

**SAG Position Table  
March 2007**

No.	Issue	Background	Current Position	Action Required
1/06	Time expired Pyrotechnics	Boaters are encouraged to return out of date flares to the coastguard, who are meeting difficulties in storing and disposing of them themselves. A conventional route for yachtsmen is to return them to Chandlers, a route now not available as the Coastguard regard bulk consignments from Chandlers as 'commercial'. The SAG formally asked the NWSF to raise this through the established hierarchy.	GIG is endeavouring to resolve the issue by consulting with stakeholder Departments. The solution is likely to be a commercial one.	Awaiting outcome. Promulgation plan needed once it is known.
2/06	Choosing a lifejacket	It is felt that there is a need for the public to be able to access information about the most appropriate lifejacket to choose and wear for their boating activity.	A guide has now been produced and is on the NWSF website	None
3/06	FAQs	As the public are increasingly accessing the NWSF website for information, comprehensive FAQs are felt to be helpful.	The RNLI is producing a comprehensive list and will circulate for input and additions.	Now complete. To be tabled at the next SAG
1/07	Kill cords	Users of motorised craft are being encouraged to always wear their Kill cord	The MCA aims to have a campaign, subject to budget	Support from all members of the SAG
2/07	PWC governance	There is disquiet about the operation of PWC (and other high-speed craft) mostly based on nuisance and potential for serious incidents. A question about whether there is any governance of this sea user group and whether codes of conduct exist.	The RYA state that they are the governing body. It is a sector of their membership that is increasing and they are doing much more PWC training. The Personal Watercraft Partnership (PWP) is actively engaged in bringing awareness about behavioural issues to the PWC community. The MCA has a Personal Water Craft	The RYA have been asked to clarify their philosophy on PWC governance, particularly with regard to codes of conduct.

			Working Group to consider that these issues.	
3/07	Liferaft recall	A budget-level life raft has been recalled for by the manufacturers (an Italian company called Arimar) as it had no drogue bags and was not felt to be of a suitable standard. However the British distributor at the time went out of business and the recall did not take place in the UK. The view of the SAG is that any owners of such rafts should know of the issues.	Manufacturer is to be contacted by a member of the UK safety equipment sector for advice on the best procedure. The RNLI and the RYA to put out messages on their websites. When more information is available it will be passed to Trading Standards	Some difficulty identifying who is actually responsible. Current thoughts are to involve Trading Standards
4/07	OfCom proposal to consult on charging for the use of the Marine Radio Spectrum (AIP)	It has become apparent that OfCom are seeking to charge for the use the radio spectra, which naturally includes the bands covered by VHF radio and radar. If this were to be introduced OfCom will have to charge users, either through licences, or through a levy on equipment sold and used. The SAG sees this as a safety issue, with the worst-case scenario being that users, particularly leisure boaters, will elect not own or use VHF (or radar) because of the cost, and this could result in people being less safe at sea as they are unable to call for help.	There will be a consultation, but in order to make sure that the views of the leisure boat safety establishment is well represented, but the Chair is to join a working group chaired by the MCA in order to coordinate a vigorous, safety-led response.	The working Group (Maritime Spectrum Users Group) had pre-consultation meetings with OfCom. The consultation now contains the phrase <i>"Should there be additional grounds, eg safety-related, for Ofcom to refuse consent to a proposed trade in certain frequency bands or for certain applications"</i> Which is interpreted as recognition of the issues. There still needs to be responses from the public and others, and the boating press has been alerted.  The Beach group have been alerted to the issues.