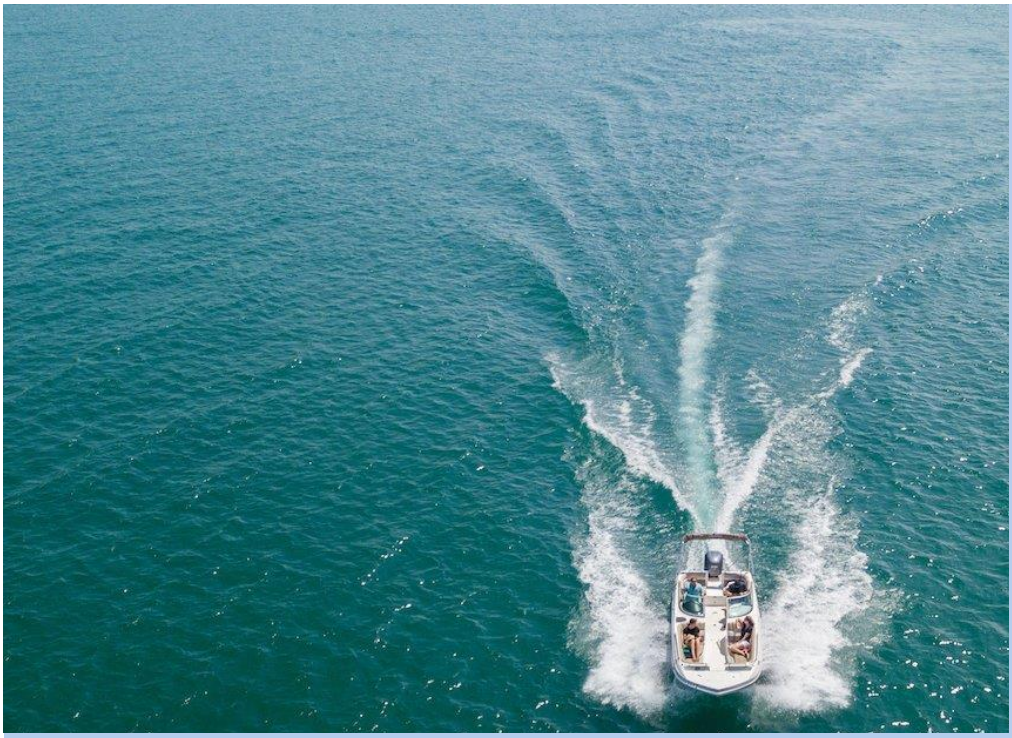


ICOMIA

Small Craft Standards Bulletin

Edition: 2020-2

This **14th edition** of the ICOMIA *Small Craft Standards Bulletin* provides an update of standards following a week and a half of ISO TC 188 virtual working group meetings which, due to the travel restrictions imposed by the COVID-19 pandemic, took place via Zoom instead of in Haugesund, Norway from 22nd June – 1st July 2020.

Further information regarding the structure of TC 188 as well as how ISO standards are developed and managed can be found in *Appendix (1.)* at the end of this bulletin. *Appendix (2.)* explains what harmonized standards are and a new *Appendix (3.)* provides some information on how to access small craft standards.

CURRENT NEWS:

- Condolences are expressed to the family, friends and colleagues of Tom Nighy (previous TC 188 Chair) who unfortunately sadly passed away on the 30th June 2020.
- The next ISO TC 188 Working Group meetings will take place virtually via Zoom between the 2nd and 19th of November 2020.
- In early November there will be a migration of all TC 188 documents and resources to a new ISO Documents platform.
- ICOMIA along with the Swedish Standards Institute (SIS) maintains a *TC 188 Improvement List & Glossary of Terms* – all comments regarding any of the small craft standards can be sent to patrick@icomia.com

ICOMIA
INTERNATIONAL COUNCIL OF MARINE INDUSTRY ASSOCIATIONS

The International Council of Marine Industry Associations' (ICOMIA) Small Craft Standards Bulletin provides industry stakeholders early notification on changes to existing standards and modifications to production methods; as developed and maintained by the ISO (International Organization for Standards) Technical Committee for Small Craft Standards - TC188

The ICOMIA Small Craft Standards Bulletin is issued biannually and available to download, for free, from the ICOMIA Online Library

A. The following standards have been published – please make a note of when the previous editions of these will cease to give a presumption of conformity[1]

[1]On completion, standards supporting the EU Directive requirements are referenced in the Official Journal of the European Union (OJEU). A link can be found here with the latest publication taking place on 21st January 2020. This step is referred to as 'harmonisation' and further details can be found in Appendix 2. at the end of this bulletin.

