

MEETING: International Maritime Organization (IMO) Maritime Safety Committee, 85th session (MSC 85)

OUTLINE OF THE MEETING

- The Committee adopted some amendments to mandatory IMO instruments to make 2008 IS Code and the IMSBC Code mandatory.
- The Committee approved "non-mandatory guidelines on security aspect of the operation of vessels which do not fall within the scope of SOLAS chapter XI-2 and the ISPS Code".
- The Committee agreed to postpone approval of the draft SOLAS amendments and the draft International goal-based ship construction standards for bulk carriers and oil tankers to MSC 86.
- The Committee agreed to hold an FSA Experts Group at MSC 86. The committee invited the Experts Group to review documents about FSA studies submitted before MSC 86.

DATE: November 26 to December 5, 2008

VENUE: IMO Headquarters, London, UK

PARTICIPANTS FROM NMRI

Mr. Koichi Yoshida (Centre in photo) : Director of Centre for International Cooperation

Dr. Susumu Ota (Left in photo) : Senior Research Engineer, Navigation and System Engineering Department

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



MAJOR CONTRIBUTIONS

Mr. Yoshida participated in the Working group on "Goal-Based new Ship Construction Standards" (GBS: Agenda Item 5) as one of the delegates of Japan and as a member of the expert group (Pilot Panel) and contributed the development of the GBS for bulk carriers and oil tankers and drafting of relevant amendments to SOLAS Convention for the implementation of the GBS.

Dr. Ota participated in the working group on "Measures to enhance maritime security" (Agenda Item 4). He has coordinated the Correspondence Group (CG) on "Security arrangements for vessels which do not fall within the scope of SOLAS chapter XI-2 and the ISPS Code" with the United Kingdom and the United States. At this meeting, he explained the results of the CG in Maritime Security working group and contributed the development of "non-mandatory guidelines on security aspect of the operation of vessels which do not fall within the scope of SOLAS chapter XI-2 and the ISPS Code".

Furthermore, he examined possible editorial errors contained in the draft International Maritime Solid Bulk Cargoes (IMSBC) Code and contributed to the rectification of the IMSBC Code prior to the adoption.

Dr. Ogawa participated in the working group on GBS and contributed to develop the GBS for bulk carriers and oil tankers. He contributed to modify the definition of "net Scantling" based on the Japan's opinion. With regard to the development of GBS utilizing Safety Level Approach (SLA), he explained the Japanese proposal (MSC 85/5/3) at the plenary.

In addition, with regard to the Formal Safety Assessment (FSA: Agenda Item 17) and General Cargo Ship Safety (Agenda Item 19), he exchanged information with other countries delegations in order to promote further progress to be made at the next session.

Furthermore, with regard to the Consideration and Adoption of amendments to mandatory instruments (Agenda Item 3), he participated the drafting group on this agenda and contributed on the correction of texts of the International Code on Intact Stability, 2008 (2008 IS Code) and the explanatory notes to the 2008 IS Code.

MAJOR OUTCOME OF THE MEETING

○ CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS (Agenda Item 3)

The following mandatory instruments were adopted at this meeting.

(1) Amendments to SOLAS Chapter II-1 and 1966 LL Convention

- The Committee adopted that the International Code on Intact Stability, 2008 (2008 IS Code) should become effective on 1 July 2010, noting that the effective date should be the same as the date of entry

into force of amendments to SOLAS chapter II-1 and the 1988 Load Lines Protocol, i.e., 1 July 2010.

(2) Amendments to SOLAS chapter II-2

- The Committee adopted the amendments to the requirements for fire doors and ventilation ducts and the revised requirements will enter into force on 1 July 2010. Furthermore, the Committee adopted the amendments to regulation 19 for clarification of the application of the requirements for dangerous goods in packaged form, in particular, those having subsidiary risk class. These amendments will enter into force not later than the date of the first renewal survey on or after 1 January 2011, in general, while the application of the amendments depends on the gross tonnage and date of construction on a ship. Similar amendments to 2000 HSC Code were also adopted.
- The Committee adopted the amendments to chapters VI and VII of SOLAS Convention in order to make the International Maritime Solid Bulk Cargoes (IMSBC) Code, which is known as "Code of Safe Practice for Solid Bulk Cargo (BC Code)" at present, mandatory. The scheduled date of entry into force of the IMSBC Code is 1 January 2011. After mandatory application of the Code, it is necessary to get an approval of the competent authority of port of loading for carriage of a cargo not listed in the Code and tripartite agreement of authorities of ports of loading and unloading and the flag state is necessary for carriage of a cargo, not listed in the Code, which may possess chemical hazards or may liquefy during voyage, at the discretion of the competent authority of port of loading.

○ **MEASURES TO ENHANCE MARITIME SECURITY** (Agenda Item 4)

The Committee approved "non-mandatory guidelines on security aspect of the operation of vessels which do not fall within the scope of SOLAS chapter XI-2 and the ISPS Code", which provide information on security measures for passenger vessels, commercial vessels, fishing vessels and pleasure craft.

