WS International Regulations Commission Supporting Paper

5. International Standards Organization

5.1 ISO 12215-9:2012 Small craft — Hull construction and scantlings — Part 9: Sailing craft appendages

The result of the Systematic Review of ISO 12215-9:2012 showed that simple majority of the voting P-members approval criteria was NOT met. Eight P-members voted for confirmation and eight P members voted for revision.

As a result ISO/TC 188 approved a revision of ISO 12215-9:2012 under its current scope with a 36 month timetable under a new WG35: "Hull construction and scantlings". The project leader is Mr David Lyons (SA) (david@lyonsconsult.net).

Project plan

- 1st meeting of ISO/TC 188/WG 35 held (ZOOM) on 7 September 2022
- Circulation of first WD (20.20): 2023-02-28
- Circulation of CD (30.20): 2023-08
- Submission of DIS (40.20): 2024-07
- Publication: 2025-07

WG35 Experts;

- Mr. Ulrich Manigel ulrich.manigel@imci.org
- Mr. Richard Hinterhoeller rhinterhoeller@bell.net
- Karen Loiselet : k.loiselet@beneteau-group.com
- Alexandre Cocheril : alexandre.cocheril@icnn.fr
- Sébastien Milcendeau : sebastien.milcendeau@fin.fr
- Mr. Haruhiko Kaku, e-mail: hkaku@mba.ocn.ne.jp
- Mr. Kosei Hasegawa, e-mail: hasegawa@jstra.jp

World Sailing would like to appoint Arran Bird arran@pde.co.nz Design Engineer, Pure Design and Engineering as an expert to actively participate in WG 35

It should be noted that France provided a negative ballot to this request due to its belief that there was a lack of reliable justification on the basis that World Sailing is not able to provide :

1. double check of the relevant “structural plan review” assessments to ensure they are proof against any mistake;

2. nor confirm the pertained boats have been strictly built according to these supposed “approved” plans**.**

5.2 Relevant ISO Standards under systematic review

Every International Standard published by ISO alone, or jointly with the IEC, is subject to Systematic Review (SR) automatically every 5 years in order to determine whether it should be confirmed, revised/amended, converted to another form of deliverable, or withdrawn. A national member body or the ISO/CS can also request a Systematic Review before the automatic 5-year deadline. P-members have an obligation to respond to SR ballots, but many default to confirmation, it is worth looking at ISO 12215 Part 6 and 8 to see if there are any revisions that might be worthwhile.

- ISO12215-1:2000, Small craft — Hull construction and scantlings — Part 1: Materials: Thermosetting resins, glass-fibre reinforcement, reference laminate.
  Vote terminates on: 2022-12-02.

- ISO 12215-3:2002, Small craft — Hull construction and scantlings — Part 3: Materials: Steel, aluminium alloys, wood, other materials
  Vote terminates on: 2022-12-02

- ISO 12215-4:2002, Small craft — Hull construction and scantlings — Part 4: Workshop and manufacturing
  Vote terminates on: 2022-12-02

- ISO 12215-6:2008, Small craft — Hull construction and scantlings — Part 6: Structural arrangements and details
  Vote terminates on: 2022-12-02

- ISO 12215-8:2009, Small craft — Hull construction and scantlings — Part 8: Rudders
  Vote terminates on: 2022-12-02

5.3 Relevant ISO Standards under revision

ISO/CD15085, Small craft — Man-overboard prevention and recovery. The comments received on the Committee Draft ballot will be sent to the convenor and project leader for consideration and preparation of the draft DIS. Of interest may be the spacing for stanchions and guard-line supports.

ISO 12216:2020/D Amd1, Small craft — Windows, portlights, hatches, deadlights and doors — Strength and watertightness requirements — Amendment 1 concerning sill heights

5.2 ISO TC 188/SC1 – Personal Safety Equipment

It is worth noting that the secretariat has been reallocated to AFNOR (France) from DIN (Germany). The Committee Manager is Ms Yann ORHAN (yann.orhan@afnor.org).

