk for more information on the above two events.

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 with opportunities to promote your business
 - Over 16 market reports including Brazil, China and Korea
- **Training**
 - Grants available to help you train your staff
 - A large variety of subsidised courses available to members
 - Free job vacancy advertising on our website
- **National Boat Shows**
 - Preferential Boat Show discounts at London and Southampton of up to 25% off stand space
 - 6 complimentary tickets (3 per show) for non exhibiting members
 - Preferential ticket prices and use of the Members lounge at both shows
- **Commercial benefits**
 - **Barclaycard** – credit and debit card usage and EPDQ preferential rates
 - **Private Health Partnership** – preferential healthcare insurance rates, also absence management and travel insurance
 - **Currency Matters** – foreign exchange at preferential rates, friendly no-pressure service
 - **Creditsafe** – free UK and International financial credit reports. Call the Membership team to run the reports
- **Associations** – all members join both a regional group and relevant sector groups that best fit their business needs to provide networking opportunities, news and advice



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