○ **GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS** (Agenda Item 5)

The Committee agreed to postpone approval of the draft SOLAS amendments and the draft International goal-based ship construction standards for bulk carriers and oil tankers to MSC 86, although the committee agreed the text of the amendments and the Standards in principle. The main outcomes are as follows:

- The committee agreed that the International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers shall apply to oil tankers of 150 m in length and above and to bulk carriers of 150 m in length and above, constructed with single deck, top-side tanks and hopper side tanks in cargo spaces, excluding ore carriers and combination carriers;
- The definition of "net scantling" was modified based on the Japan's opinion as follows:
The net scantlings should provide the structural strength required to sustain the design loads, assuming the structure is in intact condition and without any corrosion margin. However, when assessing fatigue and global strength of hull girder and primary supporting structures, a portion of the total corrosion margin may be added to the net scantlings to reflect the material thickness that can reasonably be expected to exist over the design life; and
- The Committee noted that the working group on GBS had agreed to introduce issues pertaining to intellectual property rights, updates associated with change of registry, storage, and availability to the Administration, recognized organization and company in the Guidelines for the information to be included in a Ship Construction File, but not in the draft SOLAS amendments.

○ **SHIP DESIGN AND EQUIPMENT** (Agenda Item 7)

The Committee adopted MSC resolution on Clarification of the term "bulk carrier" and guidance for application of regulations in SOLAS to ships which occasionally carry dry cargoes in bulk and are not determined as bulk carriers in accordance with regulation XII/1.1 and chapter II-1 and instructed the FSI Sub-Committee to include the above resolution in their guidance for PSC officers.

Responding to relevant suggestions by Japan and some delegations, the Committee, noting that mandatory application of the provisions of the resolution can only be established by means of an amendment to the SOLAS Convention, invited interested Member Governments to submit relevant proposals for a new work programme item, for consideration by the Committee.

○ **SAFETY OF NAVIGATION** (Agenda Item 11)

The Committee approved the draft amendments to SOLAS regulation V/19 to reflect a mandatory carriage requirement for electronic chart display and information systems (ECDIS) with a view to adoption at MSC 86. To this effect, the Committee invited the Secretary-General to circulate the aforementioned draft amendments in accordance with SOLAS article VIII.

○ **DANGEROUS GOODS, SOLID CARGOES AND CONTAINER** (Agenda Item 13)

In the outcome of 13th session of DSC Sub-Committee, the draft amendments to the draft IMSBC Code, which was approved by MSC 84, and draft rectification on the draft amendments to chapter II-2 of SOLAS Convention and 2000 HSC Code on the application of requirements for packaged dangerous goods, which was approved MSC 84 as well, were considered under agenda item 3. The proposal by the Sub-Committee on a new work item was considered under agenda item 23 and the Maritime Safety Committee agreed to include, in the work programme of DSC Sub-Committee, "Amendments to the Recommendations for entering enclosed spaces aboard ships".

○ **FORMAL SAFETY ASSESSMENT** (Agenda Item 17)

The Committee, having considered FSA studies submitted by Denmark (MSC 85/17/1, MSC 85/17/2, MSC 85/INF.2 and MSC 85/INF.3), reporting on the FSA study on cruise ships and RoPax ships, which were carried out within the research project SAFEDOR, agreed that these documents, together with documents MEPC 58/17/2 and MEPC 58/INF.2, should be referred to the FSA Experts Group for review, when established. In this context, the delegation of Italy, having expressed its concerns over the FSA study on cruise ships that the study was lacking some data, based on rough assumption and needed further review, stated that the outcome of FSA studies should not lead to development of new measures which would replace the existing IMO instruments.

Following the discussion, the Committee agreed to hold an FSA Experts Group at MSC 86. In this context, the Secretariat informed the Committee that it would issue a document well before MSC 86, containing the draft terms of reference, scope and the number of meetings of an FSA Experts Group, to facilitate establishing an FSA Experts Group at MSC 86, and invited Member Governments to submit nominations for experts, if any, to the Secretariat by the Friday, 22 May 2009 so that the list of experts would be made available in time for the session.

The Committee invited Member Governments and international organizations to submit, to MSC 86, comments on the FSA studies submitted for review and proposals regarding the terms of reference of the FSA Experts Group.

○ **PIRACY AND ARMED ROBBERY AGAINST SHIPS** (Agenda Item 18)

Following the opening address of the Secretary-General and under the agenda item 18, many member governments and international organizations made statements on piracy and armed robbery against ships responding to escalation of acts of piracy in waters off Somalia and in the Gulf of Aden. The chairman of the Committee instructed the Correspondence Group on review and updating of IMO instruments relating to counter measures against piracy and armed robbery against ships to continue the work taking into account the statements made at this session of the Committee and to submit the report to the next session.

○ **GENERAL CARGO SHIP SAFETY** (Agenda Item 19)

The Committee noted, for its consideration, MSC 85/19/1 (Germany, Norway and IACS) and MSC 85/19/2 (Republic of Korea) that report the results on FSA study on general cargo ships relating to analysis of casualty data. Following discussion on the way to proceed on the matter, the Committee invited Member Governments and international organizations to submit further information and relevant proposals on the matter to MSC 86.

○ **WORK PROGRAMME** (Agenda Item 23)

The Committee considered a Japanese proposal on development of requirements for cargo spaces intended for the carriage of Hydrogen Fuel Cell Vehicles (HFCVs) and Compressed Natural Gas Vehicles (CNGVs). Then the Committee and agreed to include, in work programme of Fire Protection (FP) Sub-Committee, a new work item "Cargo spaces for Hydrogen Vehicles and Compressed Natural Gas", with a view to amendments to relevant requirements in SOLAS Convention.

THE NEXT SESSION OF THE COMMITTEE

The next session (MSC 86) will meet from 27 May to 5 June 2009 at the headquarters of International Maritime Organization in London UK.