

DRAFT

**84<sup>nd</sup> ANGLO FRENCH ACCIDENT TECHNICAL GROUP**

**Thursday 16 May 2019 – Start 1000**

Venue

UK National Maritime Operations Centre

**PARTICIPANTS :**

**MCA**

Name	Director of Her Majesty's Coastguard
Name	SOSREP
Name	Head of Branch Counter Pollution and Salvage
Name	Head of International Liaison
Name	HMCG Staff Officer VTM
Name	SOSREP Support

**PREMAR**

VA Philippe DUTRIEUX	Préfet maritime de la Manche et de la mer du Nord
Name	Adjoint au Préfet maritime pour l'action de l'État en mer
Name	Director, CROSS Jobourg
Name	Director, CROSS Gris Nez
Name	Navigation Division, CROSS Gris-Nez
Name	Pollution and navigation division, CROSS Jobourg
Name	Head of Maritime Emergency Response Office; maritime prefecture for the Channel and the North Sea
Name	Head of State Action at Sea Division; maritime prefecture of Atlantique
Mélodie HOCQ	Division « action de l'Etat en mer »

**Jersey**

Name	Jersey Coast Guard - Jersey Harbour Master
Name	Head of Jersey Coastguard

**Guernsey**

Name	Guernsey Coast Guard - Guernsey Harbour Master
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## Apologies

Name	Belgium Coast Guard – Director MRCC Ostende
Name	Irish Coast Guard

## Timetable and Agenda

### 0930 - 1000

#### 1. Meet and Greet

- Tea and Coffee will be available.

### 1000 – 1300

#### 2. Meeting Minutes and Matters Arising

- |  |       |
|--|-------|
| • Welcome and Introduction               | Chair |
| • Agreement of minutes from last meeting | All   |
| • Actions from previous meeting          | All   |

#### 3. Agenda Items:

##### 3.1 Structures and Organisations

- |  |        |
|--|--------|
| • Wreck Marking Demarcation line.<br>(Line agreed with the Netherlands, Belgian and French Lighthouse Authorities) | SOSREP |
|--|--------|

##### 3.2 Plans

- |   |        |
|---|--------|
| • MANCHEPLAN Change 2 - Progress Update | PREMAR |
|---|--------|

##### 3.3 Environment & Counter Pollution

- |  |        |
|--|--------|
| • Accident of Grande America vessel in Atlantic Ocean    | PREMAR |
| • Atmospheric pollution surveillance in the Dover Strait | PREMAR |

##### 3.4 Maritime Safety

- |  |     |
|--|-----|
| • Shipping Risk Study<br>Risk assessment choke points EEZ, started Jan 19. Ongoing. Consultancy.<br>Delivery end of July 19. | MCA |
| • CNIS Statistics  |     |
| • SW   |     |
| • 2018 (2017) – 43297, Rogues 48 (57) Zombies 15 (21)  |     |
| • Draft 297 (392) Tugs 245 (235) Survey 151 (175) Unorthodox 310 (301) Naval<br>273  |     |

- Containr 54%
- Rogues 61 in 43 events, by State : NL/FR/UK - F/V
- HAZREPS 7
- NE
- 35232 (36224)
- Cross 34978 (35152) 96 ferries per day
- Tug 139 / Naval 261 / 435 cruise 715193 pax
- Unorth 350 swimmers
- Rogues 6 (13)
- HAZREP 2 (4)

### 3.5 Training & Exercises

- Participation of France to the Stress Test organised by EMSA      **PREMAR**
- **Mass Rescue Exercise – Calais – 25 Jan 19**      **PREMAR**
- RETEX SAR Calais
- **Scenario**
- Violent collision ferry – cargo vessel, cote d’Albatre, high number of casualties, deployment of medical team, fire fighters (mIRG) fire in bow thruster room, resuming manoeuverign capability after a ciuple of hours and disembarkation in Calais
- **Expériences**
- Use of surface units to assess vessel in case helo can’t deploy (fig, bad wx) – use of SNMS (RNLI) vessel
- Issues with transferring equipment from surface assets to casualty vessel / creative lifting means, using lifeboats as ‘basket’
- Medical outpost on ship proved useful with great number of casualties (triage etc.)

