**MINUTES OF THE EUROPEAN BOATING ASSOCIATION**

**SPECIAL GENERAL ASSEMBY**

**HELD AT**

**ISIS HOTEL BODRUM**

**19 - 20 APRIL 2012**

**There were present:**

Nielsen Peer Bent DK DSA President

Gerström Carl DK DSA Vice President

Groch Juraj CSA Vice President

Haendel Dieter D DMYV Vice President

Baggioni Roberto I FIV

Damsgaard Boris DK DFU

Darder Jaime E ANAVRE

Dorner Manfred A OeHV

Gärde Bengt S SBU

Green Alan UK RYA

Hansen Julian UK RYA

Hongelin Lars FIN FSBA

Houf Herbert A OeSV

Jakobsen Poul Erik DK DTF

Jahnke Uwe D DSV

Kjelsrud Reidar N KNBF

Latek Stanislav PL PYA

Lux Hans A MSVÖ

Murrell Di UK DBA

Nalbantoglu Gunduz T TCS

Nielsen Leif DK DT

Olimbo Giovanni Carlo I FIV

Roesch Marc CH CCS

Schifferli Beat CH CCS

Schinnerl Wolfgang A OSV

Schone Kai N KNBF

Sluiter Dick NL

Thomsen Herman DK DFU

Wesiak Berndt A MSVŐ

**In Attendance:**

Carruthers Stuart UK RYA General Secretary

Lewis Gus UK RYA Regulatory Secretary

Paddison Carol UK RYA Administrative Secretary

Price Caroline UK RYA Environmental Secretary

**Apologies for absence:**

Cieniewicz Mirna EBI

David Robert USA NBF

Dekker Willem NL KNWV

Devocht Johan B KBYV/FRBY

Eeman Ben B LBWB

Herman Harry IRL ISA

Jones Peter PYA

Larsen Peter N NSF

1. **Welcome, introduction, apologies.**

The President welcomed all those present to Bodrum and was pleased to see so many present at the meeting. Apologies where received were noted and recorded.

The President asked for a minutes silence to honour Johan Devocht KBYV/FRBY who passed away 26 June 2012.

For the benefit of those present, there were then round table introductions.

**2. Confirmation of the Agenda.** The Agenda was confirmed there being no proposed additions.

**3. Constitutional Amendments.** The Secretary outlined the procedure for processing and agreeing the proposed amendment to the Constitution which had been grouped by subject and order of complexity. The Special Assembly went through these group by group and approved all amendment except two. These were:

a. Paragraph 8.4 concerning the rights of members to propose amendments to the minutes of an assembly.

b. Paragraph 21.5 concerning the nominations for President or Vice President.

It was agreed that the Secretariat should call the Palma Assembly as a Special general Assembly for the purpose of approving these 2 amendments.

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| **ACTION 1**: Call Palma 2013 Assembly as a Special General Assembly. | Secretariat |

**4. EBA Housekeeping**

1. **Administration.**

The EBA contact detailed were circulated for update and amendment as required.

Members’ attention was drawn to the List of Abbreviations. Any additions should be notified to the secretariat. Several were suggested during the Assembly and these will be incorporated in due course.

The Secretary stated that the response for information to update the Regulatory Reference Guide had been a little better and thanked those who had contributed, but urged others to review the document and send information that they had readily to hand. The secretariat would continue to send out a list of specific questions from time to time to encourage responses.

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| **ACTION 1**: Send out sheet of questions from RRG to try to encourage information to be sent in. No need to do it all at once. | Secretariat |

Attention was again drawn to the new web site and the hyperlinked Agenda. Members were asked to talk to Carol Paddison if they had problem accessing the EBA members’ area. It is hoped that all current problems with access have been Members were asked to review the site regularly.

**b. Finance.**

* The draft EBA budget for 2013 was presented to members and was approved in Interlaken and had been approved then.
* Carl Gerström presented the members’ subscription income for 2013 and request members to inform the treasurer about changes in membership numbers before 1. January 2013.
* The President outlined the secretariat costs which had been examined and approved by the Executive.

**c. Membership**:

The Assembly in Palma resolved that a firm decision would be made on the ÖHV application at the Assembly meeting in Bodrum in October 2012. As a result, both Austrian sides were given the opportunity to make their respective case on the application as required by the minutes of the Palma 2012 Assembly. Following a vote, the Assembly voted to accept the ÖHV into its membership.

