

THE AMERICAN CLUB

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S E S S I O N O F T H E I M O M A R I T I M E
S A F E T Y C O M M I T T E E



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PREFACE

The American Club is committed, along with its Members, to safety and protection of the marine environment. As a result, it provides updates on new and amended maritime regulations related to safety and protection of the marine environment, as they are made available. News regarding regulatory updates can be found in the American Club publication *Currents*, and are made available on our website at www.american-club.com.

In particular, the American Club releases updates from the International Maritime Organization's (IMO) Maritime Safety Committee (MSC) and Marine Environmental Protection Committee (MEPC) as well as other relevant regulatory bodies as the information becomes available.

The SOLAS Convention, STCW 95 Convention, International Convention on Maritime Search and Rescue (SAR), and the International Convention on Load Lines (LL) and other safety related mandatory and non-mandatory codes and guidance are being continuously revised. This report provides a summary of important amendments to relevant Conventions adopted during the 80th session of the Maritime Safety Committee. Other items are included under the relevant headings. Table 1 summarizes all relevant regulatory amendments agreed to at this session of the MSC and their implementation dates. We advise Members to review Table 1 carefully and take appropriate action to ensure compliance.

Please note that there are important Circulars that may be relevant to the specified subject areas mentioned in our reports. These Circulars can be found on the IMO website at www.imo.org.

Report from the 80th Session of the IMO Maritime Safety Committee

Important amendments to SOLAS Convention

Revisions to SOLAS chapter II-1 adopted

SOLAS chapter II-1, *Construction- Structure, subdivision and stability, machinery and electrical installations*, was revised to harmonize the provisions on subdivisions and damage stability for passenger and cargo ships. The revised provisions in parts A, B and B-1 of chapter II-1 will be applicable to new ships built after January 01, 2009, the expected entry into force date.

The amendments are based on probabilistic methods for determining damage stability based on the detailed study of collision data collected by IMO. Since it is based on statistical evidence of actual collisions, the probabilistic concept was believed to be more realistic than deterministic methods.

Amendments to enter into force on January 1, 2007

The Committee adopted the following additional amendments to SOLAS that are expected to enter into force on January 1, 2007:

- SOLAS regulation II-1/3-7 will require ship construction drawings to be maintained onboard ship and ashore;
- new SOLAS regulation II-1/3-8 will require all ships to be provided with towing and mooring arrangements, equipment and fittings of sufficient safe working load to enable the safe conduct of all towing and mooring operations associated with normal ship operations;
- new SOLAS regulation II-1/23-3 will require water level detectors in the cargo hold(s) of new single-hold cargo ships other than bulk carriers; and

- amended SOLAS regulation II-1/31 will restrict the application of propulsion control automation to new ships only.

The Committee also adopted SOLAS amendments expected to enter into force on January 1, 2009 as follows:

- new SOLAS regulation XI-1/3-1 and amendments to regulation XI-1/5 will require mandatory unique company and



- registered owner identification numbers; and
- amendments to add the IMO unique identification numbers to the relevant ISM Code and ISPS Code certificates.

Maritime Security

Guidance adopted

The Committee approved for circulation a number of MSC circulars providing guidance on implementation of the ISPS Code requirements. These include guidance for training and certification of company security officers (CSOs), guidance on

access of public authorities, emergency response services and pilots onboard ships, guidance on priority and testing of the ship security alert system and an interim scheme for compliance of certain cargo ships with the special measures to enhance maritime security.

The Committee also adopted amendments to resolution A.959(23), *Format and guidelines for the maintenance of the continuous synopsis record*. This was done to include the registered owner and the company identification numbers and to address a number of practical difficulties encountered when ships transfer flag.



Long-range identification and tracking of ships

Extensive discussions were held at MSC 80 related to proposed draft amendments to the SOLAS Convention to include a new regulation on long-range identification and tracking of ships (LRIT). The purpose of the regulation is to establish a mecha-

nism for the collection from ships of LRIT information for security, search and rescue and any other relevant purpose determined by IMO and SOLAS Contracting Governments. The ships, which are required to comply with SOLAS chapter XI-2 and the ISPS Code, would be required to transmit LRIT information.

There are a number of technical issues to be resolved and agreed that would be worked out prior to the next session of the MSC in May 2006 (MSC 81) and considered for adoption at MSC 81.

Bulk carriers

Interpretation of bulk carrier construction standards

The Committee considered requests for the preparation of interpretations to the revised SOLAS chapter XII, Additional safety measures for bulk carriers, adopted in December 2004 and reported in the Club's Report from the 52nd session of the Marine Environmental Protection Committee and 79th session of the Maritime Safety Committee.

These amendments are expected to enter into



force on July 1, 2006 and agreed to a circular providing unified interpretations to regulation XII/4.2, Damage stability requirements applicable to bulk carriers, and regulation XII/5.2, Structural strength of bulk carriers.

Amendments to bulk carrier and tanker enhanced programme of inspection guidelines

The Guidelines on the enhanced programme of inspection during surveys of bulk carriers and oil tankers (resolution A.744(18)) was amended to incorporate elements of the Condition

Assessment Scheme (CAS) required for certain single hull tankers under the revised MARPOL 73/78, annex 1 regulation 13G. It also includes reorganization of the guidelines to include a new section on survey guidelines for the inspection of double hull tankers. The amendments are due to enter into force on January 1, 2007.