## 4 AOB

MCA Mar Sur capa  
2x Beachcraft KingAir 200 Contract 2Excel, East Midlands Airport  
45 min day / 60 night  
All wx / day / night  
End 6 hours  
Cruise 250kts  
Can reach entire EEZ  
Time on station 2:45 to 4 hours  
1 pilot 1 sensor ops  
Osprey 30 surv radar 3D, surface plot of up to 200nm, side prfuile capability  
Optimare LWIR/UV line scanner for oil spill (thickness / volume pollution  
MX15HD Electroopt / IR turret mounted Wescam obj tracking, geo pointing, haze  
peneration  
SAR DF Rhotheta RT600 VHF/UHF EPIRB +-5 Deg accuracy  
Integarted software sytems  
2 VHF, Satcom + data, Mulit role radio VHF/UHF  
Stores drop tube (makres, beacons, EPIRB etc.)  
Near real time transmission of data  
Prim SAR / CP / Surv / Sec Other authorities (UKBF, MMO etc.)  
**Guernsey**  
**Piper Malibu Incident – Debrief**

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**Pleased with UK/FR asset provision**

**Use of Manchegrid IAW Mancheplan – SAR Helos / Fxed wing weren't familiar with Macnehegrid (ARCC – use problematic) – why as in Mancheplan? What are the issues?**

**Action!**

**5 DoNM**

**Lunch: 1315 – 1500 (Titchfield Mill)**

**Endex: 1500 – Transport for French delegation to Southampton airport.**

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Thursday 16 May 2019 - 1000

UK National Maritime Operations Centre, Fareham

## Participants

### **MCA**

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### **Apologies**

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Name	Irish Coast Guard

## Minutes

### 1. Meet and Greet

- 1.1 Prior to the start of the meeting, the French delegation were provided with a tour of the NMOC facility.

### 2. Meeting Minutes and Matters Arising

- 2.1 RP welcomed all and invited those present to introduce themselves.
- 2.2 The minutes from the 83<sup>rd</sup> AFATG were agreed. SH sought clarification on the reference in the minutes to a closed action from the 82<sup>nd</sup> AFATG relating to loss of propulsion incidents being mainly caused by vessels leaving fuel change over procedures too late. It was clarified that this assertion is based partially on assumption, as it is difficult to get ships to admit fault.
- 2.3 The 'ongoing' actions from the 82<sup>nd</sup> AFATG and the new actions arising from the 83<sup>rd</sup> AFATG were reviewed:

Ongoing from AFATG 82	Status/comment
<b>Action 2:</b> MCA to look at how incident data could be blended with French Data.	<b>Ongoing.</b> HC advised that this work is still ongoing as part of the joint operations manual.
<b>Action 4:</b> The Director of Maritime Operations to clarify procedures for the French requesting UK assets. NMOC to give methodology.	<b>Closed.</b> SW to provide a further copy of a letter from 2017 detailing this information.
New Actions from AFATG 83	
<b>Action 1:</b> MCA to give contacts who will answer to a SAR request, to provide a support to French vessels. For aircraft, NMOC is the place to talk about HLO requests.	<b>Closed.</b> As per Action 4 above.
<b>Action 2:</b> MCA to give PREMAR more information about the National pollution response exercise.	<b>Ongoing.</b> Information will be provided as the planning process develops.
<b>Action 3:</b> CROSS Gris-Nez to organize a North Sea VTS WG meeting with MCA.	<b>Un sighted on progress with this</b>
<b>Action 4:</b> PREMAR to send to The Group the Statistics presentation.	<b>Closed.</b>

### 3. Main Agenda Items

#### 3.1 Structures and Organisations

- 3.1.1 SH asked whether the Wreck Marking Demarcation Line (line agreed with the Netherlands, Belgian and French Lighthouse Authorities) is still in use. It was agreed

that, with all state's having implemented their EEZs, the Wreck Demarcation Line is now redundant.