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| **ACTION 2:** Application by Austrian ÖHV approved by the Assembly. Treasurer to raise invoice for subscriptions and Secretariat to include on database | Treasurer and Secretariat |

**5. Acceptance of Minutes of the General Assembly meeting held in Palma**

The minutes were accepted as a true and accurate record of proceedings of the General Assembly in Palma.

**6. Matters arising**

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| Actions Arising from Palma 2012 Meeting |
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**7. Working Group Progress Reports.**

**a. Yachter Charter Working Group.** Juraj Groch reported that Slovak Minister of Economy, Tomas Malatinsky, had expressed an interest in starting the procedure of standardization of charter policy within the EU - CEN. Slovakia is ready to start the whole procedure with CEN The Secretariat has forwarded the relevant documentation to date to Juraj Groch and to Jaime Darder for further action.

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| **ACTION 3:** To progress a standard with Slovak authorities | Juraj Groch and Jaime Darder |

Uwe Jahnke drew attention to a 5 year old law that was now being implemented for seagoing charter. This required those who wished to charter a seagoing yacht to take an examination in German that covered the use and operation of flares.

**b. Harbour Safety Working Group.**

It was noted that the Draft ISO Standard is at the point where it will be circulated as a working draft for international comment. The following next steps were noted:

* ISO paper N46 was circulated for comment to the working group by 31 Oct 2012.
* EBA WG has no comments in relation to ISO paper N46.
* ISO TC228/WG8 will review the comments and intend to complete the work by way of a correspondence group.

**c. Gas Cylinder Working Group.** It was confirmed thatthe Gas Working Group task is complete and that no further new work will be undertaken. However Stanislav Latek noted that the intention was to develop an interactive map of the results and sought permission to develop this with Ignacio de Cordoba. This was approved.

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| **ACTION 4:** To work to produce an interactive map | Stanislav Latek |

**8. Presentation on Hull Scrubbing.** Bengt Gärde gave a presentation on hull scrubbing machines that were being used in Sweden as an alternative to antifouling paints. In discussion Bengt explained that there is need to wash craft at about 6 weekly intervals in the brackish water in Stockholm. In salt water on the Swedish west coast, the washing interval is shorter. [The presentation is available on the web site](http://www.eba.eu.com/site-documents/eba-meetings/12-10-bodrum/Agenda-item-08/Boatwasher-The-Brush-Method-PPT.pdf).

9. **EU Commission Open Discussion on Coastal tourism**. The links to the consultation purpose and the questionnaire were published together with the agenda. The Secretariat had been informed of this consultation by the EBI and the timeframe for reply did not leave time for consultation on an EBA reply either by correspondence or at the plenary. The Secretariat had therefore submitted a response on behalf of the EBA in order to register our interest; it was felt that this was better than missing such an opportunity. In the Italian response, there is a request for better access to recreational installations for handicapped people. In discussion it was suggested that EBA should propose advice for boaters where handicaped people can use installation. After considerable discussion it was agreed that the Secretariat through Carol Paddison would follow this work item. It might be that the EBA would need to develop a position on boating tourism in the future

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| **ACTION5:** Secretariat to follow Commission proposals on Coastal Tourism | Carol Paddison |

**10.** **EBA Position Statement on Boat Registration**. Gus Lewis explained during much discussion that the desire by some members to include a requirement for home port and registration number in the EBA position had been omitted because it was not a national requirement in every country. He went on to explain that position statement simply stated the views on which every member could agree, particularly that registration was not the responsibility of the EU but rather it was a matter for individual flag states.

**After further discussion the position was agreed.**

**11. EBA Position Paper on Wind Farms**. At its meeting in Palma April 2012, it was agreed that the EBA should have a position paper on offshore wind farms. The draft paper had been produced by the Secretariat for discussion at the Bodrum Assembly and attracted considerable comment on the approach to be adopted. On the one hand, UK felt that the RYA had achieved much through an open dialogue with its Government and developers to ensure that recreational boating needs had been given full consideration; whereas many felt that this approach would not find favour with their administrations.

Uwe Jahnke felt that it was important to make it clear that recreational craft must be able to pass through windfarms, but any comment that may indicate the dangers posed by windfarms should be removed which may in itself lead to the imposition of a ban on sailing through windfarms. Dick Sluijter recommended a simple statement supported by an Annex which would contain much of the detail of the draft paper.

