

MEETING: International Maritime Organization (IMO) Maritime Safety Committee, 84th session (MSC 84)

OUTLINE OF THE MEETING

- The development of the draft guideline of the generic GBS (goal-based new ship construction standards) framework, which is a guideline for the development of GBS.
- Adoption of 6 amendments to mandatory instruments of SOLAS convention

DATE: May 7 to May 16, 2008

VENUE: IMO Headquarters, London, UK

ATTENDANCE FROM NMRI

Mr. Koichi Yoshida (The centre of front row in the photo) : Director of Centre for International Cooperation

Dr. Yoshitaka Ogawa (The right of front row in the photo) : Chief Researcher of Project Team for Research on Goal Based Standards and Centre for International Cooperation International Cooperation



MAJOR CONTRIBUTIONS

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).

He, as a member of the Pilot Panel, presented the progress report on the trial application of the Tier III verification process using IACS Common Structural Rules (CSR). It was confirmed that the GBS for bulk carriers and oil tankers based on the prescriptive approach and accompanying the consequential amendments of IMO instruments will be finalized at MSC85.

He participated in the GBS working group and contributed the development of draft guideline of the generic GBS framework, which was focused on the ship hull structure. He also contributed to determine the work plan, which includes the finalization of guideline of the generic GBS framework and the facilitation of the GBS based on the safety level approach.

Dr. Ogawa also participated in the GBS working group and contributed the development of draft guideline of the generic GBS framework, which was focused on the ship hull structure. He also contributed to determine the work plan, which includes the finalization of guideline of the generic GBS framework and the facilitation of the GBS based on the safety level approach.

To facilitate the discussion for the GBS based on the safety level approach, he explained for further consideration of the methodology to compensate for the gaps between top-level goals and functional requirements using two examples, in terms of intact stability and structural safety (MSC84/5/5). The working group on GBS requested Japan to report the further results on examinations for the GBS based on the safety level approach.

With regard to the specific ship stability requirements for Ro-Ro passenger ships, which is determined to new work program items, technical information was exchanged with CESA (Community of European Shipyards' Associations).

MAJOR OUTCOME OF THE MEETING

1. Goal-Based new ship construction Standards (GBS)

(1-1) The GBS for bulk carriers and oil tankers based on the prescriptive approach

The Pilot Panel, in which Mr. Yoshida contributes as a member, reported on the progress made with the second trial application of the Tier III verification process since MSC 83, in particular that the Pilot Panel has completed an initial

revision of the Tier III guidelines and has provided IACS with the revised guidelines as scheduled.

(1-2) The generic GBS

The draft guideline of the generic GBS framework, which was focused on the ship hull structure. To facilitate the GBS based on the safety level approach, Japan explained for further consideration of the methodology to compensate for the gaps between top-level goals and functional requirements using two examples, in terms of intact stability and structural safety (MSC84/5/5). The working group on GBS requested Japan to report the further results on examinations for the GBS based on the safety level approach.

(1-3) Work plan for the further development of goal-based standards

The Committee noted that the group had updated the short-term plan for the further development of GBS agreed at MSC 83 to reflect the progress achieved at this session and, while reviewing the prioritized and condensed work plan prepared by the GBS Correspondence Group (MSC 84/5/3, paragraph 52), had noted that some elements of this work plan were relevant for the long-term development of GBS and had agreed that these and other issues should be documented for consideration by the Committee at a future session.

2. LRIT(The long-range identification and tracking)-related matters

The Committee recognized that, for the LRIT system to become operational on 30 December 2008, it must take decisions with respect to all issues having a bearing on the establishment and operation of the International LRIT Data Exchange (IDE), the LRIT Data Distribution Plan (DDP) and, indeed, the complete LRIT system. In addition, the Committee also recognized that, since the actual establishment and integration of almost all components of the LRIT system would start after MSC 84, it would need to decide how matters relating to the technical aspects and the development and integration testing of the various components of the LRIT system would be handled during the period between MSC 84 and MSC 85.