The next meeting of SC1 is week commencing 28 November 2022 in Tokyo hosted by JSTRA. The main agenda items are:

- Revision of prEN ISO 15027-1 Immersion suits — Part 1: Constant wear suits
- Revision of prEN ISO 15027-2 Immersion suits — Part 2: Abandonment suits
- Revision of prEN ISO 15027-3 Immersion suits — Part 3: Test methods
- ISO/PWI 12401 Small craft — Deck safety harness and safety line — Safety requirements and test methods. The ad-hoc group is considering the following:
  1) Introducing a loading test that replicates the Clipper failure mode in the MAIB report. Despite the chain of events and deficiencies that led to this fatality – it is not unreasonable to expect any part of a Deck safety line and hook to support the weight of a casualty even when incorrectly loaded
  2) Introduce a gate load test – as climbing carabiners (Review if an appropriate test can be adopted) See EN362 5.4.2 Establish minimum criteria via round robin testing
  3) Add more warning information to the marked information
  4) Add more information to the user instructions on where to attach and why and the dangers of 2m lines – particularly for bow work
  5) **Clearly detail maximum lengths for 3 hooks line legs**
  6) Consider limiting the length of single hooks lines for safety

7) **Consider the need to include load indicators for all types of line**
8) Consider whether other types of line should be shortened

6. Regulatory Information from Regional and other Organisations

6.1 European Boating Association

6.1.1 EU Directives

ii) 'End of Life' boats – disposal (No EU Directive)

The International Council of Marine Industry Associations (ICOMIA) has estimated that there are more than 6 million recreational boats in Europe alone. If only 0.1% falls out of use each year that still equates to 6,000 boats. Because Fibre Reinforced Plastic (FRP) vessels are highly durable, endof-life (EOL) disposal has not so far been a major issue. Many of the numerous glass-fibre boats produced in the early years are still in use. But the time will come – is coming – when these boats will reach the end of their lives and will have to be disposed of.

Today, in spite of the great advances in waste management in Europe, there is a compelling need for specific legislation related to management, scrapping and recycling of boats.

The EBA believes that similar to the Directive on End-of Life Vehicles, there is now a requirement for an EU Directive on EOL boats that lays down measures which are aimed at:

- ensuring that boats are designed and manufactured in such a way as to allow the
- quantified targets for reuse, recycling and recovery to be achieved
- preventing of waste
- promoting refurbishment and upgrade of older vessels to extend their life
- promoting recyclability in new build and research into materials recovery for the legacy
- fleet;
- obligating the use of manufacturing processes without hazardous substances
- improving the environmental performance of all the economic operators involved in the
- life cycle of boats
- a financial model based around extended producer responsibility

iii) Biofouling (See also Bern Convention Code of Conduct on Recreational Boating and Invasive Alien Species prepared by the EBA).

Hull fouling is regarded as a contributor to the spread of invasive or alien species and the issue is being addressed on a global scale by international organisations like the World Ocean Council (WOC) and the International Maritime Organization (IMO). The proposed actions focus on shipping and the marine industry, where improvements are being sought in biofouling management. Apart from prevention a lot of effort is being put into research and development to create more effective antifouling applications.

Within the European Union the "Biocide Directive" stipulates strict limitations for the use of biocide components that may be used in a wide range of products; among them anti fouling applications.

The EBA is concerned that the currently available antifouling products that are permitted within the set limitations are ineffective to prevent hull fouling and introduce a higher risk of spreading alien aquatic species. As hull fouling also reduces a boat's performance, ineffective control of hull fouling will also increase the need for in-water cleaning.

The EBA believes that regulators should take steps to mitigate the contradiction that is created between the Biocide Directive, leading to ineffective antifouling applications available for recreational boating, and the Global initiative to reduce the risk of introducing alien aquatic species by hull fouling. The EBA opposes the split in regulations regarding use of products between professional shipping and recreational boating.

iv) Emissions from boats (No EU Directive).

The EBA notes the science of climate change and recognises the need for urgent emission reductions across all sectors. However, the transition to this future is key. Prior to requiring recreational boats to stop using fossil fuels for propulsion, regulators need to ensure that alternative fuels and charging / filling points are available in commercial marinas and club harbours, on inland waterways and at the coast.

Boats built now will last long after the deadline for net zero carbon. The legacy fleet will continue to grow as long as manufacturers fail to take action. The EBA encourages the industry to consider boaters' long-term interests when designing and selling new boats, and to move rapidly to develop net zero solutions.

As well as developing innovative ways to power newly designed recreational boats, solutions are needed for the legacy fleet to allow the millions of existing FRP boats to be decarbonised. As a priority, manufacturers of current mass production FRP boats must ensure that the design of the boat will allow for conversion to alternative fuels in the future.

