The International Regulations Commission met by Conference Call at
09:00 – 13:00 hours UTC on Saturday 24 October 2020

1. Opening of the Meeting
   A welcome from the Chairman.

   The Chairman welcomed commission members and observers to the meeting. He noted that this is his last year as Chairman of the Commission and introduced Alan Massey who has been nominated by the RYA to join the Commission in 2021.

2. Minutes of the Previous Meetings
   (a) Minutes
      The minutes were noted of the International Regulations Commission meeting of 26 October 2019 (circulated and approved after the meeting). The minutes can be downloaded at www.sailing.org/meetings
   (b) Minutes - matters arising
      i) Regarding Item [IMO] 2(b) Navigations Lights, a letter detailed as ‘Appendix 6’ was sent to IMO in November 2019. No response on record.
      ii) There were no matters arising not covered elsewhere on the agenda.

3. International Maritime Organization
   (a) Reports were received on the IMO meetings attended by the World Sailing at IMO team since the last meeting of the International Regulations Commission:

   The Chairman noted that since the last International Regulations Commission meeting there has only been one physical meeting attended by the World Sailing at IMO team. It was the Safety of Navigation, Communication and Search and Rescue (NCSR) sub-
committee meeting held in January. Since then the IMO meetings have either been
cancelled or not concerned World Sailing. The Marine Environmental Protection
Committee meeting and the Maritime Safety Committee will be held virtually. We should
monitor the agendas for those meetings to spot any items of interest.

i) NCSR7 15 – 24- January 2020 (Sub-committee on Safety of Navigation,
Communication and Search and Rescue).

A report by Alan Green and Elena Matzaridou and a report from the Chairman were
received. Alan Green highlighted:

Lost Shipping Containers at sea present a real danger for international shipping.
This has been a concern for many years, proposed solutions to track floating
containers had not been progressed. Proposals from member states and
international organisations were invited to be submitted to MSC 102. David Brunskill
is monitoring this and had recently highlighted a paper to be submitted by Vanuata to
which he had given World Sailing’s support.

Traffic Separation Schemes (TSS), the international TSS come to IMO for ratification
and it is a good opportunity for WS to consider the details and consequences for
small craft, which need to cross or navigate in the vicinity of the schemes.

Iridium integration in to GMDSS is well advanced. is a networking system of
communication virtually independent from terrestrial communication He also noted
that it is particularly interesting for sailing in polar regions, since the Iridium satellites
coverage go over the poles. Whereas as INMARSAT satellites are essentially
equatorial and do not provide good coverage above 75 degrees.

Safety of non-SOLAS ships in Polar Waters this has resulted in a correspondence
group which we will be covered in detailed under Item 2(b).

AIS Man Overboard Devices using AIS1 and AIS2 frequencies, but without DSC
alerting – the decision made at NCSR 6 was confirmed making their status that of an
Autonomous Marine Radio Device (AMRD). MOB AIS devices have been a great
development that enable immediate transmission of the position of the MOB to
everybody else who has AIS. The Chairman noted that the autonomous AIS devices
need to find other frequencies. There is a retrospective work going on to separate out
autonomous devices (fishing pots, racing marks, MOB) from vessel devices which
was the original purpose of AIS. This will probably be difficult due to the large number
of devices on the market.

Electromagnetic interference (EMI) from LED lighting is an ongoing problem. Some
of the manufacturers are taking steps to produce units which do not transmit EMI.
The Chairman highlighted the importance of knowing where to site the equipment
relative to each other in order to minimise the interference from LEDs.

Interference with L-band communications –L-band is used by GPS and it could be
possible to be interfered with and jammed [See Volpe report on GPS Vulnerabilities].
Alan Green felt the message still has to be “Don’t discard traditional methods of
navigation”

The Chairman noted that NAVTEX is controlled by Nick Salter from the UK Maritime
and Coast Guard Agency, who asked three questions at IMO:

- member states that are running NAVTEX systems are asked to let the system
know when there are faults or outages in NAVTEX systems, so people are aware of them.

- the importance of not overrunning the 10 minutes slot, since there is the potential to interfere with other transmissions.

- that there are very strict rules for what you use NAVTEX for. There are signs that governments are using NAVTEX for inappropriate content that NAVTEX was not designed to deliver.