ISO 8666:2016 – *Principal data*.

This important harmonized standard is formally recognized by the authorities within the EU as the reference standard in terms of principal boat dimensions and related data as well as mass specifications and various loading conditions.

Currently a minor revision is underway to move *optional equipment* out of the definition of Maximum Load and put it into the Maximum Load Condition.

ISO 16147:2018 - *Inboard diesel engines – Engine-mounted fuel and electrical components*

This standard was published in May 2018 but due to some corrections needing to be made to the normative references has so far not been able to be harmonised. A new edition will be published later this year after a minor revision is concluded.

ISO 10087:2019 – *Craft identification - Coding system*

This standard was published on the 15 February 2019 and was harmonized with its reference being published in the Official Journal of the European Union (as L 17) on 22 January 2020.

Note: MIC codes are only being able to be assigned by the national authority of an EU Member State – a brief Watercraft Identification Guideline highlighting this and other changes can be requested from ICOMIA. It has also been further clarified by the European Commission that Turkey will be able to issue MIC's.

ISO 11812 – *Watertight or quick draining recesses and cockpits*

This standard was published at the end of July 2020

The second edition changes include the clarification of requirements for engine ventilation ducts in recesses, a new concept included for aft open cockpits and usage of the term *'recess'* instead of *'cockpit'*.

ISO 11591:2019 – *Field of vision from the steering position*

This standard was revised to include human powered craft as well as sailing craft and all users are urged to become familiar with the new version which was published on the 4 April 2019. Due to some corrections needing to be made to the normative references it has so far not been able to be harmonised. We are aware of a further possible amendment request that may be formally submitted and will keep everyone informed in later editions of this Bulletin.

ISO 11592-2 - Determination of maximum propulsion power rating -- Part 2: Craft with a length of hull between 8 m and 24m

This new Part has been under development to include all craft above 8m but less than 24m.

Part 1, covering craft with a length of hull less than 8m was published in February 2016 and Part 2. was published on 9 April 2019 but still needs to be harmonised. A new propeller symbol (see Builder's plate) indicating the maximum propeller output of a marine engine has been included.

ISO 12215-5 – *Hull construction and scantlings - Part 5: Design pressures for monohulls, design stresses, scantling determination*

This part of the standard has undergone major revision and was finally published on13 May 2019 and was recently harmonized with its reference being published in the Official Journal of the European Union (as L 17) on 22 January 2020.

Please note, in order to give manufacturers sufficient time to prepare for the application of standard EN ISO 12215-5:2019, the date of withdrawal (see Appendix 2.) of the reference of the previous version of the standard has been extended until **30 June 2021.**

B. The following important standards have been noted as requiring a review based on the publication of the new Recreational Craft Directive 2013/53/EU which has been fully applicable since 18th January 2017

ISO 8099-2 – *Sewage treatment systems*

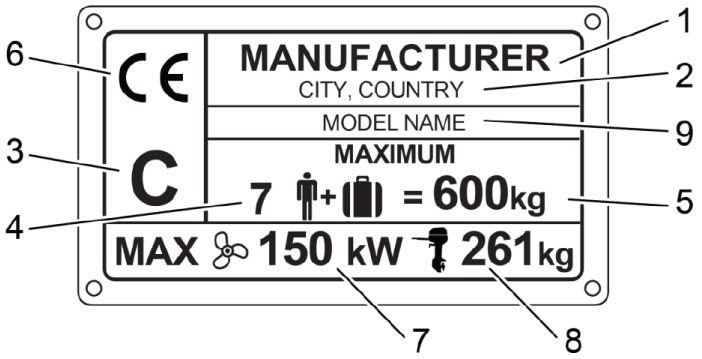
This standard underwent an FDIS ballot earlier this year and should be published soon. Currently the 'acceptable levels' that may be subject to certain regulations are listed in an informative Annex.

ISO 14945 – *Builder's Plate*

This standard will be published soon (the FDIS ballot closed, with a positive result on the 14 August 2019) and some editorial corrections were made (including a correction to a normative reference for ISO 14946).

Note that the illustrations of the Builders plate have been revised to include a new 3-bladed propeller symbol (ISO 7000-3646) which has now been defined in the standard.

