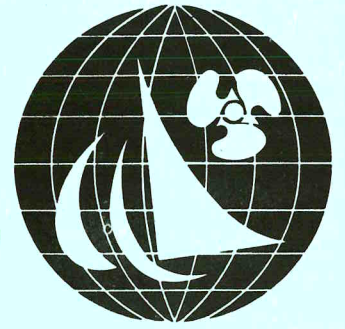


NEWSLETTER ICOMIA



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Copies can be obtained from ICOMIA (London Office) Boating Industry House, Vale Road, Weybridge, Surrey KT13 9NS, UK — Price £25.

EXPORT/IMPORT STATISTICS FOR 1983/1984

The collected export/import statistics for 1983/1984 for all ICOMIA member countries are available from ICOMIA (London Office).

ARGENTINE RECREATIONAL BOATBUILDERS ASSOCIATION (C.A.C.E.L.) JOINS ICOMIA

ICOMIA has welcomed C.A.C.E.L. as a sustaining Member.

C.A.C.E.L. was established in 1970 and now has 57 boatbuilders and 23 accessory manufacturers in its membership.

The association has five sub-committees in its organisation working under a Management Committee. These sub-committees are responsible for Public Relations, Boating Promotion, Construction Standards, Legal and Tax Affairs, and Domestic and International Trade. The annual Buenos Aires boatshow is held in November each year, with ashore and in-water exhibits.

The President of C.A.C.E.L. is Mr. Alberto Cibils Madero and the Secretary is Mr. Eduardo Percaz. The address is:

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ICOMIA BOATING INDUSTRY REPORTS FOR 1984 AND STATISTICS FOR 1982/3

This publication contains production and export/import statistics for all major boating industry countries.

The International Council of Marine Industry Associations exists to promote BOATING as an international recreational activity by removing international barriers to trade, acting as an information exchange, ensuring high standards of safety, quality, service and boating facilities, and supporting the well-being of the environment.

ICOMIA represents the Marine Industry Associations of Australia, Belgium, Canada, Denmark, Finland, France, Greece, Ireland, Italy, Japan, Netherlands, Norway, South Africa, Sweden, Switzerland, UK, USA and West Germany.

GET OUT YOUR SCRAPERS! RESTRICTIONS ON USE OF TIN-BASED ANTI-FOULING PAINT PUTS THE CLOCK BACK FIFTEEN YEARS

In 1980 a report was written by the French oyster-farming industry complaining that the organo-tin compounds used in marine anti-fouling paint were causing the malformation of oysters.

In 1982 the French government introduced a ban for two years on the use of organo-tin for anti-fouling paint for all boats less than 25 metres in length. In 1984 this ban was made permanent since the oyster-farmers claimed that the ban had improved the condition of the oysters.

Similarly, in 1983, a report initiated by the United Kingdom oyster-farming industry accused the use of organo-tin compounds as being responsible for poor quality imported, Pacific oysters.

In February 1985 the UK government produced a document proposing regulations prohibiting the use of organo-tin compounds for all boats of less than 12 metres in length.

The UK legislation proposes that boats with aluminium or alloy hulls and boats with aluminium in the in-water housing of the transmission systems (for example sterndrives and saildrives) should be exempt.

The effect of such legislation would be that 90% of modern anti-fouling paints would be prohibited, and yachtsmen would be forced to revert to the old-fashioned copper-based anti-fouling paints with their many disadvantages.

ICOMIA is concerned that the French and UK bans will spread to other countries without proven justification. It is also possible that supra-national organisations, such as the EEC, will try to introduce similar legislation.

ICOMIA, working together with the European Association of Paint-makers (CEPE), is encouraging its members to find out the true facts of these accusations and the effects of a ban on the boating public, in order to present a case to governments to prevent them from introducing ill-considered legislation.

The Paint Manufacturers are confident that modern copolymer anti-fouling paints do not cause the damage of which they are accused, and the situation is improving all the time as new products come on the market.

If temporary and reasonable legislation is unavoidable, then ICOMIA believes that any restrictions should not cover all boating waters but should be limited to the immediate vicinity of oyster farms.

IRELAND REDUCES VAT RATES ON NEW BOATS

23% VAT will now be payable on all new and used boats sold in Ireland instead of 35% as in the past. The boat-hire business, on which the Irish boating industry relies so much, has also benefited. The new VAT rate on short term boat-hire has been reduced to 10%.

The current EEC rates on boats are:

Belgium	25% under 15m 33% 15m and over
Denmark	25%
France	18.6%
Greece	No VAT. National sales tax 2.5% Import taxes under 7m 12% 7-12m 3% Over 12m Free
Italy	20% under 12 tons 38% — 12 tons and over
Ireland	23%
Luxembourg	12%
Netherlands	19%
UK	15%
West Germany	14%

ICOMIA is continuing to press for a simple and fair system of VAT payment when a used boat is sold by a private person in one country to a private person in another country.

THE BODENSEE PROBLEM — IT COULD HAPPEN IN YOUR COUNTRY

In spite of the best efforts of the ICOMIA Marine Environment Committee and the international boating industry and the boating public, the German, Swiss and Austrian government representatives are recommending that there should be a total ban on two-stroke engines on the Bodensee, and a limit of 100 kilowatts for four-stroke engines.

The pollution reasons given for this recommendation cannot be scientifically substantiated.

In order to reinforce the legal actions being taken in all three countries and in the EEC, the Bodensee International Watersports Association (IWGB) has been formed to promote and protect the freedom of watersports. The main thrust of IWGB activity will be towards gaining the support of public opinion and lobbying important government representatives to oppose the ban.

The chairman of the IWGB is Roland Zaugg of Zurich, who is well-known in ICOMIA as the secretary of the Swiss Boatbuilders Association.

SOUTH AFRICAN BOATING INDUSTRY REPORTS

The Boating Industry Association of South Africa reports a sharp decline in imports during the last half of 1984, and a firm start to boat exports, mainly to the USA. Up to now South African exports of boats have been very low.

The South African boating public will be encouraged to buy only boats that have been constructed to BIASA standards. The BIASA is taking a great interest in the progress of the new ICOMIA construction standards, which reflect international boating industry opinions.