(b) IMO Polar Code

The Chairman noted that Australia and New Zealand are looking after the search and rescue facilities of huge areas of the Southern Ocean. Their view is that boats need to be properly prepared before voyaging into the high latitudes and that The Polar Code, or parts of it should be extended to apply to non-SOLAS shipping (recreational craft and fishing vessels). There have been Working Groups looking at what might sensibly be applied to non-SOLAS shipping. In previous meetings the lower limit was set at 300 gross tonnes, there was still a move by some nations to extend the applicability down to boats less than 24m. For this reason, Alan Green considered that World Sailing should produce a Polar Yacht Guide, which would show that we are serious about setting out an equivalent level of safety. Extending the Polar Code would be problematic due to the size, cost, complexity or power requirements of the unsuitable equipment that would be required for recreational crafts.

The Chairman noted that the Polar Yacht Guide has the aim of providing advice for pleasure yachts which wish to navigate in Polar Waters. The guide was drafted by experts who are specialised in high latitude sailing. Boats need to be adequately prepared to go into high latitudes, either north or south.

i) A letter to Member National Authorities from Alan Green was noted.

ii) The draft Polar Yacht Guide for non-SOLAS pleasure yachts in Polar Waters was received.

Alan Green summarised that after NCSR 7 in January, IMO established in April a correspondence group that is looking at the possibility to extend the Polar Code chapter 9 (Safety of navigation) and chapter 11 (Voyage Planning) to all ships on all voyages. The correspondence group(CG) in which Alan has been representing World Sailing is ongoing. Half-way through the summer the CG chairman reminded the group that the original terms of reference from the senior IMO Committee was to look at pleasure yachts of greater than 300GT. For a time, the correspondence group had assumed that all ships on all voyages was to apply. It looks as though pleasure yachts of less than 300GT will no longer be part of the discussions but, the review of the correspondence group’s report back to MSC is not yet completed.

Alan Green explained that in the meantime he developed the Polar Yacht Guide. It is a voluntary, 24-page comprehensive guide which covers the issues in an effective manner. It will be available in the World Sailing website [www.sailing.org/90563.php] and Royal Cruising Club Pilotage Foundation website soon.

Alan Green noted that letters were emailed to all Member National Authorities in which he explained the situation and requested input from sailors with polar experience. The response from MNAs was disappointing. The Cruising Club of America was particularly helpful and thanks go to a consulting group of 19 sailors which was assembled.

Alan Green highlighted that it was very useful that World Sailing has had the opportunity to work with the cruising community. These sailors are usually very independent-minded,
and he felt the fact that we had a really good co-operative venture with them is very good for World Sailing.

(c) IMO GloFouling Partnerships Project

The aim of this IMO project is to develop a set of best practices for managing biofouling in recreational boating and marinas. The statement of work was noted and that the World Sailing contact is Dan Reading, Head of Sustainability.

The Chairman noted that previously IMO have published some guidelines and advice to member states, (produced by Alan Green and himself), on how to manage biofouling on recreational craft below 24 meters.

(d) Piracy

The Chairman highlighted that in 2015 World Sailing had re-published guidance to avoid piracy activity in the Gulf of Aden or Somali Basin. This had been published in co-operation with the EU NAVFOR Somalia Maritime Security Centre for the Horn of Africa (MSCHOA) based in Northwood (GBR). This was in response to some high-profile kidnapping of sailors from cruising yachts.

The Chairman noted that recently there has not been much piracy activity in the Gulf of Aden especially regarding recreational craft, in his view due to less voyages transiting the area. There is more piracy activity off the coast of Nigeria.

Alan Massey questioned whether World Sailing is content that it has the right feeds of information and intelligence so that it can react through the various National Authorities. Now that MSCHOA had moved from Northwood(GBR) to Brest(FRA) do we still have a direct line of communication that would alert us to any change in pattern for any particular risk area that has become salient?

The Chairman replied that he receives piracy activity alerts from various organisations. In the past MSCHOA assigned a liaison officer to deal with World Sailing. Before Stuart passes over the chairmanship he would up date the matter.

(e) 2020 IMO Meeting Schedule

At the time of writing, the revised IMO Remote Meeting Calendar is:

Maritime Safety Committee MSC102 4-11 November 2020

Marine Environment Protection Committee MEPC75 16-20 November 2020

The Chairman noted that the meetings will be held virtually.

The Chairman highlighted that the MSC102 will be an opportunity to speak about lost containers and NCSR will be reporting about the Polar Code.