No overall agreement on the way forward to be adopted was agreed. The topic would be raised again at the Palma 2013 meeting and dependant on the comments received in the meantime, the Secretary would try to redraft the position paper. Members, particularly those who had a strong opinion were asked to send their comments to the Secretary. The EBA hoped to finalise its position in autumn 2013.

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| **ACTION 6:** Member to send their comments on the windfarm position paper to the secretary by **22 March 2013** | **ALL** |

**12. Inland Waterways Matters**

**a. Infrastructure.** Dieter Haendel had produced a [number of reports](http://www.eba.eu.com/site-documents/eba-meetings/12-10-bodrum/Agenda-item-12a/EBA-Meeting-Oct-2012-Item-12a-Inland-Waterways-Infrastructure.pdf) which were circulated with the agenda. [Poland](http://www.eba.eu.com/site-documents/eba-meetings/12-10-bodrum/Agenda-item-12a/Poland-Statement-on-Item-12a.pdf) and [Italy](http://www.eba.eu.com/site-documents/eba-meetings/12-10-bodrum/Agenda-item-12a/IT-Statement-on-ITEM-12a.pdf) produced short reports which are available on the EBA web site. There was a brief round table discussion No other reports were handed to the secretary for inclusion in the minutes.

• Waterways network

• Shipping Charges

• Tourism

Di Murrell noted that in France, local departments were having difficulty in maintaining their inland waterways even in Burgundy. All of this needs to be addressed in developing European tourism. All members agreed that this was a problem that needed addressing if more canals were to be prevented from closing. Dick Sluijter reported that Netherland´s government has stopped financial support for regional inland waterways.

**b. Navigation.** Dieter Haendel made the following points in an [agenda paper](http://www.eba.eu.com/site-documents/eba-meetings/12-10-bodrum/Agenda-item-12b/EBA-Meeting-Oct-2012-Item-12b-Inland-Waterways-Navigation.pdf) which has been put on the web site. The following are extracts:

**1. Inland AIS**

• § 4.07 Rhine Police Order makes the use of an AIS Class A installation for all ships longer than 20 m compulsory from 01 December 2013.

• Obligation of using inland AIS in combination with inland ECDIS will follow in 2015.

• First aim is to assist self-supervision of crossing vessels in areas of limited visibility. Active traffic management in the areas of entrance locks in Rhine tributaries will follow later.

• Today 90% of Rhine merchant vessels are already equipped with AIS and 70% are using inland ECDIS.

• There is a first petition of a pleasure boat shorter than 20 m to get an inland ENI registration number as a requirement for using AIS Class A instead of Class B. The administration has not taken a decision on this petition.

• CCNR plans a second AIS Workshop on 2013-02-18 in Strasbourg which should be attended by EBA.

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| **ACTION:** Attend second workshop in Strasbourg | Dieter Haendel |

**2. Licenses in Germany**

• In January 2012 German Government decided under pressure from the boating industry to raise the requirement of a license (in accordance with ECE Res 40) for using German inland waterways from 5 HP to 15 HP.

• Staff of Federal Ministry of Transport and Urban Affairs have delayed the progress of changing the specific law until now. The changed law will now come into force next year.

• The future regulation covers following details:

* No change for license requirement (5 HP) on international rivers like Rhine.
* In future there will be no license requirement for boats between 5 HP and 15 HP but a minimum age of 16 years. That minimum age is in future also demanded for boats on coastal waters.

• After coming into force the change will be documented in EBA RRG.

**3. Technical Requirements for Inland Waterways Vessels (TRIWV)**

• TRIWVs are regulated by CCNR in Rhine Inspection Order and apply to all vessels longer than 20 m, which need certification and periodic worthiness inspections. Other inland navigation orders outside Rhine follow CCNR regulations.

• Visitors from overseas states with vessels longer than 20 m also apply to Rhine Inspection Order or other relevant waterways order.

• Pleasure boats less than 20 m do not come under TRIWV. RCD, EBA must be aware of TRIVS´s changes.´

• The 35th joint meeting of experts from EU member states and CCNR met on 12th/ 13th June 2012 in Brussels.

**13. Miscellaneous Regulatory Matters**

**a. Piracy.** The Secretary updated the Assembly on the current situation in the High Risk Area in the Gulf of Aden and Somali Basin and reported that yachts were still considered to be high risk targets and the overwhelming advice was to avoid the area at all costs. The Secretary reported that he was visiting the Naval HQ at Northwood for an update on 28 November and would update the guidance notes then – if required.

