



NATIONAL BOATING FEDERATION



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SUBJECT: European Boating Association (EBA) Meeting, St. Helier, Jersey, UK

My report to EBA is appended.

Attendance was 36 with representatives from 15 countries; Austria, Belgium, Denmark, Finland, France, Germany, Ireland, Italy, Netherlands, Norway, Sweden, Switzerland, Turkey, United Kingdom, United States (NBF), plus representatives from ISAF/IMO, and The Barge Association.

New President Elected: Willem Dekker, former Marine Engineering Officer, the Royal Netherlands Navy (35 years).

Excerpts from EBA minutes of potential interest.

Working Group Progress Reports

a. Baltic Sea Network Working Group. The WG chairman noted that good information was vital when discussing recreational boating matters with decision makers and Governments. He mentioned the UK recreational atlas of cruising routes as a method of understanding sailing routes and explained that he had started to do a similar survey of his own. However, he had soon found that it was difficult to gather the data. Nevertheless the information was useful and had it previously been available it might have helped position fish farms in areas that did not hinder recreational boating in popular areas. The primary goal would be to source funding for the survey and the group would also look at the possible methods of collecting data, drawing on the experiences of methods used in Sweden and Norway. The Assembly approved the proposal to continue the work of the group for a further 6 months and noted that the WG would make a progress report at the spring meeting in Venice.

b. End of Life of Boats Working Group. There was considerable and wide ranging discussion concerning the End of Life of Boats Working Group, what it had achieved to date, and what should be done in the future. The problems associated with boat disposal had been well articulated during previous assemblies but those present were concerned that it was not yet clear what the EBA position should be and what direction it should now take. There was discussion on the BOATdigest project aims, which as far as users were concerned, were to create an awareness module to design guidelines for appropriate disposal behavior from recreational craft owners. The Secretary advised that the EBA was a member of the BOATdigest Advisory Panel and it should use that position to respond in its own right rather than, as was being suggested, providing input through the European Boating Industry (EBI).

It was recognized that as a result of the work so far, the EBA had a very good working knowledge of the issues and problems surrounding the disposal of ELB and it might be time for the EBA to determine its position as the issue moved towards the public area for discussion. However, members indicated they were still unsure of what it was that the EBA was trying to achieve after two years of work. Concluding the discussion, the President asked the Chairman of the WG to define what the EBA should do and how the EBA should proceed on the following three issues and :

1. Creating a road map detailing how this issue is to be handled in the short and the long term;
2. Responding to the BOATdigest Questionnaire, an EC sponsored program, on behalf of the EBA membership, preferably before the Venice Assembly;
3. Deciding whether the EBA needs an official position.

...and to report the working group's recommendations / progress at the Assembly meeting in Venice 2014.

c. Foreign Regulations Working Group. The WG chairman gave a presentation on the progress the FRWG had made since the General Assembly in Palma. The Questionnaire had now been designed and an example was presented to the Assembly. The costs to take the project forward had been assessed as being €1000 to pay for the work to dispatch the questionnaire, collate returns and to present the information on the website country by country. The RRG and Inland

Waterways regulations were also discussed and it was hoped that once the Foreign Regulations database had been put together, it would be possible to build on this and to include these aspects into the database. However, it was explained that the RRG (Regulatory Reference Guide) covered Flag State regulations whereas the FRWG project was aimed at informing boaters from one country what regulations they might be expected to comply with when visiting the waters of another country. The Assembly approved the continued work of the FRWG and the proposed budget of €1000 and to report on its progress at the spring Assembly in Venice 2015.

d. Harbor Safety Working Group. The WG chairman told the Assembly that the Draft ISO Standard (now ISO13687) for 'Yacht Harbors — Minimum Requirements' had been circulated for ballot amongst all full voting members of TC228 and had been approved; thus the work of TC228 WG8 was now complete. As a result the work of the HSWG was also complete under its existing terms of reference and it was proposed that the working group, in its current form, should be terminated. A further initiative, to develop two further standards for medium and high level requirements for more developed marinas, was explained and it was noted that it was important to also influence these standards from a user perspective. How this would be done required further discussion by the Executive and a proposal would be presented to the General Assembly in Venice for consideration. The Assembly agreed that the HSWG should be terminated in its current form and should decide on the way forward at the Venice Assembly.

