

Meeting Report
ICOMIA Superyacht Division Meeting
Berlin, Germany
June 5, 2018

Highlights of the ICOMIA Superyacht (SY) Division meeting held in Berlin.

1. ISO Technical Committee 8, Subcommittee 12 Update
 - The SC12 Plenary meeting was held in Barcelona, April 2018. A press release was issued on the group's work.
 - Chair is Jo Assael, British Standards Institute, UK; Vice chair is Allen Leng, SAC, China.
 - New Conveners, Project Leaders and Work Groups
 - AHG 1, New deliverables - Jo Assael
 - WG 2, Safety and hull integrity – Wolfgang Franzelius
 - WG 3, Equipment – Convener, Edward Tuite; Project leader, Patrick Hemp
 - WG 4, Mechanical systems
 - WG 5, Quality assessment and acceptance criteria – Convener, Joseph Reisinger; Project Leader, Albert Willemsen
 - Current work/Standards under review, ISO Technical Committee 8, Subcommittee 12, Large yachts
 - Windows Security Requirements - Project withdrawn
 - Yacht recycling management system - NWI transferred to TC8
 - Deck crane and access gangway - Standard coming up to first systematic review (SR)
 - Design criteria windows and portlights - Coming up to first SR
 - Glazed openings integrated into adjacent structure - Due November 2018
 - Glazed openings QA – Due November 2018
 - Strength and watertightness of large windows – New
 - Strength and watertightness of protective glazing - New
 - Safety requirements for diesel engines - Published 2015
 - Structural fire protection – Published 2014
 - Anchoring equipment - Published 2014
 - Weathertight doors – Published 2015
 - Coating exterior application – To be published soon
 - Standards under review
 - Coating appearance - Under revision
 - Potential new standards under initial development
 - Rescue boat launching appliances
 - Elevators and lifting platforms
 - Management of health and safety associated with isocyanates
 - Dynamic positioning
 - Stabilization/seakeeping
 - Composite rigging installation
 - Next meeting of SC12 will be held 20 September 2018 in Copenhagen, Denmark (during the TC8 Plenary meeting)
2. Superyacht applicators
 - Registered Marine Coatings Inspectors
 - 109 certified inspectors
 - 70% are independent surveyors

- Need to discuss if the industry will accept only certified inspectors. TBD
 - Next steps: Develop a coating consultant tract? Develop a coating process guidance consultant tract?
 - Superyacht Refit Group
 - Authorities will soon be looking at chemical pollutants at refit yards.
 - Yards will be facing restrictions to emissions of substances.
 - Expect more assessments in environmental permit processes.
3. IMO Update
- This will be a very busy year for IMO meetings. This year's meetings will include Marine Environmental Protection and Marine Maritime Safety.
 - Ballast water management convention needs to be ratified in each country.
 - Polar Code may include pleasure yachts over 300GT.
 - Hong Kong Convention still needs to be ratified (inventory of hazardous chemicals in ships over 500GT in recycling protocol).
 - NOx Tier III
 - Baltic Sea now an emissions control area.
 - Ricardo Group is surveying the industry for compliance.
4. Umbrella superyacht organization
- SyBass proposed an association of superyachts associations. (Similar to ICOMIA?)
 - First step is to identify where superyacht manufacturers are located and if they are members of another association. NMMA submitted US results.
 - Looking for the need or objective of another association.
 - Follow up action: Survey superyacht builders as to their wants and needs.
5. Country update
- Holland - Amsterdam wants to build a superyacht mooring to attract these vessels to northern European countries.
6. Industry discussions
- Isocyanates
 - Affects 95% of all coatings in the marine industry; also in sealants, bonding materials and foam.
 - All coaters need to be trained – no certificate, no paint. ICOMIA will use Australian guidelines as a base standard.
 - Solutions: Hardware (scaffolding, PPA, signs, ventilation), Procedures (ISO standard, protocols).
 - Daily reports are needed from the site managers.
 - Will also affect DIY work and retail stores.
 - Industry must be ready with the training in 2020. (Training will include bystanders!)
 - NOx Tier III regulations
 - Requirements due in 2020. Market is about 300 engines a year in the 24m-30m yacht length range.
 - Most yachts need to move a forward bulkhead to accommodate the current SCR system. This eliminates two staterooms and lowers the value of the yacht.
 - The SCR systems need to get smaller.
 - ICOMIA proposes another study similar to the 2012 study (\$120K) to evaluate the state of technology and potential problems in the fleet. Need to know “do we still have to move

bulkheads, are there new technologies on the horizon, and what is the magnitude of the problem?

7. Red Ensign Group Code

- Application date is January 2019.
- This Code is for new builds and existing superyachts.

The next meeting of the ICOMIA Superyacht Division will be held at METS in Amsterdam, November 2018.

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