

The International Regulations Commission met at Hotel NH Malaga, Malaga, Spain at 13:30 – 17:00 hours (UTC+1) on Monday 13 November 2023

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Present:

Alan MASSEY (GBR) - Chairman

Patrick LINDQVIST (FIN)

Eleni MATZARIDOU (GRE)

Michael MIFSUD (MLT)

Others Present:

Sarah KENNY - Vice-President

Katrina HAM (WS Offshore Executive)

Nick SLOANE – Safety Commission Chair

Jaime NAVARRO (WS Director of Technical & Offshore)

Stan HONEY – Oceanic and Offshore Committee

Richard HINTERHOELLER – Special Regulations Sub-Committee

Philip BAUM – Vice-President

1. Opening of the Meeting

(a) A welcome from the Chairman.

Alan Massey welcomed Commission members to the meeting, in particular Michael Mifsud who joined the Commission this year. Michael introduced himself, noting his experience with Malta Yachting and with the ILCA Class. Special note was also made of Board liaison Sarah Kenny as well as recently appointed Safety Commission Chair, Nick Sloane. Sarah Kenny gave an update from the Board highlighting the critical work of the Commission and thanking the members for their contributions. After thanking Málaga for hosting the conference, she recalled the events over the past year. She also reported on the stronger financial position of World Sailing. Alan Massey outlined the predicted need for an increased budget for the Commission next year, in particular due to the loss of UK-based resources. He also informed the Commission of the sad passing of David Brunskill in June 2023, noting his extraordinary dedication to the work of the Commission.

(b) Apologies for absence.

Apologies were noted from Sally Garrett, who was unable to attend the meeting.

(c) Declaration of conflicts of interest.

No additional conflicts of interest were noted.

2. Minutes of the Previous Meetings

(a) Minutes.

The minutes of the International Regulations Commission meeting on the 22 October 2022 were noted and approved.

(b) Minutes - matters arising.

The Commission discussed the challenges around the potential bid to re-open the COLREGs in regard to navigation lights for yachts. It was agreed that the Commission should hold back from raising this formally with the IMO, where higher priority COLREG changes were currently under discussion. It was noted that the Commission had continued to monitor the Sub-committee on Carriage of Cargoes and Containers (CCC) and developments regarding Marine Autonomous Surface Ships, (MASS) as well as the potential safety issues for smaller craft resulting from the proliferation of offshore energy installations. The Chairman reported that he had received no response from the International Wind Ship Association (IWSA) in his attempt to explore areas of mutual interest. Finally, Philip Baum noted the range of subjects being covered by the Commission and emphasised the importance of its work.

3. Commission - Terms of Reference

The terms of reference were noted and confirmed to remain relevant and appropriate to the Commission's role and activities. It was agreed that regular reviews of the TORs reflected good governance practice and should continue.

4. International Maritime Organization

(a) IMO Report

Alan Massey thanked Elena Matzaridou for her contribution in covering three IMO meetings in person. He also reported on the invaluable contribution of Stuart Carruthers, noting he had recently left his position at the Royal Yachting Association. Citing an example where regulations had come close to imposing highly disproportionate rules on small craft, Alan Massey highlighted the role of the Commission in acting as the regulatory 'watchdog' for World Sailing to help avoid such scenarios. It was also noted that the consultative status for World Sailing at the IMO had been approved for another 2 years.

In summarising the year, Alan Massey noted a general increase in the ambition and scope of regulation, particularly in environmental protection matters, which had the potential to embrace and constrain smaller, non-SOLAS vessels. The extension of the IMO's Polar Code this year to capture fishing vessels over 24m and pleasure yachts of 300GT and over was noted as an example.

i. MSC 106, 2-11 November 2022 Maritime Safety Committee.

Alan Massey reported on Maritime Safety Committee meeting 106, noting the agreement to introduce a non-mandatory code for Maritime Autonomous Surface Ships (MASS) in 2025. He highlighted the relatively short timeframe for the IMO to develop detailed regulations, as well as the ambition for the MASS Code to become mandatory in 2028. It was agreed that this was an important topic for the Commission to monitor. The formal recognition of BeiDou, a Chinese satellite messaging service for use within the GMDSS system, was also discussed, as well as updated guidance to address challenges around places of refuge, in particular for commercial vessels. Alan Massey also reported a significant global reduction of piracy incidents by 24% from 2021-2022, noting however that two regions had seen minor increases: the Straits of Malacca/Singapore and Latin America (Atlantic). The Commission agreed that the guidance published by the IR Commission last year was still relevant to yacht skippers intending to sail in areas of piracy and armed robbery risk.

ii. MEPC 79, 12-16 December 2022 Marine Environment Protection Committee.

