

Update 17/9/2025 – International Regulations Commission Representative Stuart Carruthers:

I have been in contact with Brook Schofield, the Chair of BSI PH3/6 (UK mirror committee to ISO TC188/SC1), who had the task of producing the consolidated version of ISO 12402 series. I have also looked at the docs on the website. In particular, *ISO PWI 12401-1 – PFD Safety Requirements* and the resolution to consolidate the series that was taken at the ISO/TC 188/SC1 plenary meeting in London, April 2025. The result of voting was 11xP members approved, 9xP members abstained and 0xP members voted No.

The PWI is the result of the work of the AHG led by Brooke to consolidate the ISO 12402 standard series. The objective was to bring together the parts of the standard in the following way:

- **ISO 12402-1:** consolidates ISO 12402-2, ISO 12402-3, ISO 12402-4, ISO 12402-5, ISO 12402-6, and ISO 12402-8
- **ISO 12402-7:** Materials and components
- **ISO 12402-9:** Test methods

It is important to note that the draft was consolidated based on the latest versions of the current PWIs under development by the committee. All parts had been revised and shared via ISO Documents.

However, **ISO 12402-7 and ISO 12402-9 have not been modified by the AHG**; their content remains unchanged. **Only ISO 12402-1 was adjusted**, as it is the consolidated version, but these adjustments were editorial in nature and **did not introduce any technical changes**.

ISO PWI 12401-1 transposes the requirements set out for Offshore Sailing Lifejackets in ISO 123402-6 precisely. However, I am aware that the French might propose some amendments which will need watching!

In addition, ISO PWI 12401-1 incorporates all the changes that we proposed for PFDs for use in high-speed water sports including foiling craft, personal water craft and water skiing that may require impact protection. The relevant paragraph is:

X.8.5.2.2 Impact protection

Where PFDs are designated for impact protection, the PFD shall provide a minimum level of impact protection with a mean value of ≤ 9 kN and a single strike of ≤ 12 kN and shall be tested according to EN 1621- 1:2012, EN 1621-2:2014 or EN 1621-3:2018. The impact performance value shall be marked on the PFD and included in the user information supplied by the manufacturer. Removable protectors are not allowed.

The requirements set out in EN 1621 Which comprises the following parts need some thought as follows:

- BS EN 1621-1:2012

Motorcyclists' protective clothing against mechanical impact. Motorcyclists' limb joint impact protectors. Requirements and test methods

- BS EN 1621-2:2014

Motorcyclists' protective clothing against mechanical impact. Motorcyclists' back protectors. Requirements and test methods

- BS EN 1621-3:2018

Motorcyclists' protective clothing against mechanical impact. Motorcyclists' chest protectors. Requirements and test methods

Point 1: It is debateable the PFDs, either Buoyancy Aids or Lifejackets need limb/joint (shoulder, elbow, hip, knee, forearm, leg) impact protectors. In any case the transmitted force levels are far higher than those for front and back protection. **What do the committees/experts of World Sailing think?**

Point 2: The impact attenuation/protection requirements set out in the clause concerning impact protection in ISO PWI 12402-1 above is far higher than the set out in the EN1621 Series which only requires the transmitted force for impact attenuation to be an average of 18kN with no value in testing exceeding 24kN. In this respect the lower the number the greater the degree of protection which may mean something so bulky that it would be impractical for sailors to wear. So if the numbers in EN 1621 are suitable for motorcyclists, I would think they would be suitable for sailors, **but before jumping to that conclusion it would be useful to hear for other committees/experts!**