Note: The manufacturer may also provide additional information such as the maximum recommended power rating or outboard engine mass on the builder's plate – see example.



ISO 14946 - *Maximum load capacity*

This standard will undergo a 2nd FDIS ballot after some editorial corrections were made.

The detailed definitions and requirements for seat and occupancy areas as well as the maximum recommended load (m_{MBP}) specifically for the builder's plate have been clarified.

C. The following standards are currently undergoing development or systematic review.

ISO 12215-7 – *Hull construction and scantlings – Part 7: Scantling determination of multihulls*

The draft of this standard has undergone FDIS ballot and will soon be published once editorial corrections can be completed.

ISO 12215-10 – *Hull construction and scantlings – Part 10: Rig loads and attachments*

The same core working group which dealt with parts 5. and 7. have completed their work and this standard was under FDIS ballot until 22 January 2020.

ISO 12216 - *Windows, port lights, hatches, deadlights and doors – Strength and tightness requirements*

An FDIS ballot for this standard closed on the 18th February 2020 with 100% approval and comments from four members of TC 188. A number of existing requirements have been changed and new requirements (for flush deck hatches and other items) added.

ISO 9093-1&2 – *Sea-cocks and through-hull fittings*

WG 11 addressed comments from a DIS ballot during a meeting held at METSTRADE in Amsterdam in November 2019 and again during a full day's session held during BOOT in Düsseldorf, Germany in January 2020.

ISO 15083:2003 - *Bilge-pumping systems*

A FDIS ballot of this standard closed on the 17 February 2020 with no negative votes but comments from three P-Members of ISO TC 188.

ISO 8849:2003 - *Electrically operated direct-current bilge pumps*

A FDIS ballot of this standard will end on the 15 April 2020

EN ISO 13297 - *Electrical systems - Alternating current installations and EN ISO 10133:2012 Electrical systems - Extra-low-voltage d.c. installations*

These two standards have been revised and merged under WG 10 into a single standard called *Electrical systems — Alternating and direct current installations*. A DIS version of the standard has been approved and an FDIS ballot will start shortly.

ISO 13590:2003 - *Personal watercraft - Construction and system installation requirements*

WG 27 addressed comments from a CD ballot during a meeting held during BOOT in Düsseldorf, Germany in January 2020 and the DIS ballot will close on 21 October 2020.

Additional clarifications have made on the builder's plate requirements (stipulated in ISO 14945) and certain test requirements for stability and engine cut-off devices.

ISO 8848:1990 - *Remote steering systems*

This standard, under WG 7, has been merged with ISO 9775:1990 *Remote steering systems for single outboard motors of 15 kW to 40 kW power* and with ISO 15652:2003 *Remote steering systems for inboard mini jet boats* and comments from a DIS ballot were addressed during BOOT in Düsseldorf, Germany in January 2020.

ISO 23411 - *Steering wheels - Requirements and test methods*

This project, also under WG 7, was under FDIS ballot until 29 June 2020.

It is a consolidation of all the steering wheel requirements from ISO 8848, ISO 9775, and ISO 15652.

ISO 9650-1 - Inflatable liferafts - Part 1: Type I

ISO 9650-2 - Inflatable liferafts - Part 2: Type II

ISO 9650-3 - Inflatable liferafts - Part 3: Materials *(This Part was under Systematic Review last year + CIB resulted in majority in favour of revision of the standard)*

These standards (known as NWIP's), under the newly activated WG 2, have been opened for revision following systematic revision in 2018. During meetings held last year the group discussed possible ways to rearrange the various parts to align with current industry best practices and include 'new' servicing & maintenance requirements.

A further work item (PWI 24632) covering the *In-water performance test for RIBs* has been placed on hold.

ISO 15085 – *Man overboard prevention and recovery*

WG 3 started work on revising this standard during the meetings held last year in Toronto, Canada and spent two days during BOOT in Düsseldorf, Germany in January 2020 discussing the changes needed.

These include taking into account comments from the Improvement List, the wording from the recent 2nd Amendment, the Essential Requirements from the RCD as well as additional items such as improved definitions for high speed craft, rigid versus non-rigid handholds and the definition of the working deck.

ISO 9094 – *Fire protection* and **ISO12133 *Carbon monoxide detection systems***

A new Working Group (31) was established to make amendments to these standards and they will address comments from a DIS ballot which closed 17 September 2020.