Economic solutions for the legacy fleet must be available before regulators set dates beyond which recreational boats will no longer be able to use fossil fuel for propulsion, to ensure that millions of FRP boats are not forced out of use. The EBA expects that some form of scrappage scheme will be required to fund the replacement of older propulsion units to extend the life of vessels and minimise their environmental impact both in carbon and waste terms. Future regulations must also take cultural-historical values into account.

For historic vessels, alternative fuels, such as HVO, synthetic fuels and eFuels, should be permanently available. This is likely to be in line with other historic users of fossil fuel technologies.

Government infrastructure plans for hydrogen and battery systems for transport need to include recreational boating within their scope to ensure boaters are able to play their part in the transition away from fossil fuels.

To support the transition of the legacy fleet, the EBA strongly supports the use of HVO, other bio-derived drop in replacement fuels, synthetic fuels and eFuels for our sector, which has particular challenges with regard to longevity of vessels and limited supply locations.

Alternative fuels, such as HVO, synthetic fuels and eFuels, need to be made readily available for recreational boats at the waterside during the transition to zero carbon, including at club harbours, and fuel supplies and solutions need to take into consideration the variety of duty cycles and differing ways recreational boats are used.

The market for new technologies is changing rapidly, and standards processes are slow to respond. Industry urgently needs to agree safety and performance standards for new propulsion methods that allow for on-going innovation.

Related to standards is the need to simplify post-construction assessments for conversion of existing boats to zero carbon propulsion to minimise the cost to owners and to encourage the transition to net zero.

v) Port Reception Facilities for Waste from Ships

The EBA is broadly supportive of the intent of the EU Directive on port waste reception facilities for the delivery of waste from ships. However, given that the definition of "ship" includes recreational craft of any size, the EBA is concerned that the definition of "port" is unreasonably wide and would have unintended adverse consequences for the recreational boating community.

The EBA believes that the definition of a 'port' should be altered to indicate that a port is a place or a geographical area where there is a port or harbour authority with legal jurisdiction, to prevent unintended adverse consequences for the recreational boating community.

vi) Offshore Renewable energy – exclusion zones (see also Secondary use of wind farm areas) (No EU Directive)

The EBA believes that the creation of safety zones around wind turbines or other installations that exclude all small craft without exception are likely to be unnecessary, impracticable and disproportionate. In our view, such a restriction on the small craft's right of navigation is not justifiable in terms of safety alone (either for the small craft or the installation) and it must be recognised that there is little possibility of enforcing such zones. In some locations, a safety zone may increase the risk of collision if small craft are consequently forced to use commercial craft shipping lanes.

Article 60 of the 1982 United Nations Convention on the Law of the Sea enables coastal States to take "appropriate measures" in relation to operational safety zones and there is no requirement that such zones must apply equally to all vessels irrespective of size.

Several Governments have recognised the negative implications of imposing safety zones on small craft and have exempted small craft (under 24m) from such zones. In fact, where a wind farm is next to a busy shipping lane an aspect of mitigation might be to exclude large vessels from the wind farm and to permit small craft to pass through in safety. In principle the EBA has no objection to the creation of advisory or precautionary zones but such zones must be designed and implemented on a case-by-case basis and with due respect to the right of navigation. The EBA believes that the purpose of any advisory or precautionary zones should be to warn vessels to navigate with particular caution but they should not permanently restrict navigation, cause vessels to deviate from their optimum route or exclude small craft.

6.2 Killer whale/Orca collisions with yachts

The concerns of yachtsmen are understandable. An incident involving an orca interaction with a recreational craft can have an impact on a crew and may result in several thousand Dollars/Pounds/ Euros in damage and towage/ or recovery fees for a craft. However, the fact is that the Iberian population of Orcas is strongly protected under International, European and Spanish/ Portuguese convention and law. These protections are similar to those elsewhere. We understand that a case has been made by conservation and academic experts for the need to protect the Iberian Orca population due to their vulnerability and uniqueness. The use of Anti-depredation Deterrent Devices (ADD) or "pingers", reversing towards protected marine mammals, throwing of substances (including diesel), use of flares and pyrotechnics to discourage protected wildlife, etc. are all illegal and can result in a considerable fine. Further information can be found at:

- Atlantic Orca Working Group has produced guidance

https://www.orcaiberica.org/safety-protocol

- The RYA has produced revised guidance on (Orca) killer whale collision damage:

https://www.rya.org.uk/news/revised-orca-guidelines

RYA guidance differs in concentrating on crew safety within legal constraints.

- The CA has introduced a collision reporting system:

https://www.theca.org.uk/orcas