

Meeting: International Maritime Organization(IMO) Maritime safety Committee(MSC) 80th session

Date: 11 to 20 May 2005

Meeting Place: IMO Headquarters, London, UK

Participant from NMRI

Koichi Yoshida (Principal Research Coordinator), Masaru Hirakata, and Tsuyosi Inoue (both Researcher at Advanced Structure Research Project)



Major contribution

1. Adoption of Mandatory Instruments

Yoshida chaired the drafting group (DG) for preparing final texts for adoption of mandatory instruments of IMO, and Inoue worked as the member of the DG; both contributed for adoption of amendments to SOLAS Convention. ISM Code, ISPS Code and IMO Assembly resolution A.744(18) for enhances survey.

Amendments to ship's stability requirements in SOLAS chapter II-1 were adopted. The new regulations for stability include probabilistic approach and apply to new construction of ships.

Company Identification Number scheme was introduced by amendments to SOLAS chapter XI-1, ISM Code and ISPS Code.

2. Goal Based Standard (GBS) for New Ship Construction

Goal Based Standard (GBS) for New Ship Construction (NSC) is the IMO's first application of (GBS). MSC80 established a working group (WG) for considering this item. Hitakata joined and contributed the WG.

The WG and MSC80 agreed the basic principle of GBS, which should be applied to development of other GBS of IMO.

In regard to the GBS for NSC, MSC has agreed that the GBS for NSC has five tiers (Tier I through Tier V). The WG developed the Tier I (Goals), which was subsequently approved by MSC80. MSC noted the development of Tier II (Fundamental requirements) in the WG. Tier III should be a set of methods for verifying and qualifying the contents of standards developed by other organization (such as organization recognised by the Administration) under Tier IV and V. A correspondence group (CG), which will work between MSC80 and MSC81 by e-mail basis, was established to prepare a draft Tier III.

Germany, Japan and Nordic countries proposed that risk-based approach should be taken to develop risk level (or safety level) stipulated in Tier II, and risk-based approach should be continued in parallel. This work was not included in the formal CG, but it was agreed that these members established an International Collaboration Group (ICG) for preparing documents to MSC81 for such consideration. Yoshida contributed the establishment of the ICG and will work a one of the core member of ICG.

3. Standards of Protective Coating (SPC)

Japan proposed following matters:

- (1) The scope of the SPC should be expanded to all types of ships;
- (2) The SPC for sea-water ballast tank should be different from SPC of void and other spaces;
- (3) Verification and survey methods for PC should be developed in the standard; and
- (4) A draft regulation should be developed within SOLAS for make SPC mandatory.

MSC80 agreed (1), and also agreed, in principle, (2) to (4). MSC 80 instructed Design and Equipment Sub-Committee (DE) to consider (2), (3) and (4).

4. new Work Item Proposal (NWIP)

4.1 Comprehensive review of Fire Test procedures Code (FTP Code)

Japan proposed the NWIP of comprehensive review of FTP Code, and was supported by Italy, the Netherlands, UK and others. MSC80 agreed the NWIP as a work of Fire-protection Sub-Committee (FP) to start st FP50 (the next session of FP). MSC80 invited Japan to present the first draft revised FTP Code to FP50.

4.2 Application of SOLAS regulation II-2/19

Japan pointed out that table 19.3 in the regulation 19 has inconsistency in treatment of packaged cargo which has a

subside hazard and in venting system requirements in spaces carrying such cargo. MSC80, noting the suggestion, requested Japan to submit formal new work .item proposal to MSC81 for consideration on the regulation and similar regulation in High Speed Craft Code and other related codes and MSC/Circulars.

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