3. CONSIDERATION AND ADOPTION OF AMENDMENTS 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)

(1-1) Amendments to SOLAS Chapter II-1

- Regulation 3-4: Emergency towing arrangements on tankers
- New regulation 3-9: Means of embarkation on and disembarkation from ships

Amendments to SOLAS regulation II-1/3-4 and the new SOLAS regulation II-1/3-9 (MSC 84/3, annex 1) had been developed by DE 50 and approved by MSC 83.

(1-2) Amendments to SOLAS Chapter II-2

- Regulation 10: Fire fighting

Amendments to SOLAS regulation II-2/10 (MSC 84/3, annex 1) had been developed by FP 51 and approved by MSC 83.

- Regulation 19: Carriage of dangerous goods

Amendments to SOLAS regulation II-2/19 (MSC 84/3, annex 1) had been developed and approved by MSC 83.

- Regulation 20: Protection of vehicle, special category and Ro-Ro spaces

Amendments to SOLAS regulation II-2/20 (MSC 84/3, annex 1) had been developed and approved by MSC 83. The SLF and FP Sub-Committees to finalize the draft Guidelines for submission to MSC 86 for approval

(1-3) proposed amendments to SOLAS Chapter III

- Regulation 6: Communications
 - Regulation 26: Additional requirements for Ro-Ro passenger ships

Amendments to SOLAS regulations III/6 and III/26 (MSC 84/3, annex 1) had been developed by COMSAR 11 and approved by MSC 83.

(1-4) proposed amendments to SOLAS Chapter XI-1

- New regulation 6: Additional requirements for the investigation of marine casualties and incidents

The proposed new SOLAS regulation XI-1/6 (MSC 84/3, annex 1) had been developed by FSI 15 and approved by MSC 83, to make the Casualty Investigation Code mandatory under the SOLAS Convention.. Adopt the new SOLAS regulation XI-1/6 and instructed the drafting group accordingly.

4. MEASURES TO ENHANCE MARITIME SECURITY

The Committee recalled that MSC 83 had agreed that maritime security should remain on the agenda for MSC 84 and MSC 85, with provision for a drafting group on maritime security at MSC 84, if required, and for the Maritime Security Working Group (MSWG) to reconvene at MSC 85.

5. SAFETY OF NAVIGATION

The Committee, recognizing the importance of the prevention of accidents due to driftwood and other floating obstacles, approved MSC.1/Circ.1261 on Prevention of maritime accidents due to driftwood. Member States are invited to ask ships that detect driftwood and other floating obstacles (including containers, other large cargo items, etc.), which could cause a maritime accident, especially for a high-speed craft, to communicate the information to ships in the vicinity and competent authorities, in accordance with SOLAS regulation V/31.

6. SHIP DESIGN AND EQUIPMENT (DE)

- (1) Amendments to the ESP (Enhanced Survey Program) Guidelines (resolution A.744(18))

The Committee noted the progress made regarding the development of amendments to the ESP Guidelines (resolution A.744(18)), in particular that DE 51 had established a correspondence group and instructed it to harmonize the part on single-side skin bulk carriers with the newly developed part on double-side skin bulk carriers; review the Guidelines to harmonize them with the IACS Z10 series; and prepare amendments to permit the master or a representative nominated by the master or company to attend the survey planning meeting.

- (2) Code of Safety for Special Purpose Ships, 2008

The Committee considered the draft Code of Safety for Special Purpose Ships (SPS Code), 2008 (DE 51/28, annex 1) and the related document MSC 84/11/7 (Netherlands), proposing amendments to the definition of “special personnel” in paragraph 1.3.3.2 of the draft revised SPS Code regarding the training programme to be approved by the Administration and the deletion of the footnote to paragraph 1.3.12 referring to sail training ships not propelled by mechanical means. Following debate, the Committee, with regard to the proposals outlined in the above paragraph, did not support the proposals to amend the definition of “special personnel” and to delete the footnote to paragraph 1.3.12. Consequently, the Committee adopted resolution MSC.266(84) on Code of Safety for Special Purpose Ships, 2008.