Environmental Matters

a. Water Framework Directive Update. Those present were reminded that this issue had been discussed briefly in Palma at the spring Assembly and that the EU Commission was taking Germany to the ECJ (European Court of Justice) on the way in which Germany had implemented the Water Framework Directive. The issue was the requirement for member states to charge for water services and what 'water services' was defined as. According to the Commission, every member state should be trying to recover a proportion of the costs of producing water and disposing of waste water even those using it for navigation etc. The German authorities contested the definition and the Commission interpretation. As a result and supported by the UK, Denmark, Austria, Hungary, Finland and Sweden, the Commission lost the case and there is no requirement for recreational boaters to contribute to the costs just for navigating on waterways.

b. Update on Invasive Alien Species (IAS). The Commission announced on 20 September that the Council of the EU had adopted a Regulation on IAS. An EU Regulation must be transposed word for word into the national legislation of EU member states. Although the text of the adopted Regulation had not yet been published and according to the Commission it would be published in 'some weeks'. It was understood that the Regulation was to be more flexible than the original proposal to prevent IAS and it was hoped that it wouldn't interfere with the movement of recreational boats as a result of changes introduced by the Greek government in its Presidency. An update is hoped for at the Venice 2014 Assembly.

c. IMO Guidelines - Information received from the German Ministry of Transport, indicated there were no specific restrictions for shipping because the EU Commission and Council expected the IMO to regulate and provide best practice through its resolutions and conventions. For that reason it was recommended that EBA members make the IMO guidelines for recreational craft up to 24m LOA widely available to their own memberships. German, French, and Spanish versions are available and would be uploaded to the EBA website together with the English version. It was noted that it was particularly important that a trailered boat should be cleaned at the point it was taken out of the water, but if that was not possible it should be cleaned before it was launched in another location. It was stated that that the Regulation was expected to require member states to specify which species they believed to be a problem and to develop adequate response programs to deal with them; that would apply to everything no matter how it was transported. The EU could mandate member states to adopt IMO regulations and conventions but it could not mandate the implementation of guidelines. The Secretariat would be better informed once it had seen the Regulation. Members should be proactive at distributing IMO guidelines for recreational craft to their own members.

NOTE: The EU IAS Regulation was published in the Official Journal of the EU on 4 November 2014. The text of the Regulation is available on the EU Commission website at http://ec.europa.eu/environment/nature/invasivealien/index_en.htm. It comes into force on 1 January 2015.

Gus Lewis introduced the EU Sulphur Directive which was due to come into force in 01 January 2015. A significant reduction in sulphur emissions from ships on EU waters would be required and one of the ways that ships would be able to do this would be to use sea water scrubbers. This would mean that the seawater contained pollutants and member states could well be in breach of the WFD or MSFD. This had been referred back to the Commission who had yet to resolve the issue. It was hoped to have more information for the Venice Assembly.

c. EU Biocides Regulation. An update on the European Biocides Regulation indicated the main point was that the Regulation could eventually put an end to the use of the active constituents of antifouling paint, including copper, to make it safer for those exposed to antifouling paint. It was noted that these constituents had a wider application than just antifouling for boats. The result in the future would be fewer, less effective products.

Inland Waterways Matters

a. Inland AIS Correspondence Group. CCNR had decided AIS would be mandatory on vessels over 20m long from the end of 2014. The correspondence group had helped to inform the EBA position for smaller recreational craft and was now terminated.

b. EBA Observer Status at CCNR. The Secretary reported that an application for observer status had been made to CCNR. He was waiting for a reply following proper process within CCNR.

c. Report from CCNR AIS/ECDIS Workshop 01/10/2014. EBA had asked CCNR to permit the use of AIS “receive only” without the need to fit an ATIS compliant radio. In the report from the meeting on 01 Oct 14, CCNR had accepted this proposal but made it clear that this had to be equipment operating on the AIS frequencies not Apps or iPads etc. More information would be provided once the EBA was officially able to attend CCNR meetings as an observer.

Regulatory Matters

a. Report on IMO meetings

The Secretary explained that he was the head of the ISAF delegation at IMO and attended the Maritime Environmental Protection Committee (MEPC), Maritime Safety Committee (MSC) and the Navigation Communication and Search and Rescue Committee (NCSR) when they met during the year at IMO’s London Headquarters. He produced a short report for each meeting on matters of interest and those issues that ISAF needed to monitor.

i) Marine Environment Protection Committee (MEPC) 66 – 31 March – 4 April 2014.

There were no issues of concern to ISAF at the meeting. The committee was mainly considering the spread of harmful aquatic organisms in ballast water, Greenhouse gas emissions and a rewrite of the Polar code.

ii) Maritime Safety Committee (MSC) 93 – 12-23 May 2014.

MSC had noted that the number of worldwide piracy attacks had decreased and that no SOLAS ship had been hijacked in the western Indian Ocean area since May 2012. This was a welcome result from the robust actions taken by the international naval forces in the region, the shipboard measures implemented by shipping companies, masters and their crews as well as the deployment of professional security teams. However, the Committee noted with concern the situation in the Gulf of Guinea which had not substantially improved as nine ships had been reported hijacked in 2012 and another nine ships had been reported hijacked in 2013. Regrettably these protection measures were not available to small craft.

iii) Sub-committee on Navigation, Communication and Search and Rescue (NCSR) 30 June – 4 July 2014.