**b. EU Roadworthiness Package.** Gus Lewis briefed members on an EU Proposal to change Periodic Roadworthiness Testing (MOT) of all vehicles and Roadside Roadworthiness Inspections of commercial vehicles in an attempt to reduce fatalities on the roads on Europe. He drew particular attention to the proposal to bring all trailers capable of more than 40kph into scope of periodic testing. This included all currently exempt trailers below 3,500Kg.

The Secretariat considers that periodic testing should not be extended to include unbraked trailers of less than 750kg or single axle trailers of less than 1500kg that are fitted with a secondary coupling device in addition to the main coupling.

As a general comment, the Secretariat notes from Recital 5 that there is a clear correlation between road safety (accidents) and the number of technical deficiencies in vehicles. Assuming that technical deficiencies contribute to fatalities in direct proportion to accidents, it is believed that the Commission will achieve its aim of reducing the number of road accidents simply by increasing the frequency of testing for vehicles in category M1 which number over 25 million in the UK alone. With over 220 million cars in the EU, of which some 34% are over 10 years old, the inclusion of trailers in vehicle category O1 & O2 in the roadworthiness testing regime appears to be wholly disproportionate.

It was felt that any proposal to include category O1 trailers in the testing regime would be unduly onerous on recreational boaters and members were asked to make their representations known to their own administrations.

**c. Anchoring in Italian Waters.** Roberto Baggioni is thanked for giving a detailed written response to the issue of anchoring in Italian waters in the Salerno region. The written response is available on the EBA web site as an [agenda paper](http://www.eba.eu.com/site-documents/eba-meetings/12-10-bodrum/Agenda-item-13c/IT-Statement-on-Item-13c.pdf) for the Bodrum meeting.

**d. IMO Matters.** Alan Green and the Secretary reported on IMO matters. The guidelines for the prevention of invasive aquatic species have now been approved by IMO and are discussed under environmental matters.

A Correspondence Group had been re-formed to continue work on symbols for Aids to Navigation (ATONs). ISAF/EBA was represented. A policy had been established at IMO that virtual ATONs must be temporary, but AG said there would always be a strong financial incentive on maritime authorities to make virtual ATONs permanent; a situation that would be unsatisfactory for smaller, less well-equipped vessels including many leisure craft. Therefore careful monitoring was advisable on a local and national basis on the use of virtual ATONs, and prompt action should be taken to lodge objection if it appeared that permanent deployment was intended.

A draft Safety of Navigation (SN) circular was in preparation to warn mariners that new devices now being put on the market (especially that for unregulated and leisure craft) including AIS-Search and Rescue Transmitters (SARTs), AIS-Man Overboard (MOB) Beacons, and Electronic Position-Indicating Radio Beacons (EPIRB)-AISs, were only location devices and (at least in devices so far seen) did not incorporate an alarm facility in accordance with the Global Maritime Distress and Safety System (GMDSS).

**e. ISAF matters.** The Secretary reported that the ISAF annual assembly was taking place in Dublin from 1 to 11 November. There were a number of submissions for changes to Offshore Special Regulations arising from the Rambler 100 capsize during the 2011 Fastnet race and there was still an on-going discussion on the use of crotch straps to prevent sailors from falling out of their lifejackets. It was also noted that this year the 4 yearly elections would be taking place for the Executive and all of the committees.

**f. Secure Seas Project.** Sentinel had sent its report to the commission who were still studying it and as yet there was nothing further to report.

**g. End life of Boats.** Stefano PAGANI ISNARDI from UCINA Research Department gave an excellent presentation on the decommissioning and recycling of boats, components and moulds. The [presentation](http://www.eba.eu.com/site-documents/eba-meetings/12-10-bodrum/Agenda-item-13g/Item-13.g-UCINA-Presentation.pdf) is available on the EBA web site.

The President congratulated UCINA for their work in this area. Roberto Baggioni. made a proposal for a working group on ELB which was accepted and ask that interested parties let him know if they wished to be involved.