## **3.2 Plans**

### **3.2.1 LML confirmed the recent changes to MANCHEPLAN:**

- Change of wording to reflect HM Coastguard new organisation
- Introduction of a paragraph regarding SAR in relation to an act of terrorism (art 30) and in Channel Islands (art. 42)
- Precision regarding the ACO role in accordance with IAMSAR manual (art. 28 et annex 3)

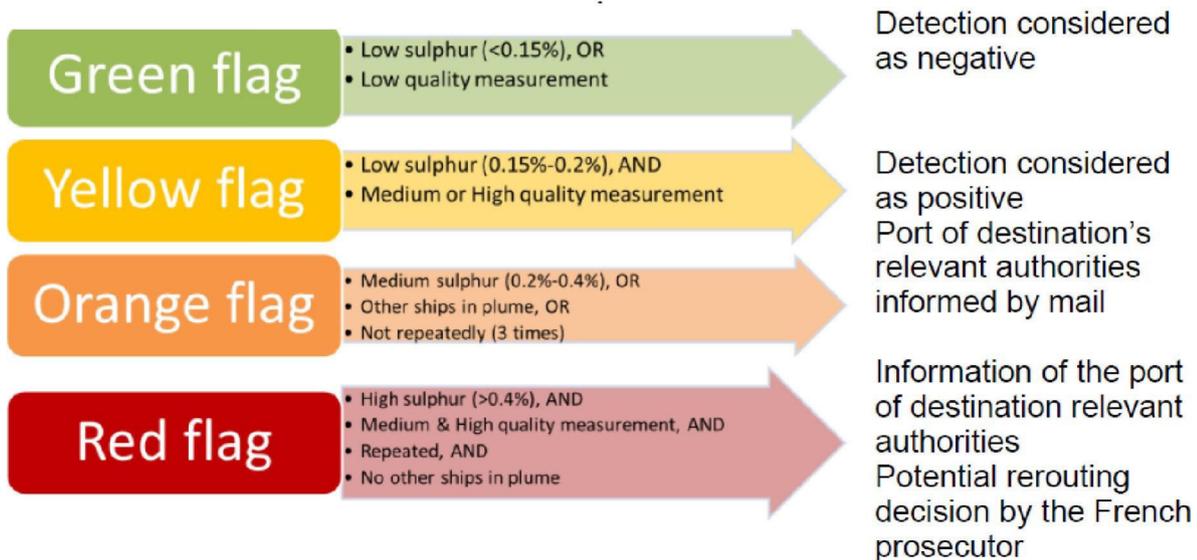
## **3.3 Environment & Counter Pollution**

3.3.1 CL reviewed the response to the GRANDE AMERICA incident. The vessel sank following an onboard fire on 11 March in a water depth of 4600m, in the Bay of Biscay. The response effort was greatly assisted by the very responsible P&I Club and owners. There was also outstanding cooperation from EMSA and SASEMAR. However, good cooperation was not evident to the same extent from the landside authorities when dealing with the waste management issues. Fortunately, the P&I Club were very pro-active with dealing with the waste, but it would have been a problem if this was not the case and it was left to the land authorities. Cargo analysis capacity was another identified problem. The weather was very bad at the time of the incident and it is fortunate that the vessel did not sink closer to the Brittany coastline, which would have caused much bigger problems. The lost containers were marked with buoys to aid recovery. The salvors have plugged the oil leaking from the wreck and there are no plans to recover the vessel. Surveillance flights are being carried out at least once a week and any fresh oil observed will be reported to the owners. The cause of the fire is still unknown. The Italian crew have not been very co-operative with investigations.