NCSR was a new committee which combined the Navigation and Communication and Search and Rescue sub-committees. This was its first session. Points to note: The NCSR Sub-Committee had considered the update provided by China on the status of **BeiDou Navigation Satellite System** and further information for consideration of recognizing BDS as a component of WWRNS. After some discussion related to the recognition of BDS, the Sub-Committee had agreed that China had provided the necessary information and to advise MSC to recognise BDS as a future component of the WWRNS and approve a draft Assembly resolution to that effect. **Iridium** MSC had considered matters related to the application of the Iridium mobile satellite system for recognition and use in the GMDSS and agreed to refer the matter to the NCSR Sub-Committee for evaluation. NCSR agreed to invite MSC to consider and decide on an independent body to produce a technical and operational assessment of the information of the proposal and provide a report to the NCSR Sub-Committee for evaluation.

GMDSS. NCSR had been reviewing the definitions of Sea Areas A3 and A4. As more mobile satellite communication systems became available the possibility of establishing separate sea areas for satellite systems with regional (A5) and global (A6) coverage had been considered. There was a need to approve a definition of sea areas that was as simple and understandable as possible. NCSR also considered the need for further studies of AIS functionality for alerting purposes.

World Radio Communication Conference matters. NCSR endorsed the IMO position to be taken at WRC15 in 2015.

This among other things would look at:

- Retaining ‘leap seconds’;
- Regulatory provisions and spectrum allocations to enable possible new Automatic Identification System (AIS) technology applications and possible new applications to improve maritime radio communication;
- Homing signal characteristics for EPIRB required by SOLAS chapter IV.

Other SAR Matters. NCSR briefly considered the report of the twentieth session of the ICAO/IMO Joint Working Group and noted:

- The discussion with regard to AIS-SARTs and other devices using AIS technology, including AIS-MOB, and that proposals would be prepared for consideration by the next session of the JWG.
- Information provided by the United States on the termination of its shore based MF communications network from 1 August 2013.

- The discussion relating to Electronic Visual Distress Signalling Devices (EVDSD) and that a proposed way ahead would be prepared for consideration by the next session of the JWG.

Report on ISAF meetings

a. Lifejackets: The Secretary briefed the Assembly that he had drafted a specification for an offshore sailing lifejacket based on ISAF offshore special regulations for submission to the ISO Standards Committee responsible for personal safety equipment and inclusion in ISO 12402 Part 6. The purpose of the submission was to bring together a number of features which were specified in other existing standards either as optional or mandatory devices into a single unit specifically for offshore sailing. It would allow the user to purchase a product which was easily identifiable and marked with an ISO12402-6 Offshore Sailing lifejacket marking.

b. Liferrafts: ISAF had for some time been trying to simplify the offshore special regulations concerning the carriage and servicing of liferafts. As a result the Secretary had rewritten the relevant regulations as a submission to the ISAF Offshore Special Regulations subcommittee which was due to meet in Palma at the forthcoming ISAF annual conference. The proposal was based on the ISO 9650 Part 1 Type A liferaft.

c. Alternatives to parachute flares: The Secretary had written a paper for ISAF's consideration on whether the offshore special regulations should continue to specify the carriage of parachute flares when they were difficult to dispose of and there were far more effective modern methods for distress alerting. The information provided for the RRG had proved extremely useful in writing the paper and the Secretary thought it might be time for the EBA to debate the pros and cons with a view to forming a position on carriage and the alternatives.

Piracy: The Secretary reminded all present that the status in the Gulf of Aden and Somali Basin had not changed and the advice was still 'do not sail through the area'. He was due to visit the Naval Maritime Security Centre for an update briefing in order to amend the ISAF advisory to the sailing community. Again this would be posted on the EBA website.

Report on UNECE meeting: A brief update was given on the working party meeting on technical standards in June. The UNECE Secretariat had indicated that it wished to amend Resolution 40 so that for the first time in its 15 year history the resolution would include a reference to the International Certificate of Competence (ICC). There were no other changes apart from the reference to the ICC. A public version would be available in due course. The second element dealt with was the fifth version of CEVNI. The EBA raised a number of questions about the way CEVNI is drafted and applied to recreational craft. Some of the points were recognized but many were not because UNECE were keen to publish the new version. The EBA would endeavor to raise these points with the technical working group when the sixth draft is considered, however, there was no idea of the timescale for the sixth draft.

Coastal and Maritime Tourism: The Secretary asked the Assembly to approve continued engagement with DG MARE and DG ENTR by the Secretariat on this issue. This would include Maritime Day 2015 and a Coastal and Maritime conference in Europe, which had been budgeted for in the Secretariat costs for 2015. The request was approved by the Assembly.

