

Meeting: International Maritime Organization, Sub-committee on Dangerous goods, Solid cargoes and Containers, 10th session (DSC 10)	
Date: Monday, 26 to Friday, 30 September 2005	
Venue: IMO Headquarters, London	
Participant : Dr. Susumu OTA Leader of Cargo Transportation and Fire Safety Research Group	<p><b>RESULTS OF THE MEETING</b></p> <p>At the meeting, "Amendments to the IMDG Code and supplements, including harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods", "Amendments to the BC Code, including evaluation of properties of solid bulk cargoes", "Mandatory application of the BC Code", "Measures to enhance maritime security" and other issues were discussed.</p> <p>As a result of discussion, the Sub-Committee established a correspondence group (CG) on "Amendments to the BC Code" and "Mandatory application of the BC Code". The CG was mainly instructed to:</p> <ol style="list-style-type: none"> <li>(1) redraft "Foreword" and draft a new section 1 which will cover "definitions", "application and implementation" and requirements for the carriage of a cargo which is not listed in the BC Code;</li> <li>(2) identify the parts which are not suitable for mandatory application;</li> <li>(3) redraft the requirements which will be made mandatory;</li> <li>(4) prepare draft amendments to SOLAS chapters VI and VII to mandate the BC Code;</li> <li>(5) examine the text of the BC Code and prepare draft amendments to the BC Code to improve the text, taking into account document DSC 10/4 (Japan).</li> </ol> <p>In the working group on the BC Code at this session, it was decided that section 1 to 10 and individual entries for solid bulk cargoes should be made mandatory, in principle, noting that many descriptions in those parts of the Code are not suitable for mandatory application. Based on such agreement of the group, the above mentioned instructions (2) and (3) were determined for detailed consideration in the CG.</p> <p>Under the agenda item "Measures to enhance maritime security", new requirements in the BC Code and other IMO instruments were considered. The draft security requirements for the inclusion into BC Code were developed based on the security requirements in the IMDG Code and will be finalized at the next session.</p> <p><b>MAJOR CONTRIBUTIONS</b></p> <p>Under the agenda "Mandatory application of the BC Code", Japan pointed out some issues which should be considered. During the discussion based on Japanese proposal, agreeing that the amendments to the BC Code should be minimized, the Sub-Committee noted the necessity of detailed review of the Code, Then the Sub-Committee established the CG and the NMRI undertook the coordinator together with a delegation of Australia.</p> <p>Under the agenda "Amendments to the BC Code", based on the investigation by the NMRI on possible inconsistencies and requirements not related to safety, which could be deleted, Japan submitted a proposal to the former session (DSC 9). However, due to constraint in time, some parts of the proposal could not be discussed at the last session and the Sub-Committee invited Japan to submit a definitive version of the same for consideration at DSC 10. Then the NMRI investigated 2004 BC Code (more than 400 pages) and Japan submitted a proposal, again, to this session, DSC 10. The draft report of the Sub-Committee included the following text regarding the investigation:</p> <p style="padding-left: 40px;">"The Sub-Committee thanked the delegation of Japan for undertaking an elaborate exercise which mainly examined appendix 1 of the 2004 BC Code."</p> <p>Based on the results of investigation by the NMRI, improvement of the BC Code will be discussed in the above mentioned CG in detail.</p>