

Meeting: International Maritime Organization (IMO) Maritime Safety Committee (MSC 83)

Period: October 3 to October 12, 2007

Place: Bella Center Copenhagen, Denmark

Participants from NMRI, Japan

Mr. Koichi Yoshida: Director of Centre for International Cooperation

Mr. Kazuhiro Tabuchi: Centre for International Cooperation

Mr. Masaru Hirakata: Advanced Structure Research Project



Mr. Hirakata Mr. Tabuchi Mr. Yoshida

Major Contribution

Mr. Yoshida participated in the plenary on the considerations of reports on goal-based new ship construction standards (GBS), Fire protection sub-Committee (FP) Design and Equipment sub-Committee (DE), and Sub-Committee on bulk liquids and gases (BLG). At GBS, he contributed to presenting the Japan's basic attitude and policy, to reflect on discussions, as well as contributed to the considerations on prescriptive GBS on bulk carriers and oil tankers, as a member of pilot panel (PP). For reports from the sub-committee, he contributed to coordinating opinions with Europe on the equipment standards for devices to prevent the passage of flame into cargo tanks of tankers (MSC/Circ.677). For inert gas system (IGS) for tankers under 20,000DWT, coordinating with Europe members, Netherlands, etc., he contributed to the consideration, showing FSA (Formal Safety Assessment) achievement which NMRI implemented, as well as explaining the difficulty of the application of IGS to existing such tankers.

Mr. Tabuchi participated in the working group (WGI) on GBS, the consideration of SOLAS amendment in order to introduce GBS to SOLAS. He pointed out the issues to be discussed for the smooth application of Protocol, for example, since IACS/CSR has not covered all GBS/Tier II, it is necessary to scheme words in order to have flexible application for regulation on Protocol amendment. Japan pointed out the necessity of consideration for issues other than ship classification standard, as maintenance conditions, reflected to the consideration.

Mr. Hirakata participated in the working group (WGI) on GBS and contributed to explaining the Japanese document in order to progress GBS work based on Safety level approach (a method for rule making by using risk evaluation). He reflected the Japanese view that kind of ship type should be limited and the proposal on common data source to conduct risk analysis in the group.

Major outcome:

Consideration and Adoption of Amendment to Mandatory Instruments

The following mandatory instruments were adopted at this meeting.

1) The International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention)

- Amendment of Annex, chapter IV:
 - review and amendment of criteria relating to GMDSS satellite providers (enter into force on 1 July 2009)
- Amendment of Annex, chapter VI:
 - obligation for providing MSDS before on-board for ships cargoes and fuel oil on-board (enter into force on 1 July 2009)
 - implementation of review of MSDS method at BLG12 (February 2008)
- The International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, etc. (INF Code):
 - General amendment of SOLAS Protocol, chapter II-1, adopted in MSC82, and similar amendment
 - (Entry into force on 1 July 2009)

2) 1988 Protocol relating to the International Convention for the Safety of Life at Sea 1974 (88 Protocol)

- Amendment of the Safety Certificate of passenger ship, cargo ship, nuclear passenger ship, nuclear cargo ship, in 1974 SOLAS Convention, chapter II-1, the Cargo Ship Safety Construction Certificate, and Cargo Ship Safety Equipment (enter into force on 1 July 2009)

Consideration on Long-Range Identification and Tracking (LRIT)

MSC81, adopted the amendment of SOLAS, Chapter V, relating to LRIT system, will bring into operation on 31 December, 2008. At MSC83, it was pointed that a number of uncertain elements in LRIT system might exert a bad influence in the national preparations process of the contracting governments. The Committee agreed that IDC (International Data Centre) would not be equipped and the U.S. would equip and operate IDE function without charge until the formal LRIT system is established. For this operation, LRIT data exchange will be tested

in prior period of 2008 then organized the LRIT system based on the result. For the implement of system installment obligation on ships from 31st December 2008, the committee agreed the technical details on system. The approved major issued are as follows.