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| **ACTION;** Interested members to let Roberto Baggioni know if they wish to take part in the ELB WG | ALL |

**h. Norway proposals for visiting Boats.** Reidar Kjelsrud gave a briefing on the proposals for visiting yachts. His [presentation](http://www.eba.eu.com/site-documents/eba-meetings/12-10-bodrum/Agenda-item-13h/20121018_EBA_Bodrum2.pdf) is on the EBA web site. The main points were:

* Norway has demanded a Cruising Permit for foreign tourists in boats for many years.
* Last application for Cruising Permit in 2005!
* KNBF very active in trying to remove this legislation.
* New legislation to be discussed at a public hearing on 28 Sep 12.
* Main proposed change; once inside the Schengen Area there will be unlimited sailing without Cruising Permit.
* First port of call must be an approved Schengen port - report minimum of 24hrs before entering.
* First Norwegian port; visit local immigration office (i.e. Police station).
* Inside Norway; No reporting or restrictions.
* May be effective from 2013.

**i. Spanish flag state requirements.** As a change to Spanish flag state law meant that people who permanently moored their boats in Spain could keep their flag state registry provided that paid the Spanish registration tax. They were being given one month to pay if they wanted to do this. In addition, Spanish residents were now qualified to own non Spanish registered boats in Spain.

**j. Portugal.** Carol Paddison reported that a German boater had been fined for contravening regulations in Portugal. She asked that this information be passed on and any other anecdotal information about similar incidents be passed on to the secretariat.

**14. Election of Vice President to succeed Juraj Groch.** After due process, Giancarlo Olimbo of the Italian FIV was elected as Vice President to succeed from Juraj Groch.

**15. Technical Matters**

**a. ISO TC188.** The Secretary reminded Assembly that ISO TC188 was responsible for the standardisation of equipment and construction details of recreational craft, and other small craft using similar equipment, up to 24 metres length of the hull. EBA maintains an active interest a number of ISO standards from time to time and has full observer liaison status on TC188.

The Secretary drew attention to a number of TC188 Working Groups in particular:

**WG 3** - ISO 15085:2003 + Amd1:2009 - Man overboard prevention and recovery (= EN ISO 15085:2003 + A1:2009). WG 3 has found an urgent need for revision of this standard and is preparing a draft; WG 3 discussed a revision of the standard at a meeting 2011-06-27. the next review was planned for 2015,but the money has been found to start a revision now. The secretary will be keeping a close watch on the development of the review.

**SC 1** – ISO12402 Series for lifejackets and buoyancy aids is now under review. ISAF/EBA had made a strong case for crotch straps that were strong enough to lift a casualty from the water, but this as a solution had been rejected by SC1. Instead the review group has begun rewording the ISO to make it clear that jackets should prevent the wearer from fall out.

**WG19** – ISO 16180 Small Craft Electric Navigation Lights has now been published as a standard. A new standard is in draft for a performance standard for LED lights for small craft of less than 24m LOA. The Secretary will continue to represent the EBA on WG19.

**b.** **Recreational Craft Directive**. The European Parliament has completed its part of the first reading and the proposals are understood to be with the council. There has been progress on some of the issues raised by the EBA but not the PCA assessment. As a result the secretary has written to the current and future EU presidencies to restate the EBA’s concerns with the complexity of the new PCA procedure. The RYA has made strong representation to its own Government who support its position. Members are requested to lobby their own Government on this issue.

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| **ACTION 7**: Member to lobby own administrations on simplifying PCA procedure | ALL |

**c.** **RSG.** No RSG meeting have been held since Palma 2012.

d. **ADCO**. The Secretariat was not able to attend the 27th RCD ADCO meeting, in Cyprus in October 2012. When available it will be put on the EBA web site.

**16. Environmental matters**

**a. Invasive alien species**. Further to the production of the IMO guidelines for recreational craft the RYA through its environmental initiative, The Green Blue, have worked with regulators to develop advice for boaters on minimising the spread of non-native invasive species (NNIS). This can be viewed on The Green Blue’s web site at [www.thegreenblue.org.uk](http://www.thegreenblue.org.uk) and also on the advice pages of the RYA’s web site <http://www.rya.org.uk/infoadvice/planningenvironment/advice/Pages/AdviceonAlienSpecies.aspx>

Should the EBA wish to produce guidance in relation to the IMO guidelines that can be used across the membership then it was advised that the material developed by The Green Blue project can be used as a starting point.

Dieter Haendel suggested a Working Group to produce a short information guide as per his agenda paper. It was agreed to discuss this further in Palma 2013.