- (3) Life-saving appliances and related matters

- (3-1) Interim Recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear

The Committee supported the proposal to replace paragraph 4 of the draft Interim Recommendation, in connection with document MSC 84/11/1 (Secretariat), and, having agreed to the modified text of the paragraph, approved MSC.1/Circ.1277 on Interim Recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear.

- (3-2) Global coverage of lifeboat service providers

The Committee noted that the Sub-Committee had requested ILAMA to report to DE 52 on the establishment of adequate global coverage of suitable lifeboat service providers, including coordination with non-ILAMA members, and on the availability of training for certification of service personnel.

- (3-3) Amendments to the LSA Code

The Committee approved draft amendments to the LSA Code, set out in annex 18, relating to the change of the average weight of seafarers, specified in the Code, from 75 kg to 82.5 kg, and requested the Secretary-General to circulate the draft amendments, in accordance with SOLAS article VIII, for consideration, with a view to adoption, at MSC 85.

(3-4) Amendments to the Revised recommendation on testing of life-saving appliances

The Committee approved, in principle, a draft MSC resolution on Adoption of amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), set out in annex 19, for formal adoption in conjunction with the adoption of the draft amendments to the LSA Code referred to in paragraph 11.14 above.

(3-5) Lifeboat on-load release gear

The Committee noted the outcome of the Sub-Committee's work regarding lifeboat on-load release gear, in particular that, due to time constraints, this matter could not be considered in sufficient detail and that, therefore, DE 51 had instructed the LSA Correspondence Group to further consider, as a matter of priority, the "fail safe" concept and the use of fall preventer devices and to finalize relevant amendments to the LSA Code and the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)); and also to develop a definition for "on-load release hooks of poor and unstable design", explore criteria to determine poor and unstable design of such hooks and consider a timeframe for the replacement of such hooks.

(3-6) Guidance on wearing immersion suits in totally enclosed lifeboats

The Committee approved MSC.1/Circ.1278 on Guidance on wearing immersion suits in totally enclosed lifeboats.

(3-7) Guidelines for the approval of novel life-saving appliances

The Committee noted the outcome of the Sub-Committee's work on guidelines for the approval of novel life-saving appliances, in particular the decision to develop relevant provisions when revising SOLAS chapter III under the work programme item on "Development of a new framework of requirements for life-saving appliances".

(4) Corrosion protection

(4-1) Guidelines on maintenance and repair of protective coatings

The Committee noted the progress made on the development of guidelines on maintenance and repair of protective coatings and also that, in this context, the Sub-Committee had noted the Industry Guidelines for the implementation of the Performance standards for protective coatings (PSPC), adopted by resolution MSC.215(82), and had found their application to be beneficial for Administrations, industry and other parties concerned.

In this connection, the Committee considered document MSC 84/11/6 (IACS), providing, in the annex to the document, IACS Unified Interpretation SC 222 which clarifies how IACS Members intend to uniformly interpret the provisions of the above Performance standard for protective coatings in relation to salt measurement and stripe coatings. The Committee supported the proposed Unified Interpretation (UI) in general and, following a proposal by the delegation of Greece, invited IACS to amend the first part of the UI concerning stripe coats by adding the following sentence at the end of the interpretation:

"A roller may be used for scallops, ratholes, etc., but not for edges and welds."

The IACS observer advised the Committee that the UI would be amended in line with the above proposal and would be submitted to DE 52 under the agenda item "Consideration of IACS unified interpretations" for consideration and action as appropriate.

(4-2) Guidelines for corrosion protection of permanent means of access arrangements

The Committee approved MSC.1/Circ.1279 on Guidelines for corrosion protection of permanent means of access arrangements.