3.3.2 TR gave a presentation on the EMSA unmanned Remotely Piloted Aircraft System (RPAS), SKELDAR V2000, that is being trialled as a method of detecting illegal sulphur emissions, through its integrated sniffer device. The drone will be operated from Griz-Nez due to its favourable location from a logistical perspective. Obtaining a permit to fly is proving difficult as there is no precedent for the drone's planned activity. It is hoped that an upcoming meeting to be held in Paris will clear the permit issues to enable flights to commence from mid – June. The results of the test flights will be followed by a report that will be shared with the MCA. Robust procedures are in place for air-space coordination including NOTAMs (which will close airspace for civil users), a flying time window restriction of 0800 – 1800 Monday to Friday only, defined distance segregation from other air traffic and VHF notification protocols. When sampling a plume, the drone will always approach the vessel from downwind and never get closer than 100m to the vessel. Several measurements will be taken to ensure integrity of results. It is hoped that a vessel targeting system can be developed with vessels selected under pre-determined criteria, using information on THETIS, Safe Sea Net and artificial intelligence algorithms.

3.3.3 FDC advised that once vessels have been identified as non-compliant with Sox regulations, the matter will be referred to the French attorney with a view to re-routing

the vessel. The destination port and other relevant authorities will be informed as well as other EU member states through THETIS. The drone will only fly within the Sox Emissions Control Area (SECA). Due to the severe penalties imposed for vessels that contravene the regulations, evidence gathered must be of high confidence with built in safety margins for detection data. With the legal limit being 0.1% FSC, the detection criteria has been set at 0.15%. A coloured flag system has been developed to assist with data analysis and decision making.



Data will still be shared on THETIS, even if a prosecution does not proceed. Cross Joburg will generate a POLREP for detections beyond the legal limit which will also be copied to the Bonn Agreement signatories. During the trials, vessels will be given advance notice of drone operations, as will the Military.

3.3.4 RP noted that in the UK's experience, it was regulation rather than technology that was hampering more widespread application of drones. MCA Survey and Inspection need to be made aware of the new atmospheric pollution data that will be available on THETIS.

**ACTION: MCA to ensure that Survey & Inspection staff are aware of the new atmospheric pollution data that will be available on THETIS from the EMSA detection drone.**

### 3.4 Maritime Safety

3.4.1 SW advised that following an MAIB recommendation, the MCA had commissioned a Maritime Risk Study covering the whole of the UK EEZ, with particular emphasis on high shipping density areas. The project started in January with data gathering from AIS and analysis of tug availability. The final report and findings will be delivered at the end of July and will inform appropriate recommendations to the Shipping Minister.

3.4.2 HC presented 2018 CNIS statistics for the TSS SW bound lane, noting that it had been a very average year. The headline figures are 43,297 reports

received, 48 contraventions (down from 57 in 2017) and 15 non-reporters (21 in 2017). The highest numbers of contraventions were from NL, FR and UK flagged vessel, which is to be expected given the geographical proximity of these States. TR presented the 2018 statistics for the NE bound lane which had 35,232 notifications. In a quite year for incidents, there were 54 DEFREPs (56 in 2017) and 6 contraventions (13). 300 close quarters situations were recorded and heat maps are being used to help identify the areas where these occur most often. Migrants in small, overcrowded craft are still a significant problem. Fishing vessels and merchant vessels coexisting in the NE bound lane can cause conflicts and tensions that need to be managed and vessels ahead of their schedule carrying out 360 degree and U-turn manoeuvres also pose a threat to navigational safety.

### 3.5 Training & Exercises

3.5.1 France has volunteered to participate in one of 6 Stress Tests that EMSA are conducting in 6 different European locations. These events will test regional at sea response mechanisms in relation to a major oil spill. The French exercise to test response for the Atlantic region, will be held in Brest. The UK will be involved in a similar event, testing capability in the North Sea.

