

The International Regulations Commission met at the Royal Irish Yacht Club at 13:30 UTC on 03rd November 2025

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| 1. Opening of the Meeting | 6. Reports/Perspectives from Commission Members |
| 2. Commission - Terms of reference and Workplan | 7. Safety |
| 3. International Maritime Organisation | 8. World Sailing Sustainability Agenda |
| 4. International Standards organisation | 9. AOB |
| 5. Regulatory Framework from Regional and other Organisations | |

Members Present:

Alan Massey (GBR) – AM - Chairman	Elena Matzaridou (GRE) - EM	Michael Misfud (MLT) - MM
Patrick Lindqvist - PL	Johannes Christophers - JC	Rob Hoogstra - RH

Others Present:

Obi Groombarke – WS Technical Specialist	Katrina Ham – WS Offshore and Safety Manager	Eurico Teodoro - Safety Commission Chair - ET
Richard Hinterhoeller – SRSC Vice Chair	Josep M Pla – WS Vice President - JMP	Damien Foxall – OOC - DF
Dara Totterdell	Rebecca Videlo	

Apologies:

Hamid Shomali	Rabih Salem	Bedelmeniem Ben Hariz
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1. Opening of the Meeting

a. Chair's Opening Remarks

AM welcomed members to the meeting, noting the increase in membership in the new quad. Thanks were also given to EM and the Executive Office for their excellent work in support of the Commission during the year. AM Reported on the importance of WS attendance at the IMO, highlighting that while the IMO is not focused on smaller boats, the regulatory trend across the industry is to capture a wider range of vessels. Maritime security was also noted as an important area to consider with the Commission recently updating its 2022 guidance to yacht skippers in piracy high risk areas. AM drew attention to the overlap between to the work of the Commission and other Committees including Safety, OOC and SRSC.

JMP provided an update on behalf of the WS Board, including the current key priorities. The resigning of Rolex as a partner and the focus on efforts for the re-inclusion of sailing in the Paralympics were noted. Providing an update on the Olympic Vision, he reported on the progress to enhance sailing's position in the Olympics, including adapting to the needs of broadcasting, media distribution, presentation and format.

An update on the work on digital officiating was also provided, along with ongoing efforts to increase communication and transparency including the use of townhall meetings and the new

WS proposals portal. JMP thanked the Commission for their time and contribution at the Conference and throughout the quad. b. Apologies for Absence No apologies of absence had been reported to the Executive Office. c. Minutes of the International Regulations Commission on 03rd Nov 2024. The minutes of the previous meeting were approved. d. Matters Arising ` There were no matters arising recorded in the meeting e. Decisions Via Email There had been no decisions via email prior to the meeting.	2. <u>Commission – Terms of Reference</u> a. Note and Review the Commissions Terms of Reference AM emphasised the benefits of regular review of the Terms of Reference. No comments or suggestions were made. b. Discuss the Workplan for 2026 Welcoming the introduction of the workplan as part of WS governance reforms, the Commission agreed that its key activities and priorities would remain valid for 2026. The importance of regular checks against objectives and performance indicators was highlighted. The key dates for 2026 IMO meetings were considered, with EM noting the addition of another MEPC Extraordinary Session (date tbc). It was agreed that, resources allowing, it would be important to maintain or even step up coverage of key ISO meetings in future. The important contribution of Stuart Carruthers in 2025 and previously was highlighted. He would be asked to continue in his role as expert consultant on technical ISO matters. AM committed to planning IMO/ISO attendance before the end of the year, ensuring priorities would be covered for 2026.
3. <u>International Maritime Organisation</u> a. Polar Code PL provided a verbal report on the IMO Polar Seminar earlier this year. He noted the increasing scope of regulations and the potential of further implications for yachts in the future. He highlighted the Search and Rescue (SAR) issues posed in some countries such as Chile and Australia who have challenges with some Round the World events, including those who operate outside the RRS or MNA jurisdiction. The Commission discussed the potential implications of increased shipping in high latitudes, noting it an area to continue to monitor. b. MEPC 83 EM referenced the supporting paper circulated to members. c. NCSR 12 MM's report was noted and the Commission agreed the importance of these topics to sailing vessels and the wider sailing community. The potential challenges of Maritime Autonomous Surface Ships (MASS) and their impact on small vessel safety and SAR operations were also highlighted. AM provided a brief update on the development on a non-mandatory code for MASS to be effective from May 2026, with the mandatory code planned for 1 July 2030. ET	

provided a perspective on MASS and their potential ramifications for salvage and distress response.