The Chairman noted that the GloFouling Partnerships Project will be discussed in the MEPC75 meeting.

4. International Standards Organization

The Chairman summarised that he represents World Sailing on ISO Technical Committee 188 which deals with recreational craft and equipment for boats up to 24m in length. That is all the ISO standards that support the Recreational Craft Directive within Europe and which boatbuilders may use around the world. He also represents World Sailing on Personal Safety Equipment within a sub-committee of TC/188.
(a) ISO 12215-9 Yacht Appendages - Keel Fatigue

World Sailing’s Plan Review Scheme, relies on some parts of the Scantling Standard 12215 which has ten parts. We are aware that that some improvements could be made within Part 9 – Sailing yacht appendages.

i) A letter from World Sailing to ISO/TC 188 was noted. The letter highlighted that in high stress areas on yacht keels, fatigue through cycling loads was a problem. This was particularly the case with hollow welded keels, and not just on racing yachts.

ii) The response from the Chairman of ISO/TC 188 to World Sailing was noted, highlighting:

- Application of an ISO standard to racing craft is clearly beyond the direction and scope of the RCD
- if World Sailing feels that there is a problem with racing craft, then WS has the power and ability to do something about it by creating it’s own annex of racing yacht structural requirements.

Stuart Carruthers felt that the response missed the point. Most of the boats that go racing are boats built on a production line under the requirements of the RCD, they are not out-and-out racing boats. That some keels fall off suggests to us that ISO 12215-9 Yacht keel attachments should be reviewed.

Stuart will be attending ISO committee meetings during November and will highlight that the TC/188 chairman’s reply misses the point. Keels do fall off RCD production boats and this should be a matter of concern to TC/188. This is a question ISO TC/188 should look at to see if it is satisfied that Part 9 is satisfactory. If Part 9 is not fit for purpose, something should be done about it. Stuart also noted that the Working Group 18 dealing with scantlings would benefit from a wider range of experts in its membership.

The case for getting Part 9 reviewed is not lost, all standards need to be reviewed anyway because they will fall out of compliance and builders won’t be able to build with them and that day is looming. He hoped common sense prevails before we get to that point.

Alan Green supported the Chairman’s view and highlighted the need of pushing for a proper review of the ISO 12215, since cruising yachts and ordinary cruising people can find themselves in the hardest situations.

(b) ISO TC 188/SC1 – Personal Safety Equipment

i) ISO 12402:2020 Personal Flotation Devices

The Chairman highlighted that this year the standard for an offshore sailing lifejacket has finally been published in part 6 of ISO 12402, which details special purpose lifejackets. This has been a five-year project.

Previously, there was no specific standard for an offshore sailing lifejacket. It required a manufacturer to decide what it should be; starting off with a basic level of flotation and then adding items on which the manufacturer thought useful. Fortunately, quite a lot of manufacturers cared to read the Offshore Special Regulations to see what World Sailing thought a proper lifejacket consisted of and used that as a model. There was no way that an offshore lifejacket could be certified to be in compliance with anything because that
standard did not exist.
Alan Green hoped that someway could be found so that these standards could be openly available. Stuart Carruthers noted that the offshore lifejacket specified in Part 6 bears a remarkable similarity to that specified in the OSR.

ii) ISO 12401:2009 – Deck safety harness and safety line

The Chairman noted that Special Regulations Sub-committee has been agonizing over harness tethers for the past three or four years, including what makes up a tether and how it should be hooked. The standard at the moment calls for a 2 metre tether which is too long for some situations. Therefore, the special regulations calls for a 2 metre tether and 1 metre tether. The problem is: how do you write a standard without creating the possibility that you could end up with a 3 metre tether. Stuart has put the problem to TC/188 SC1 subcommittee and they will review the harness standard. That is a work item that he was confident would progress now that they have published the lifejacket standards.

iii) ISO 15207 – Immersion Suits

ISO 15207 Immersion suits is being reviewed to achieve a better alignment between SOLAS requirements and ISO standards.

5. Right of Free Passage

The Commissions’ Terms of Reference 8.7.3 (d) were noted: “if..Conditions for the free exercise of sailing have been changed.” Due to the Covid 19 Pandemic this issue was highlighted during the year. A paper by the Chairman was received.

The Chairman introduced the paper: In March and April people were questioning if they could just sail into a port because they were looking for a port of refuge.