ISO 23625 — *Lithium-ion batteries*

This is a new project which is under ballot and has been circulated as a working draft (WD) for comment until the 25 May 2020. Note that it is currently a *Technical Specification* and not an international Standard.

ISO 7840 — *Fire-resistant fuel hoses* and

ISO 8469 — *Non-fire-resistant fuel hoses*

These two standards were under DIS ballot until late May, early June 2020.

The requirements for low permeation fuel hoses have been added and the test fluids for petrol further clarified.

ISO 21487 - *Permanently installed petrol and diesel fuel tanks*

This standard is currently under CD ballot which ends on the 17 March 2020.

ISO 10239 - *Liquefied petroleum gas (LPG) systems*

This standard has recently undergone Systematic Review with 10 of the P-Members confirming the standard and 4 voting to revise/amend.

ISO 18854 - Reciprocating internal combustion engines exhaust emission measurement — Test-bed measurement of gaseous and particulate exhaust emissions

This standard recently underwent a systematic review and a revision will start at the beginning of 2021 to possible include hybrid propulsion systems into the scope.

Appendix (1.) - Development and Management of ISO standards

ISO TC 188 is responsible for standardization of equipment and construction details of recreational craft, and other small craft using similar equipment, up to 24 metres length of the hull.

Currently, lifeboats and lifesaving equipment are covered by ISO TC 8.

ISO TC 188 has developed 105 published standards under the guidance of 21 separate working groups. Currently there are 12 active work groups and one Sub-Committee, **SC 1 *Personal safety equipment***

The Secretariat of TC 188 is held by the Swedish Standards Institute (SIS) and Ms Anette Eriksson anette.eriksson@sis.se is the Secretary.

Membership of TC 188 comprises of National Standards Bodies (NSB) as well as liaison members who belong to other ISO TC's or to international or large regional organizations.

Only one member per country is allowed but they can have more than one representative within the committee.

There are two different categories:

- ***P-Members*** are full members who actively participate and have an obligation to vote on all questions submitted within the TC. The following 21 countries are P-Members of TC 188: France (AFNOR), USA (ANSI), UK (BSI), Germany (DIN), Denmark (DS), Russia (GOST R), Romania (ASRO), Iran (ISIRI), Japan (JISC), Belgium (NBN), Netherlands (NEN), Australia (SA), South Africa (SABS), China (SAC), Canada (SCC), Finland (SFS), Israel (SII), Sweden (SIS), Norway (SN), Switzerland (SNV) and Italy (UNI).

- ***O-Members*** follow the work as observers but cannot make any formal comments about the development process. The following 25 countries are O-Members of TC 188: Austria (ASI), Bulgaria (BDS), India (BIS), Ukraine (DSSU), Uzbekistan (UZSTANDARD), Greece (ELOT), Colombia (ICONTEC), Croatia (HZN), Tunisia (INNORPI), Malaysia (DSM), Montenegro (ISME), Serbia (ISS), Iceland (IST), Ireland (NSAI), Hong Kong (ITCHKSAR), Hungary (MSZT), Cuba (NC), Czech Republic (UNMZ), Poland (PKN), Portugal (IPQ), Republic of Korea (KATS), Slovakia (SUTN), Thailand (TISI), Turkey (TSE) and Spain (UNE).

The development of an ISO International Standard (or revision or amendment of an existing standard) follows a series of stages:

1. ***Preliminary Stage*** – Preliminary Work Items (PWI) are submitted and voted on by the participating members of the technical or sub committees.

2. ***Proposal Stage*** – New Work Item Proposals or New Projects (NP) are developed for a new standard, new part of an existing standard, a technical specification or a publicly available specification.

3. ***Preparatory Stage*** – This stage covers the preparation of a Working Draft (WD)

4. ***Committee Stage*** – The Committee Draft (CD) takes into account comments from national bodies and reaches a consensus on the technical content. This is an optional stage and can be skipped under certain circumstances.

5. ***Enquiry Stage*** – A Draft International Standard (DIS) is circulated to all ISO member bodies for a three-month vote (this may be extended to a period of five months by the technical or sub committees concerned).

6. ***Approval Stage*** – The Final Draft International Standard (FDIS) is circulated within a three-month period for a two-month voting window. This is an optional stage and can be skipped under certain circumstances (although, not for harmonised standards providing the presumption of conformity).

7. ***Publication Stage*** – An International Standard (IS) is printed and distributed within one month after all corrections are made.