Eleni Matzardiou noted that the work in Marine Environmental Protection Committee 79 had largely been into MEPC 80. Key issues discussed at MEPC 79 had included designation of the Mediterranean Sea as an Emission Control Area for Sulphur Oxides and particulate matter; mandatory garbage record books for smaller ships; regional arrangements in Arctic waters for port reception facilities; Greenhouse Gas (GHG) reductions; and regulations for ballast water management. Many of these subjects required lengthy discussion and negotiation, yet nevertheless there was a clear appetite at the IMO for making tangible progress in maritime environmental protection.

iii. NCSR 10, 8-19 May 2023 (Sub-committee on Safety of Navigation, Communication and Search and Rescue).

Eleni Matzardiou recalled the main topics of discussion at the meeting, including the establishment of a new, mandatory ship reporting system in the Pentland Firth. She also highlighted discussions regarding the integrity of AIS (Automatic Identification System), as well as the work to improve the Global Maritime Distress and Safety System (GMDSS). The potential for NAVDAT to replace NAVTEX was also discussed, noting its potential to carry more information, albeit with the potential challenges for smaller boats in meeting the need for increased bandwidth.

The Commission also noted the serious hazards to small craft posed by cargo containers lost overboard at sea. Alan Massey noted that new IMO reporting requirements had been imposed on ships' masters to alert other vessels and shore authorities to lost containers. This was agreed to be a positive step. The potential for fitting trackers on containers was also discussed, including the potential implications in terms of costs, theft and insurance. Next year's September meeting of the CCC sub-committee is expected to take this topic forward.

Action Item: To continue to monitor further developments in the IMO regarding lost containers at sea.

iv. MSC 107, 31 May – 9 June 2023 Maritime Safety Committee

In relation to the increasing use of and reliance on AIS in small craft, Stan Honey highlighted a submission for consideration at the conference that would require the uninterrupted operation of AIS in the Racing Rules of Sailing (RSS) in events where use of AIS was stipulated. This history of the use of AIS was discussed. Alan Massey highlighted that this should not only be seen as an issue for racing yachts.

Alan Massey recalled the challenges posed by offshore wind installations, highlighting the increased chance of interactions between small sailing vessels and commercial ships. It was agreed that this is of increasing safety concern for sailing vessels, particularly in north-western Europe.

In referring to MSC 107, Alan Massey reported on the further progress of the MASS agenda. He also noted steps being taken at the IMO to address bullying and harassment on larger vessels. Sarah Kenny shared the work of World Sailing in developing a safeguarding policy, noting the potential to expand into this area.

International Regulations Commission Minutes (cont.)

v. MEPC 80, 3-7 July 2023 Marine Environment Protection Committee

Eleni Matzardiou recalled the challenges faced in balancing the need to address Climate Change, safety, navigation as well as search and rescue. While she reported that the 2023 IMO GHG strategy had been formally adopted, she noted the shipping industry is in 'standby' mode, holding back on investment and hesitant to move as quickly as required to meet the IMO targets. She described how interest in wind assistance is growing in the industry but also noted the challenges in measuring energy savings. She is often approached regarding the topic of wind assistance, noting the potential benefits of connecting with the IWSA.

Action Item: Alan Massey to follow up with IWSA.

The designation of a Particular Sensitive Sea Area in the north-western Mediterranean was discussed. The Commission also discussed the challenges regarding mega-fauna strikes including personal experiences and the safety and reporting guidance now being issued from various sources. Katrina Ham noted that World Sailing was in the process of developing its own guidance.

vi. CCC 9, 20 – 29 September 2023 (Sub-committee on Carriage of Cargoes and Containers).

Alan Massey reported on the meeting in September, however noting that all the areas of interest to World Sailing had been deferred to CCC 10.

(b) IMO Polar Code

i. To note the Polar Yacht Guide for non-SOLAS pleasure yachts in Polar Waters [https://www.sailing.org/tools/documents/PolarYachtGuidev1.0R1-\[26810\].pdf](https://www.sailing.org/tools/documents/PolarYachtGuidev1.0R1-[26810].pdf)

Patrick Lindqvist gave an update on the IMO Polar Code noting that the regulations now apply to fishing vessels over 24m and pleasure yachts of 300GT and over. He noted that there was pressure from some polar nations to lower this threshold further, however Norway was against the suggestion. Regarding the Polar Yacht Guide, Patrick Lindqvist recalled his recent, unsuccessful efforts to re-engage with the original contributors, and undertook to try to re-establish an expert group to revise and update the PYG. Alan Massey emphasised the importance of being proactive in showing the IMO that World Sailing and the sailing community are taking a lead in this area, particularly in light of the costs and risks of search and rescue operations when things go wrong in such remote and inhospitable waters. Skip Novak was proposed as a possible expert to approach.

Action Item: Patrick Lindqvist to take the lead in re-establishing an expert group on polar yachting to revise the Polar Yacht Guide.

(c) 2023-24 IMO Meeting Schedule

It was noted that at the time of the meeting, the IMO Meeting Provisional Calendar was:

- i. MEPC 81, 22-26 April 2024 Marine Environment Protection Committee.
- ii. MSC 108, 13-24 May 2024 Maritime Safety Committee.
- iii. NCSR 11, 3-14 June 2024 Sub-committee on Safety of Navigation, Communication and Search and Rescue.