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| ACTION: Discuss short guidance note in Palma | Dieter Haendel |

**b. Water Framework Directive**. Article 9(1) of the EU Water Framework Directive (WFD) requires Member States to ‘take account of the principle of recovery of the costs of water services, including environmental and resource cost…in accordance…with the polluter pays principle’. In recent months the Commission has taken action against several Member States (MS) following a complaint from WWF. The COM regards impoundment for the purposes of navigation as a water service under WFD and the complaint from WWF sought to highlight that some MS are not invoking this element of WFD.

Following discussions with DG Env and DG Move, MS can (under Article 9(4)) apply exemptions from the requirement to introduce charges if there are international obligations that cannot be changed (i.e. if the Convention protects a right of free navigation). However, whilst this will be relevant to the Rhine and Danube Conventions and similar large waterways, there will still be a potentially significant issue for other or smaller navigations. Thus there is a risk of significant discrepancies in the level playing field: for example, whilst Belgium is part of the Rhine Convention, most navigable rivers will not be exempted.

It appears that a main focus of the COM in its discussions with MS is the existence or otherwise of a mechanism to collect fees for the use of the waterways. The question of how the monies raised are used (i.e. whether or not income is used to make good environmental damage or to improve water status) has not yet been raised. The requirement of Article 9.2 of the WFD for MS to report on the contribution made by the various water uses to the recovery of the costs of water services suggests that such a question would be asked in due course. Certain waterways with impoundments (notably canals) already charge users; however it is not clear whether the fees raised are used only for infrastructure maintenance or also for environmental purposes.

**c. Marine Strategy Framework Directive (MSFD). N**othing to report.

**d. Waste Water and Blue Card regulations in Turkey.** Gunduz Nalbantoglu gave a power point presentation of the Blue Card system. The following points were noted:

* Blue card applies to any boat with a galley or a toilet.
* Charterers need to ask the charter company for a blue card.
* It applies to all boats including visiting boats.
* You keep the blue card forever, but not all of Turkey is covered by it yet.
* Members can email Gunduz and ask which regions it is operating it in at the moment. Gunduz will bring a map to the spring meeting in Palma.
* Blue card is linked to the boat not the person.

The [presentation](http://www.eba.eu.com/site-documents/eba-meetings/12-10-bodrum/Agenda-item-16d/20121018_EBA_Bodrum2.pdf) is on the EBA web site.

**e.** **HELCOM**. Carl Gerstrom gave a [power point presentation](http://www.eba.eu.com/site-documents/eba-meetings/12-10-bodrum/Agenda-item-16e/Helcom.pdf) which is available on the web site. The President would be attending a meeting of HELCOM Maritime at the beginning of November 2012 with a proposal for 2 projects;

* Baltic survey on leisure boats and boating.
* Mapping leisure boat cruising grounds

He would report to the spring meeting in Palma.

**f. Matters of country specific note / interest.** No short reports were received for not in the minutes.

**g. OSPAR**. Nothing to report.

**h. Plastic in the Marine environment**. DG Environment was conducting a study on plastic recycling and the marine environmental impact which included case studies on the plastic cycle and it loopholes in the four European regional seas. Caroline Price would be responding; anyone who wanted to contribute should send their points to her. The Questionnaire was circulated with the agenda papers.

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| **ACTION:** Comments on plastics questionnaire to be sent to Caroline Price | ALL |

**17. Observer Reports and future meetings:**

**a. Reports from NBF.** The NBF report circulated prior to the meeting. This is also available on the EBA web site.

**b. Reports from EBI.** No report received, however the Secretariat maintains constant contact with the EBI who have provided much valuable information.

**18. Vice President Reports**

Carl Gerstroem gave a short presentation on the Baltic Sea Network and outlined its programme. The [presentation](http://www.eba.eu.com/site-documents/eba-meetings/12-10-bodrum/Agenda-item-18/report%20from%20VP.pdf) is on the EBA web site.

Dieter Haendel and Juraj Groch had nothing further to report.

**19. Forthcoming meeting dates and locations**

* 19 – 21 April 2013 – Palma, Majorca
* 18 – 19 October 2013 – Aarhus, Denmark
* April 14 – Palma/Rome ? to be confirmed
* October 2014 –Channel Islands.
* Spring 2015 – to be agreed

**20. Any Other Business.** Di Murrell mentioned the Waterways Forward Final Conference in Paris held on the 7/8 November 2012. It was agreed that Di Murrell should represent the EBA and she would report to plenary in Palma 2013.