

## **M-Notices – March 2010 Telegraph**

### **MIN 370 (M+F) — UK Accession to the International Convention on the Control of Harmful Anti-Fouling Systems**

This note reports on the long-awaited implementation of international legislation to control the use of organotin compounds which act as biocides. The original international convention was passed in 2001, but with limited progress in ratification by nation states by 2003, the European Union adopted its own regulation on the use of organotin compounds on ships (EC 782/2003). From 1 July 2003 it became a requirement for all European Economic Area (EEA) ships to comply with the EC regulation.

On 1 December 2009, UK regulations came into force which provide the legal framework for the offences and penalties used to enforce the provisions of the EC regulation on the prohibition of organotin compounds on UK-registered ships. The UK regulations implement both the international convention and the EC regulation. With the UK regulations in place, the country is now in a position to progress with accession to the international convention. This is due to take place in the first quarter of 2010.

Most UK ships presently carry a 'statement of compliance' with the international convention (along with an AFS certificate to show compliance with the EC regulation). When the UK becomes a signatory to the international convention, classification societies will be able to change the statement of compliance to an international AFS certificate.

### **MIN 374 (M+F) — UCL research project 611: Investigation of a wireless-based passive radar system for marine surveillance**

Marine surveillance, both onboard ship and ashore, has traditionally been carried out using active radar, which requires a transmitter to send out a signal in order to receive information. Research project 611, carried out by University College London, investigated whether passive radar could be used for surveillance instead. This is a sensor system which identifies targets by picking up on 'opportunistic transmissions' leaking from vessels when equipment such as digital radio is in use.

The advantage of the passive radar technique is that it eliminates costs associated with a transmitter, including licensing fees, and could potentially be deployed where no active systems exist.

The main conclusion of the passive radar study is that passive systems show sufficient promise for maritime surveillance applications to warrant further investigation. The researchers make a number of recommendations, including the building of a prototype system for longer-term trials alongside existing active VTS radar systems.

### **MIN 375 (M+F) — MCA occupational health and safety leaflets and posters**

This note lists the occupational health and safety leaflets and posters produced by the MCA. These are available free of charge to UK-registered vessels. MIN 375 says that these leaflets and posters are issued under the MCA's remit to reduce the numbers of shipboard accidents. They draw on information gathered by MAIB investigations and MCA health and safety inspections, as well as consultations with industry groups.

The leaflets and posters fall into five categories:

- your health at sea
- your safety at sea
- safety management at sea
- the law and you
- fishing

The MCA invites readers to get in touch if, having read the full list of publications in MIN 375, they believe there is a gap in the subjects addressed in the leaflets and posters.

### **MIN 372 (M) — Ship Security officer Certification: Changes**

From 1 January 2009, the training requirements for ships' security officers (SSO) came within the remit of the STCW Code. This note points out that, following advice from the European Commission, holders of SSO certificates issued by the MCA should have replacement certificates issued under STCW '78 at the earliest opportunity. No further training is required for the issue of these certificates.

### **MIN 368 (M) — Boatmasters' Licence Regulations: General Exemption**

Vessels operating under the following conditions are exempted from the Boatmasters' Licence regulations: if less than 24m in load line length and carrying no more than 12 passengers; horse-drawn vessels; unpowered vessels; vessels used primarily as the owner's home where any trade carried out is ancillary to that purpose and the vessel is not licensed or registered for commercial purposes.

### **MIN 369 (M+F) — Relocation of Orpington Marine Office**

The office's new address is: Orpington Marine Office, Ground Floor, Block B, Berwick House, Knoll Rise, Orpington, Kent BR6 0EL. Telephone, fax and emails are unaltered.

### **MGN 289 (M+F) — Amendment: Accident Report and Investigation**

The offices of the Marine Accident Investigation Branch have moved to: Mountbatten House, Grosvenor Square, Southampton, SO15 2JU. Phone and fax numbers are unaltered.