- iv. CCC 10, 16-20 September 2024 (Sub-committee on Carriage of Cargoes and Containers).
- v. MEPC 82, 28 October – 1 November 2024 Marine Environment Protection Committee.
- vi. MSC 109, 2-6 December 2024 Maritime Safety Committee.

Alan Massey thanked attendees for their contributions over the past year but highlighted the potential challenges going forward. With the sad passing of David Brunskill and the retirement of Stuart Carruthers from the RYA it was noted that Commission members would be relied upon more in future, which would in turn likely require a larger budget. It was also noted that there might be need for representation in some of the IMO's intersessional working groups.

5. International Standards Organization

(a) ISO 12215 Scantlings- Keel Improvements/fatigue

Richard Hinterhoeller recalled his involvement in ISO/TC 188's Working Group 35 - Scantlings on Part 9 yacht appendages. He explained the challenges in the design, manufacture and inspection of keel structures and that not all designers are aware of Annexe F of the ISO standard. He recalled the work of David Lyons and Jean-Baptiste Soupeze in their efforts to reach out to designers and advocate for more robust materials and fixings. While discussing the incident regarding 'Showtime', the challenges in distinguishing design failure and keel fatigue were noted. It was also noted that only boats to be sold into Europe were required to meet the standards set by the Recreational Craft Directive (RCD). Richard Hinterhoeller recalled the history in classes such as Mini 6.5 and IMOCA where designers were often pushing the limits to the extreme. He also explained the challenges in the keel inspection process due to fairings, and the Commission agreed the importance of an effective inspection programme. The ambition of the TC188 Working Group 35 to draft a new International Standard by June 2024 was noted.

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

Referencing the report provided by Stuart Carruthers, Alan Massey highlighted the work regarding ISO 12401 Small craft - Deck safety harness and safety line — Safety requirements and test methods. He noted the cross-over to the Offshore Special Regulations.

Action Item: To continue to monitor and share developments with the Special Regulations Sub-Committee.

Katrina Ham reported on the long-term objective of the Equipment Committee in requesting an ISO standard for impact vests. She highlighted the reliance on Stuart Carruthers to provide guidance on this process.

6. Regulatory Information from Regional and other Organisations

(a) European Boating Association

Alan Massey thanked Carol Paddison from the Royal Yachting Association for her report. He noted a general trend of increasing scope and ambition of European regulations. The challenges of end-of-life disposal of boats was discussed as well as the transition of boat propulsion to carbon zero. The need for a World Sailing Environmental policy was discussed, citing discussions at the 2022 Annual Conference. The remainder of the report

was noted.

7. Reports from Commission Members

Eleni Matzardiou outlined the work of Our Oceans, a UN and governmental initiative, noting the potential to attend a conference in Greece in April 2024.

Action Item: Eleni Matzardiou to research and report back on the costs and benefits of World Sailing attendance.

8. Safety

Katrina Ham reported on the work of the Safety Panel over the last year. She emphasised the need for more reporting of safety-related incidents and introduced Nick Sloane, the chair of the newly convened Safety Commission. Nick Sloane re-iterated the need for more data and the need for wider improvements in the WS safety culture in order both to prevent incidents and to protect the World Sailing brand and reputation. Philip Baum emphasised that the Safety Commission is not intended to replace nor interfere with the existing work of Commissions and Committees, but to complement it.

9. World Sailing Sustainability Agenda 2030

Alexandra Rickham reported on the work to implement the World Sailing Sustainability Agenda 2030 in the past year, noting the increase in resources in her department. She reported on the focus on education, inclusivity training and bi-weekly sustainability sessions, and encouraging wide take-up. She commented on work undertaken over the past year regarding renewable energy in offshore racing, noting that the objective of a 20% renewables content had been pushed back to 2026. Alexandra informed the Commission of the challenges in implementing sustainable measures including those relating to bio-security. Drought conditions, for example, had led to the banning of equipment washing, which was an important measure to mitigate the risks of cross-contamination. She also reported on the work of 11th Hour racing and mega-fauna strikes, noting the aim to issue World Sailing guidance on this topic early next year. The Commission discussed the need for an environmental policy, which Alexandra Rickham acknowledged as an objective for the future. Alexandra Rickham also emphasised the need for any guidance produced to be tangible and useful, with the emphasis on education.

The World Sailing Sustainability Agenda 2030 was noted as available [online](#).

Other WS sustainability programmes can be found [here](#).

10. Any Other Business

Alexandra Rickham reported on a concern raised by the Japanese MNA regarding Per- and Polyfluorinated Substances (PFAS). Katrina Ham had reached out to numerous equipment manufacturers to investigate concerns around this compound and its applications but reported that engagement had been limited. She also reported that regulations had already been introduced in some regions, forcing manufacturers to take remedial action. From the limited feedback received from industry, it seemed that the most common consequence of any banning of PFAS would be that equipment using other compounds would require more frequent waterproofing.

The meeting closed at 16:50.