(5) Definition of the term "bulk carrier"

The Committee noted the outcome of the Sub-Committee's work regarding the definition of the term "bulk carrier" and, in particular, that DE 51, having agreed that further work should be undertaken to finalize the matter, had invited the Committee to include a relevant item in the Sub-Committee's work programme and the provisional agenda for DE 52.

7. PIRACY AND ARMED ROBBERY AGAINST SHIPS

Robbery against ships

The Committee noted (MSC 84/17/1, Secretariat) that the Assembly, at its twenty-fifth session, had requested the

Committee to undertake a comprehensive review of the guidance provided by the Organization for preventing and suppressing piracy and armed robbery against ships. This review should, inter alia:

- .1 take into account the current trends and practices of the perpetrators;
- .2 provide advice in cases where seafarers, fishermen and other mariners are kidnapped or held hostages for ransom; and
- .3 provide advice in cases where naval vessels and military aircraft seek to provide assistance or protection.

In this context, the Committee gave initial consideration to the proposals of Denmark (MSC 84/17/4) which offered a number of suggested enhancements to the guidance given in MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.3, in the light of the increased number of hijackings over the last year; the nature of the attacks; and the entry into force of the ISPS and ISM Codes.

8. FORMAL SAFETY ASSESSMENT

The Committee recalled that MSC 83, recognizing that there would be an outcome of MEPC 57 regarding environmental risk acceptance criteria and other submissions to this session, in particular related to the review of FSA studies, had agreed to retain the item in the provisional agenda for this session.

9. NEW WORK PROGRAMME ITEMS PROPOSED BY MEMBER GOVERNMENTS AND INTERNATIONAL ORGANIZATIONS

(1) Specific ship stability requirements for Ro-Ro passenger ships

The Committee considered document MSC 84/22/12 (Austria et al), proposing to review the damage stability requirements of the revised SOLAS chapter II-1, which will enter into force on 1 January 2009, to ensure that the issue of water on deck, which is a specific safety concern for Ro-Ro passenger ships, is adequately addressed within those requirements; and document MSC 84/22/23 (CESA), wherein, supporting in general, the proposal to review ship stability requirements for Ro-Ro passenger ships, CESA, while pointing out that the combined use of the revised SOLAS chapter II-1 and the Stockholm Agreement would not be appropriate, as they are based on different concepts, expressed the opinion that the decision could be taken only after the technical background of the proposal is made available and that the scope of the review should also address the issue of compatibility of the revised SOLAS chapter II-1 damage stability requirements with other legislation still regulating the design of Ro-Ro passenger ships.

Following the discussion, the Committee agreed to include, in the work programme of the SLF Sub-Committee, a high-priority item on "Damage stability regulations for Ro-Ro passenger ships", with two sessions needed to complete the item, and instructed SLF 51 to give a preliminary consideration to the matter and to include the item in the provisional agenda for SLF 52. In this regard, Member Governments and international organizations were invited to submit any studies on the above matter to SLF 52.

(2) Thermal performance of immersion suits

The Committee considered document MSC 84/22/5 (Japan), proposing to amend the requirements of the LSA Code and the Revised recommendation on testing of life-saving appliances relevant to the evaluation of the thermal performance of immersion suits, with a view to introducing a new test procedure based on the "reference test device" concept, and agreed to include, in the work programme of the DE Sub-Committee, a high-priority item on "Thermal performance of immersion suits", with two sessions needed to complete the item.

(3) Rectification of requirements for life-saving appliances

The Committee considered document MSC 84/22/6 (Japan), proposing to rectify errors and inconsistencies in the Revised recommendation on testing of life-saving appliances, as amended by resolutions MSC.200(80) and MSC.226(82), and agreed to include, in the work programme of the DE Sub-Committee, a high-priority item on "Amendments to the Revised recommendation on testing of life-saving appliances", with two sessions needed to complete the item.

THE NEXT SESSION

The next session (MSC 85) will meet from November 27 to December 5 at the headquarters of International Maritime Organization in London UK.