3.5.2 TD provided a presentation on a mass casualty evacuation exercise held in Calais on 25 January 2019. The scenario involved a collision between a cargo vessel and a passenger ferry between Dieppe and Newhaven. The high number of casualties on board the ferry led to a decision to deploy a medical outpost on board whilst the stricken vessel was still at sea. Fire fighters were also deployed to deal with a fire in the bow steering system room. The casualties were eventually disembarked at Calais. The exercise tested deployment strategy as assets had to be sent by sea due to the weather precluding helicopter transfer. The establishment of a medical outpost on board the vessel proved to be an efficient way of dealing with the casualties, who were categorised as vital emergency, relative emergency or psychological injury. It was also noted that Ferries and other ships are not necessarily suited to transshipment of equipment, so temporary lifting mechanisms also need to be considered during such incidents. RP commented that such mass rescue scenarios are a concern for all involved in SAR. For the recent Viking Sky incident off the Norwegian coast only 25% of the passengers were removed and helicopter proved not to be the most efficient evacuation method. Previous exercises have shown that shoreside infrastructure capacity is quickly exhausted following a mass evacuation from a cruise ship. The MCA work closely with the cruise industry, who have well-rehearsed methodologies for moving lots of people. Carnival have their emergency centre in Southampton and MSC's is near Heathrow Airport. DB noted the big challenges that Guernsey would have if faced with having to deal with thousands of evacuees from a cruise ship.

**ACTION: PB to make enquiries about a forthcoming mass evacuation exercise in the United States.**

## 4 AOB

- 4.1 SW provided a presentation on the new MCA aerial surveillance aircraft capability. The service is provided by 2EXCEL, but all livery and uniforms will be MCA branded. The new aircraft will provide significant improvements on the current fixed wing assets with enhanced surveillance and comms equipment and a stores drop capability. Although primarily an MCA asset, where possible, the aircraft (of which there are two) will be available for use across several Government Departments i.e. for fishing vessel monitoring. In terms of aerial dispersant spraying capability, trials have been conducted on the river Clyde, although these were temporarily disrupted by poor weather. Once the trials are complete, the results will be analysed to ensure that the 737 can be given the green light by the regulators to go online. Once online, the asset will be available to all Bonn Agreement signatories.
- 4.1.1 RP advised that unmanned aircraft trials have been conducted in remote areas of the UK. Subject to funding, these trials will continue with larger craft. The ARCC have created exclusion zones for unmanned craft SAR surveillance. Progress is slow with the regulators as testing needs to be carried out in controlled airspace.
- 4.2 DB advised that a debrief had been held following the incident involving the Piper Malibu aircraft that ditched off Guernsey in January. At the debrief, there was strong commendation for the assistance provided by both the French and UK authorities in terms of assets. The use of the Manche Grid was deemed to be useful during the search operations. However, one learning point raised was the fact that the UK helicopter and fixed wing assets seemed unfamiliar with the Manche Grid.

**ACTION: MCA to establish levels of familiarity of the ARCC with the Manche Grid and to ascertain any perceived issues with it.**

- 4.3 SW reviewed the incident involving the fishing vessel SAINT PIERRE that sank just outside the South West lane of the TSS. The wreck was surveyed by Trinity House who advised that she had settled in sufficiently deep water so as not to present a hazard to navigation. As no request was received from the French authorities to raise her, there was no need to recover her from the seabed.

## 5 Date of Next Meeting

- 5.1 It was agreed that the 85<sup>th</sup> AFATG will be held in Cherbourg in the week commencing Monday 2<sup>nd</sup> December 2019. The precise date will be discussed and agreed in due course.



Maritime &  
Coastguard  
Agency



HM Coastguard

## 6<sup>th</sup> Unorthodox Channel Crossings User Group Meeting

CGOC Dover, 8<sup>th</sup> November 2018, 10:30am to 12:30pm

Attendees:	Apologies:
Name (MCA) (Chair) - HC	Name MCA)
Name (CROSS Gris-Nez) -TR	Name (MCA) - TP
Name (CSA) – MR	Name (MCA) - TE
Name (SNSM 59/62) - SC	
Name (CSA) - SG	
Name (SNSM Calais) - BB	
Name (P&O) - GM	
Name (CSPF) - MO	
Name (CSPF) – LO	
Name Dover Marine Services) – JS	
Name (KCSC) -PF	
Name Ellis Marine Services) - SE	

### 1. Welcomes, Introduction and Apologies

HC welcomed all to the meeting and all around the table gave a short introduction.