The right of passage through territorial waters does not extend to the right to enter a port. The paper outlines how a Coastal State has the authority to not extend the right to enter a port.

The Chairman explained the complexity of the situation, as example rescuing people who are in distress: a vessel has the duty to go to help another vessel requesting help. However, if the skipper of the vessel thinks that helping the vessel in danger could put his own vessel in danger, then the skipper has the right to only provide a report and record on what he/she has done about it.

Alan Massey felt that the paper concisely and succinctly summarised the issue. He asked if the paper has been seen by a lawyer? The Chairman confirmed that the paper was read by a maritime lawyer.

Alan Massey suggested to share the paper with yacht clubs whose member voyage overseas. The Chairman noted that the paper can be published on the World Sailing website and the RYA website.

6. Regulatory Information from Regional and other Organisations

(a) European Boating Association

The Chairman highlighted that he has been the secretary of the European Boating Association (EBA) for the last 14 years. Many of the topics discussed in the EBA are related to environmental issues.
i) End-of-Life boats

One of the biggest concerns is how to deal with “end of life” boats. The main problem is for the boats made out of fibreglass; metal and wood boats are easier to handle. The European Commission is putting a group together to look at this, the EBA is represented, as well as European Boating Industry, ICOMIA and environmental groups.

The difficulty is “who pays”. Since there is not a lot one can do with old fibreglass, there is no obvious output for it in industrial quantities. The problem will manifestly increase when turbine blades on windfarms start to fail and need to be replaced. This has the potential to create another large pile of potentially non-recyclable material.

Going forwards, boats will have to be built of recyclable materials. Going backwards, there has to be an equitable system for getting rid of boats that are no longer viable and that are going to cost money to be disposed. The marine industry wants the last user to pay and the last user wants some sort of extended producer responsibility of amortised cost.

ii) Biofouling

Another major issue under discussion is the transmission of biofouling between various regions. Because boats generally move slowly, sea species that cling to the bottom can easily adapt. There is a suggestion that recreational craft are a sizeable ‘vector’ in spreading invasive species to new environments.

iii) Emissions from boats

There are suggestions starting that recreational craft on European inland waterways carry an emissions label to show how polluting they are and whether they should be taxed accordingly.

iv) Offshore renewable energy

The Chairman noted that there are no European rules for offshore renewable energy farms, they all follow National Rules which vary considerably. A major concern is the suggestion that recreational craft will be excluded from traversing wind farms. This would force recreational craft into the same areas as shipping. The Chairman highlighted that the EBA is trying to persuade national authorities to have a pragmatic approach as to how they treat recreational boating and offshore wind farms.

7. Reports from Commission Members

Port Reception Facilities for Waste from Ships

Patrick Lindqvist highlighted the proposed amendments to the EU directive on port reception facilities for the delivery of waste from ships.

The Finnish MNA are concerned regarding the potential of treating all the harbours under the same regulations as large ports. This would imply small harbours or a club would need to provide receipts for handling a small bag of waste.

The Chairman agreed to follow up on this topic.
8. **World Sailing Sustainability Agenda 2030**

   It was noted that the World Sailing Sustainability Agenda 2030 is available here: [www.sailing.org/about/Sustainability.php](http://www.sailing.org/about/Sustainability.php)

9. **Any Other Business**

   (a) **Terms of Reference**

   Alan Massey highlighted that it would be good to conduct a periodic review of the terms of reference of the International Regulations Commission. Are we still doing what we were supposed to be doing? or do we in the light of the way things are changing outside, do we need to consider amending our terms of reference to be aligned with World Sailing’s expectations?

   It was agreed to include a review of the Terms of Reference as an action for the new Commission 2021-2024. Simon Forbes will circulate the terms of reference to commission members and observers.

   (b) **IMO Correspondence Group on Plastic Litter from Ships**

   The Chairman noted that there is an IMO Correspondence Group on Plastic Litter from Ships which has really considered the amendments needed to MARPOL(International Convention for the Prevention of Pollution from Ships) to report lost fishing gear. World Sailing is a member of that Correspondence Group. That report is complete and ready to be submitted to the next Marine Environmental Protection Committee meeting. The report does call for quite a few statutory reporting requirements for fishing gear that is lost.

   The chairman thanked the commission members, observers and staff for their support and their being no further business closed the meeting at 12:10.