d. MSC 110

AM highlighted the progress on a new IMO cybersecurity code, as well as measures to improve the range and reliability of Maritime Safety Information broadcasts by coastal states. MSC 110 had also updated statistics and trends in piracy and armed robbery in 2024, which aligned with the Commission's piracy guidance paper.

e. MEPC ES

EM provided a verbal update on the meeting, noting an unexpected lack of consensus on the proposed de-carbonisation measures, which would result in delay until a further ES meeting next year. This could put at risk the declared 50% reduction targets for 2030 and then net zero in 2050. It was agreed that the reduction in momentum in this area was disappointing. More broadly, the wide range and potential impact of MEPC issues underlined the importance of WS presence in these meetings. In particular, physical attendance was highlighted as important in representing WS's competence, interest and influence in future regulatory developments.

4. ISO

a. Report on Relevant ISO Activities

The Commission noted the report provided by Stuart Carruthers, citing recent progress in ISO 12217 (stability and buoyancy), ISO 12215 (scantlings and keel failure), as well as ISO 12402 (PFDs). The questions posed by Stuart Carruthers regarding impact protection were noted, with ET providing comments from the Safety Commission. He noted the need to consider the implications of repetitive impacts, while PL reported that the Finnish MNA was also looking into this area.

JC provided a verbal update regarding the work on ISO 12215 – part 5 by Working Group 35 led by Professor Jean-Baptiste Soupepe. He noted the link to the Recreational Craft Directive (RCD) and racing boats as well as highlighting the focus on sustainability as well as safety in the current RCD review. JC reported that there were no major concerns at this stage with the target completion date of 30 August 2028 for the revised 12215-5 standard.

5. Regulatory Information from Regional and other Organisations

a. European Boating Association Matters

In discussing the supporting paper, AM noted the importance of the RCD review for the boating sector globally. JC provided further insight into the review: in particular the requirements regarding vessel surveys and the need for a clearer definition of Major Craft Conversions (MCC). WS had the opportunity to make a credible contribution to discussions around the RCD review, and the Commission agreed that it should complete the survey questionnaire issued by the EBI to represent the WS perspective at this early stage, when our influence could have maximum effect. JC noted the potential expansion of the RCD to capture more modern craft as well as reviewing the current design categories and furthering the life-cycle assessment project. The buy-in of major manufacturers and technical experts as well as participation from 33 countries was highlighted as critical for the RCD review's success.

6. Reports/Perspectives from Commission Members

- a. To note any national, regional or technical regulatory issues of which the Commission should be made aware.
No comments or reports were made by members,
- b. There were no matters of concern raised by members.

7. Safety

- a. An update from the Safety Commission
ET provided a verbal update from the Safety Commission. He reported on the ambitions to produce a risk assessment template, increased incident analysis and wider sharing of best practice. He noted the challenge of generating a proactive and positive safety culture within the sailing community. DF provided a perspective regarding hazard reporting, in particular on marine megafauna, and the developments in navigational software. He also highlighted the benefits of live reporting in developing a proactive reporting culture. JC described the positive reporting culture in other industries and the need to emulate this within the sailing community.

8. Sustainability

- a. An Update on the World Sailing Sustainability Agenda
RV provided an update on Agenda 2030. It was noted that while some targets are reported as completed, they will require continued commitment. Regarding the recent impact report, she highlighted the benefits of the Emerging Nations Programme (ENP), clean regatta certifications as well as the development of Marine Megafauna Guidance. She also highlighted the desire to de-weaponize reporting and to help events organisers to proactively mitigate risks. PL noted that ORC had voted to include Clean Regatta requirements in future.

9. AOB

- a. Updates to the Polar Yacht Guide
AM detailed the history of the Polar Yacht Guide, highlighting its importance for the safety of polar sailing and the protection of the environment. PL provided an update on progress, noting the lack of engagement so far from volunteer experts in the project to bring the PYG up to date. DF volunteered to assist by suggesting contacts with relevant experience. The Commission discussed the potential way forward, noting the limitations on budget, and wishing to give the project a further push at an appropriate level. A strategy for generating the required interest needed to be developed – potentially by engaging the maritime administrations of regional nations.
- b. Updated Guidance on Piracy Risks
Providing insight into the updated guidance, AM outlined the plan to share the document on the WS website. Acknowledging the UK's strong contribution to the updated document, it was nevertheless agreed that it should still be posted online, with a clear invitation for other stakeholders to provide further information or comment as they wished.

The meeting closed at 1635 UTC.