### 2. Actions from the last meeting

HC asked if there were any comments on the minutes from the previous meeting. MO commented on the legal translation from French to English on unorthodox crossings, he explained that he is concerned about the phrase ‘three approved British organisations’, as the organisations are not approved but recognised and this should not specify the three.

TR explained that he had not been involved in the translation but when it is reviewed will make the comment and look to have the word ‘approved’ removed. HC then moved to the actions of the previous meeting:

1. Provide members of the UCCUG with a short document summarizing the regulation’s applicable to swimmers and small crafts in French waters – sent in minutes
2. Send to all UCCUG members the email addresses of the French authorities in charge of Channel crossings and nautical events – sent in minutes

**Action 1 - HC to confirm with TR which other organisations need to be added to the list**

### 3. Operational Updates

#### French Presentation

TR gave a presentation on the 2018 season review, with 350 swims attempted 80% solo, 20% relay 15% unsuccessful attempts (53 out of 350) 2/3's before entering the NE bound lane. 11 leisure crafts 1 SUP, 1 pedalo and 9 rowing boats most of which were escorted by MV AINTREE. No infringements in French waters, no SAR, no major difficulties in dealing with traffic, good weather conditions and smooth communications with Dover CGOC.

TR then gave an overview of the French legal requirements for example; only CSA/CCA/CS&PF swimmers are allowed in the part of the TSS located in French territorial waters. Small crafts must:

→ suspend their crossing upon entering French territorial waters (get onboard their escort vessel and tow the craft)

→ resume the crossing when within regulatory distance from shore (depending on the type/size of the craft).

The table briefly discussed Calais port improvement works (<https://www.spd-calais.com/en/work-site/works-schedule>) MO requested any information on temporary regulations that apply and TR explained that this can be found on line but the best practice still to call Calais Harbour, TR reminded the table that Calais normally ban all unorthodox activity so this is specialist treatment and the associations are benefitting as long as they contact Calais as required.

Navigational warnings for the area can be found at the following site by clicking on the map: <https://www.premar-manche.gouv.fr/avis-urgents-aux-navigateurs.html>

TR discussed a pedalo crossing which was not considered unorthodox but went across with the vessel AINTREE. This led to a discussion on the owner of AINTREE and whether he should be invited to the meeting in the future, as he is not currently on the recognised list. HC explained that he may well have been invited before but did not come, if we have the details of the owner we can review inviting him again.

**Action 2 - If anyone has AINTREE contact details to send to HC**

#### 4. Significant Accidents or Incidents

HC stated that on the British side there had only been four incidents related to the cross-channel swimmers as far as she was aware, with no deaths but one requiring helo evacuation. The table agreed that there had been very little incidents and all in all it had been a good year.

HC presented some slides relating to an issue received from P&O where the ferry had come across a large number of swimmers spread across the lane in dense fog. MO stated that it is difficult as they would only go when there is no fog however it can come in quickly once having left the beach and could be more dangerous to try

and turn around, the ferries also appear to go very fast even in bad visibility which is against the rules.

GM explained that safety always comes first, and he will discuss the speed issue, however communication is the key and it is important for the support boats to contact the ferries, particularly in poor visibility if they are concerned and vice versa. The best way to alleviate concerns on both sides is to contact on the day, at time of incident to allow both to be mindful of the other and provide ferries with an early warning.

All channel swimmer associations explained that they regularly put DVR-CALAIS-DVR CHANNEL SWIM in their AIS destination field to assist vessels in knowing who they are and what they are doing. They would also turn to go with the direction of traffic if there are any issues, Dover port also are usually very mindful of letting the vessels know where the swimmers are before they leave the port.

### **NEW ACTION 3 – Check list of recognised vessels is sent to P&O**

#### **5. Any Other Business**

MO told the group that there was still one more swim to go, they are expecting 6 swimmers around the 28<sup>th</sup> December. There is a possibility that they will go on the 31<sup>st</sup> as they can then be last swim of the year 2018 and the first of 2019.