There are also some official 'rules' or Directives regarding the development of standards as well as a list of informative guides here:

ISO/IEC Directives Part 1 and Consolidated ISO Supplement

Official procedures to be followed when developing and maintaining an International Standard and procedures specific to ISO

ISO/IEC Directives Part 2

Principles to structure and draft documents intended to become International Standards, Technical Specifications or Publicly Available Specifications.

Appendix (2.) - What are harmonised standards?

ISO standards (and parts thereof) that specifically support the European Directive 2013/53/EU (Recreational Craft Directive) requirements are published as European (EN) Standards and referenced in the Official Journal of the European Union (OJEU).

This step is referred to as 'harmonisation'. Using a harmonised standard provides a **presumption of conformity** for certain legal requirements and gives the manufacturer assurance that they will be in full compliance with the necessary requirements.

This reference appears in a dedicated Annex (typically called Annex 'ZA') of the relevant standard. A standard's prefix reflects their publication as a European (EN) or International (ISO) standard or a combination of these.

Recently there has been some confusion over how exactly these references are published in the OJEU and the way this process is communicated to the industry.

Since December 2018 the references of harmonised standards are now published in, as well as withdrawn from the Official Journal of the European Union by means of a *Commission Implementing Decision*.

On the 4 June 2019 the Commission published Decision (EU) 2019/919 which lists those standards which have been harmonised (Annex I) or withdrawn (Annex II).

The Commission then published Implementing Decision (EU) 2020/50 of 21 January 2020 amending Implementing Decision (EU) 2019/919 (above) on the harmonised standards for recreational craft and personal watercraft drafted in support of Directive 2013/53/EU.

ICOMIA has confirmed with the European Commission that the Implementing Decision needs to be read in conjunction with the previous publication on 15 June 2018 as this is still applicable and is not replaced by the Implementing Decision.

To avoid confusion the Commission has provided a consolidated list (last updated 24/01/2020) of standards to better inform industry but please note that this summary is for information purposes only.

Appendix (3.) - Summary of access to ISO TC 188 Small Craft standards

Please consult the ISO Online Browsing Platform (OBP) https://www.iso.org/obp/ui which allows you to preview the content (Scope) of standards, terms & definitions, graphical symbols and other publications before purchasing.

Standards can be bought directly via this platform.

If only a short period of access to a certain standard is required (and the builder is completing a single custom model) then it may be more viable to pay for 24 hours via either of the following standards bodies:

- ***Estonian Centre for Standardisation*** https://www.evs.ee/en/search
  Make sure you click on the 'Eng' near the top right-hand corner to allow for an English version of the webpage. You can search via European Directives which will enable you to view the small craft standards which will help fulfil the requirements laid out in the Recreational Craft and Personal Watercraft (RCD) Directive 2013/53/EU.
- ***Bulgarian institute for standardization*** https://www.bds-bg.org/en
  You will need to register first before being taken to the Members Page where you can search for the required standards

Other options geared more towards annual membership (you will need to complete a formal application form) offering standards as a package are as follows:

- ***Rulefinder*** https://www.rulefinder.net/
  Currently under new management after a period in which very few of the latest versions of the standards were made available. The fees for Recreational Craft are currently:
  BASIC (Monthly access) = €100-00 per month
  PLUS = €450-00 per year
  PREMIUM = €575-00 per year
  (Includes helpdesk and multiple user access as well as company logo etc.
  Rulefinder also has packages for Canadian construction standards/Flag State & Class Rules as well as NMEA Standards

- ***RYA Technical Standards Access***

  https://www.rya.org.uk/shop/Pages/products.aspx?cat=rcd-standards

  The RYA, in consultation with British Marine, have grouped the harmonised standards into collections which are bespoke to Commercial Vessels; Dinghies; Motor Boats; Narrowboats; RIBs; Sailing Vessels; and the Supply Chain. For those who work across multiple sectors a package including all RCD harmonised standards is available. Those with annual access will be able to download and print the standards whereas monthly subscribers will be restricted to view only.

  Technical Standards Access.docx

  The ***International Council of Marine Industry Associations*** (ICOMIA) has also worked closely with ABYC in the USA, the ISO Technical Committee 188 dealing with Small Craft as well as its Members to produce nine different *Global Conformity Guidelines* which tabulate the meaningful differences between key ISO and ABYC Standards. These have proved to be invaluable for boat builders attaining conformity in the USA and European markets.

  Please contact Patrick Hemp patrick@icomia.com at ICOMIA for further details