- Technical specification for IDE (International Data Exchange)
- Technical specification for IDC (International Data Centre)
- Technical specification for communication in LRIT system net work
- Protocol for LRIT operational test

Goal-Based New Ship Construction Standards (GBS)

In regard to GBS, based on specific approach subject to oil tankers and bulk carriers, the Committee discussed the reports from pilot panel, would consider at the second pilot panel whether Tier III verification process (part A) and Tier III information requirements and evaluation criteria (part B) are appropriate. The second pilot panel will have the interim reports relating to Tier III contents at the next MSC 84 (7th ~16th May, 2008), will establish trial application of Common Structural Rules (CSR) for IACS tankers and bulk carriers by MSC85 (December, 2008), GBS based on specific approach relating oil tankers and bulk carriers will be finalized to MSC85.

MSC85 will consider and finalize the amendment of SOLAS/II-1 in order to install GBS to SOLAS Protocol and the current GBS (MSC83 agreed to use the contract date as an applied date), and approve them, as well as Ship Construction File referred in Protocol.

For safety level approach, MSC83 agreed to decrease the number of ship type categorization and would be concentratedly discussed at MSC84. Furthermore, the long-span plan in order to use GBS generally in the process of drawing up IMO regulations was considered, 'guidelines for drawing up regulations by GBS' (NMRI mainly considered.) was also adopted as consideration. Correspondence Group would be established by MSC84 and developed the plan and operation. (This issue would be considered at MSC84.)

Performance standard for protective coating for void spaces

In regard to performance standard for protective coatings for void spaces, DE 50 (March, 2007) considered draft non-compulsory performance standard for protective coatings for void spaces on bulk carriers and oil tankers, expected to adopt at this meeting. However, the draft standard has not concluded 'once' or 'twice' about the minimum times for spray coating, so that the decision was expected to conclude at MSC.

Greece proposed a number of amendments and strengthenment on performance standard and early mandatory. As outcome, MSC agreed to 'once' of the minimum time of spray coating, on which Japan insisted, and adopted non-compulsory performance standard for protective coating, without amendments as agreed at DE50. The Committee would consider making the Performance standard mandatory after experience has been gained with its application.

Safety of General Cargo Ships

Since a number of accidents on general cargo ships has occurred, MSC82 agreed to consider the issue. MSC 83 discussed as follows.

- It is necessary to calculate the data and reports relating to general cargo ships accidents
- FSA(Formal Safety Assessment) for general cargo ships should be implemented and considered of danger and countermeasures.
- The application for Test enforcing Program (IMO/A.744) for general cargo ships should be considered.
- Installment and Equipment standards for general cargo ships should be considered.

This issue could not be concluded at MSC83, however, continued to consider. MSC required to each state to report data and analysis of accidents, and FSA analysis to them.

New Work and Amendments in the Future (NMRI)

Standard for Natural Gas Hydrate Carriers

Japan insisted IMO should establish the international standard for natural gas hydrate carriers, being developed in Japan recently. MSC agreed to consider this issue at BLG Sub-Committee, would expect to start at BLG 13 (2009).

FSA (Formal Safety Assessment)

While FSA continues to be considered, MSC 85 would establish MSC-MEPC Co-ordinate Working Group (WG) to install the assessment index for environment protection (under way at MEPC) to FSA.

Comprehensive review of International Gas Carrier Code (IGC Code)

IGC Code will start to work in order to reflect the recent review of SOLAS and other Code.

Prevention from Explosion Accidents (under 20,000DWT tanker)

In order to prevent tankers (under 20,000DWT) from explosion accidents, Japan instructed the consideration of inert gas system instalment obligation to Fire Protection Sub-Committee (FP 52).

Review of Standards of Prevention System from Fire into Cargo Tank (MSC/Circ.677)

BLG Sub-Committee would review the standards of prevention system from fire, equipped with tankers carrying smaller flammable cargo than 0.9mm, which is possible fire passes through. (The technical performance standard of system is unchanged.)

Next meeting schedule:

The MSC 84 meeting is scheduled on 7th ~ 16th May, 2008, in London, U.K.