The table discussed the dangers of the water at temperatures under 8 degrees, TR asked whether they will take a doctor onboard and MO explained that would not normally be a requirement, however previously there has always been one in attendance with late swims.

TR expressed his concerns over the dangers to a swimmer at those temperatures and the responsibility this places on the pilot of the support boat. SG explained that they would only go if the circumstances were right and it was deemed safe enough, he had been asked to support a late swim last year but refused due to the boat being too exposed and it being too cold, so they would refuse if they felt it was too dangerous.

BB mentioned the issue regarding migrants, which has been on the rise this year. If any support boats get approached by migrants they must report to Gris-Nez or Dover immediately, do not engage with the vessel but maybe required to remain on scene if they can and the rescue boat from Calais will attend.

SE stated that Seafarer II had passed on information regarding a suspected migrant boat this summer but couldn't stop, the rescue boat was able to come out to assist.

#### **6. Date of next Meeting**

HC thanked all for their attendance and contribution and closed the meeting at 12:30. The next meeting will be chaired by TR in CROSS Gris-Nez and scheduled for the beginning of season on the 4<sup>th</sup> April 2018.

#### **Action Summary**

<b>Action</b>	<b>Comments</b>	<b>Initials</b>
<b>1</b>	HC to confirm with TR which other organisations need to be added to the list	<b>HC / TR</b>
<b>2</b>	If anyone has AINTREE contact details to send to HC	<b>?</b>
<b>3</b>	Check list of recognised vessels is sent to P&O ferries	<b>HC</b>



## Unorthodox crossings – Applicable regulations in French waters

Arrêté ministériel du 23 novembre 1987 modifié relatif aux manifestations nautiques  
Arrêté préfectoral du préfet maritime n°41/2018 du 29 mai 2018

### CHANNEL CROSSING BY SWIMMERS

- From France to the UK: **Strictly forbidden**.
- From the UK to France : **Tolerated under 3 conditions:**
  - Return crossing to the UK must be done without any significant interruption of time ;
  - Crossings shall be organized in accordance with British legal prescriptions ;
  - Crossings shall be supervised by one of the three approved British organizations (CSA, CS&PF, CCA).

**French authorities advise against swimming across the Dover strait**

### UNORTHODOX CROSSINGS OF THE DOVER STRAIT TRAFFIC SEPARATION SCHEME

- **Stricly prohibited** in the French part of the Dover strait.
- Stricly prohibited for, scuba divers windsurfs, kitesurfs (or similar), hydroplanes (or similar), fly-boards (or similar), personal watercrafts, towed leisure crafts, crafts exclusively propelled by human energy, beach crafts, and all unregistered crafts or crafts listed by the 23 November 1987 arrêté ministériel.
- Even during a nautical event.
- Even in presence of an escort vessel or an escort watercraft.
- As of May 2018, **no derogation shall** be delivered.

Anyone coming from the British coast and intercepted by the French authorities near French territorial waters will be invited to turn around or to immediately get on board their escort vessel until they reach the minimum distance from shore where they are allowed to navigate by applicable regulations:.

- Hydroplanes (or similar): forbidden in French territorial waters. Possibility to apply for a temporary derogation delivered by the Prefet maritime of the Channel and North sea
- Personal crafts: only during daytime and within 2 nautical miles from a shelter, or Within 6 nautical miles if the craft is made for more than one passenger.
- Machines exclusively propelled by human energy: only during daytime and within 2 nautical miles from a shelter., or within to 6 nautical miles if navigating as a group and equipped with a VHF
- Kitesurf ( or similar): only during daytime and within 2 nautical miles away from a shelter
- Beach craft: only during daytime at a maximum distance of 300 m from the coast. Within 2 nautical miles from a shelter if the board is equipped with an engine
- Flyboard or similar: only during daytime and within 2 miles away from a shelter. Forbidden within 300m from the coast.

Courtesy Translation – No legal value