Technical Matters

a. ISO TC188: The Secretary updated plenary on both ISO TC188 and the new RCD together as both were linked together and would be until the new RCD came into effect from 18 January 2016. Part 2 of the stability standard – ISO 12217 – had been published but had not yet been harmonized for the EU Recreational Craft Directive. Due to the number of errors that the Standard contained, it was being amended and it was likely that it would be reviewed and revised. The scantling standard series – ISO 12215 – consisted of 10 parts and most were due for systematic review during 2017. Part 7: Scantling determination of multihulls and Part 10: Rig loads and attachments were currently being drafted and were due to be available by February 2015. ISO 11812:2001 - Watertight cockpits and quick-draining cockpits – was still in draft and was due to be available for Working Group discussion at BOOT 2015 in Düsseldorf. ISO 15085:2003 - Man overboard prevention and recovery – had been redrafted and would be available for its first enquiry on 04 Dec 14 for 3 months.

The Secretary representing ISAF had successfully argued its case for an Offshore Sailing Lifejacket to be recognized as a special purpose lifejacket to be included in Part 6 of the lifejacket standard, importantly this would include a load tested ride up prevention system. A performance standard for LED navigation lights would be available in the first half of 2015.

b. EU Recreational Craft Directive. The Secretary advised that the new EU Recreational Craft Directive, effective from 18 January 2016, would introduce a number of new and/or additional essential safety requirements which would affect the construction of production craft that are intended to be put into use in the EU Market. The new RCD would introduce the following major changes:

- a) **View from the helm.** The new RCD now states that the main steering position shall give the operator, under normal conditions of use (speed and load), good all-round visibility on all craft. Previously this was restricted to engine driven craft.
- b) **Man overboard.** The new RCD now states that Watercraft shall be designed to minimize the risks of falling overboard and to facilitate reboarding. Means of reboarding shall be accessible to or deployable by a person in the water unaided.
- c) **Boat design categories.** There is now no geographic reference, however, the RCD states that a boat given design category A is considered to be designed for winds that may exceed wind force 8 (Beaufort scale) and significant wave height of 4 m and above but excluding abnormal conditions, **such as storm**, violent storm, hurricane, tornado and extreme sea conditions or rogue waves. This has been interpreted as meaning that boats no longer have to be designed to cope with F10.
- d) **Buoyancy and flotation of multihulls.** All habitable multihull recreational craft susceptible of inversion must have sufficient buoyancy to remain afloat in the inverted position.
- e) **Escape from inverted multihulls.** All habitable multihull recreational craft susceptible of inversion must be provided with viable means of escape in the event of inversion. Where there is a means of escape provided for use in the inverted position, it must not compromise the structure, the stability or buoyancy whether the recreational craft is upright or inverted.

c. ISO TC228

At the General Assembly in Aarhus (Oct 13) the President noted that the Yacht Charter Working Group had produced guidance for charterers that had been available on the website for the past 2 years, but that it had failed to gain sponsorship for a CEN service standard or an ISO standard as a bench mark for charter companies to aspire to and to help would be charterers select a reputable company. As a result, the Assembly agreed that the Yacht Charter Working Group should be suspended. However, at the beginning of 2014 ISO TC228 had called for proposals for new initiatives in the tourism field and the Secretary had submitted a proposal based on the EBA guidelines. The proposal had been accepted and was due to be balloted amongst TC228 members. If approved, the standard would be developed and the Secretary would be the convener on behalf of UK BSI of the working group responsible. The Secretary proposed that if the standard was developed the EBA should be represented to represent the views of boat users. It was agreed that the EBA should be represented should the standard be developed.

Reports from members and observers

Report from NBF: Bob David introduced his report to the Assembly which was circulated as an agenda paper. In addition to his report two further issues were brought to the Assembly's attention: i) The US National Safe Boating Council's 'Wear It' campaign which was similar to the RNLI 'Useless unless worn' campaign. The US campaign was being used in Finland, Japan, Poland and Australia and was available to any other country that wanted to participate in it with translations and logos in the appropriate language. ii) US Power Squadrons Virtual Skills Trainer funded by the US Coastguard. The trainer enabled a number of exercises to be conducted on a virtual lake. It was agreed that the key facts should be uploaded to the EBA website

International Certificates of Competency (ICCs): At the spring meeting it was pointed out that UNECE viewed that any member of the UN could adopt and apply Resolution 40. USPS has met with RYA and hopes to establish a working relationship to resolve this issue as far as U.S. citizens are concerned.

Next Meetings – Venice, Italy – 10-12 April 2015 Berlin, Germany – 16-17 October 2015
 Spring meetings to return to Palma from 2016-2018
 October 2016 – Vienna, Austria

Respectfully submitted,

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