INTERCARGO bulk carrier casualty report

INTERCARGO has issued its latest report entitled Bulk Carrier Casualty Report: 2004 and the previous ten years (1995-2004). The report is a summary of all constructive total losses and actual total losses excluding OBO and combination carrier tonnage. Below is a summary of the most important findings in the report:

- in 2004, 5 bulk carriers over 10,000 dead weight tons (dwt) were identified as total losses;
- 13 seafarers lost their lives in these incidents;
- HBI/DRI fines continue to be an industry problem and the risks associated with them are reflected in the IMO Circular MSC/Circ.1149;
- the average age of the bulk carriers was 13.2 years compared to the average age of 14.2 years for the world bulk carrier fleet of over 10,000 dwt;
- between 1995 and 2004, 95 bulk carriers over 10,000 dwt have been identified as lost amounting to an average of 9.5 ships per year;
- 421 crew members have lost their lives, or on average 42 deaths per year; and
- 20.4 years was the average age of the bulk carriers lost.

To obtain a copy of the report, please contact INTERCARGO at Ninth Floor, St. Clare House, 30/33 Minorities, London, UK, EC3N 1DD. phone: +44 20 7977 7030, Fax: +44 20 7977 7031, e-mail: info@intercargoo.org, website: www.intercargoo.org.

Passenger ships

General

At this session, the Committee agreed a revised work plan for the on-going activity of relevant subcommittees on the safety of passenger ships. The revised plan addresses the guiding philosophy for the regulatory framework to place more emphasis on accident prevention rather than damage mitigation. There is a general consensus that future passenger ships should be designed for improved survivability so that in the event of



a casualty, persons can stay onboard ship while the vessel proceeds to port.

The MSC agreed that in the event that a casualty exceeds the threshold for returning to port, an additional casualty scenario for design purposes should be developed. The MSC instructed the sub-committees on Fire Protection and Stability, Load Lines and Fishing Vessel Safety to develop scenarios to support the aim that a passenger ship should remain viable for at least 3 hours in order to allow for safe and orderly evacuation.

World Maritime University (WMU) search and rescue (SAR) research program

It was agreed by the Committee that the WMU should begin a project focused to coordinate a SAR research program on passenger ship safety. The first phase, from May 2005 to April 2006, will focus on initial data collection and reporting on the state of the art and current research efforts. Phase two of the project would include further work on data collection, development of an on-line database of current research, and the organisation of a workshop or seminar on the subject area that will include the research community and other relevant stakeholders.

expertise to meet the IMO safety level.

The five-tier system on which the development of goal-based standards is being based consists of:

- goals (Tier I),
- functional requirements (Tier II),
- verification of compliance criteria (Tier III),
- technical procedures and guidelines, classification rules, and industry standards (Tier IV), and
- codes of practice and safety and quality systems for shipbuilding, ship operation, maintenance, training, manning etc. (Tier V).

The Committee agreed with the basic principles



Other items of interest

Goal-based new ship construction standards

In the Club's report from the 79th session of the MSC, we noted that in November 2003, the IMO adopted Resolution A.944(23), Strategic plan for the organization whereby IMO should develop goal-based standards for the design and construction of new ships through the setting of safety levels to be achieved. This would leave classification societies, ship designers, naval architects, marine engineers and ship builders to meet the overall standard by applying their

of goal based standards and with the Tier I goals that IMO goal based standards are:

1. broad, over-arching safety, environmental and/or security standards that ships are required to meet during their life-cycle;
2. the required level to be achieved by the requirements applied by class societies and other recognized organizations, Administrations and IMO;
3. clear, demonstrable, verifiable, long standing, implementable and achievable, irrespective of ship design and technology; and
4. specific enough in order not to be open to different interpretations.

Tier I goals consider that all new ships are to be designed and constructed for a specific design life and to be safe and environmentally friendly, when properly operated and maintained under the specified operating and environmental conditions, in intact and specified damage conditions, throughout their life. Progress was also made on development of the Tier II functional requirements for tankers and bulk carriers in unrestricted navigation. These goal-based standards specify the design life to be no less than 25 years and other principles including structural strength, fatigue life, residual strength, and protection against corrosion.



The concept of goal-based standards will be used in the long-term development of IMO requirements. The Managers will keep Members informed of future significant developments related to goal-based standards having a direct impact on shipowner operations.

Initiatives against piracy and armed robbery

We are encouraged and hopeful that the effective implementation of ship security plans as required under the ISPS Code will have a positive impact on reducing the risk and incidence of piracy and armed robbery. However, we are aware that acts of piracy and armed robbery continue to occur.

Acts of piracy and armed robbery against ships dropped by 27% from 460 occurrences in 2003 to 330 in 2004. These figures, in light of implementation of SOLAS chapter XI-2 and the ISPS Code, were encouraging to the Committee. From the reports received, the most affected areas were the Far East, in particular the South China Sea and Malacca Straits, West Africa, South America (Pacific and Atlantic) and the Caribbean, the Indian Ocean and East Africa. In many cases, the crew was violently attacked by groups of five to ten people with knives and/or guns. In 2004, the number of crewmembers and passengers reportedly killed rose from



13 to 30. The number of those injured rose from 45 to 87. It was also reported that at least 140 crewmembers and passengers were taken hostage and/or were missing of which 43 are still unaccounted for. The Committee also reported that nine vessels were hijacked and three were lost.

The Managers strongly encourage Members to ensure that their vessels remain vigilant in order to prevent piracy and armed robbery and to ensure that ship security plans as required under the ISPS Code take proper account of the risk of these dangers.

List of important MSC Resolutions and safety related IMO circulars and letters

Listed below are the MSC resolutions and important safety related circulars and letters that were approved at MSC 79. Shipowners and ship managers should pay particular attention to the resolutions and circulars relevant to their particular operations. Many of the circulars can be found on the IMO website at <http://www.imo.org>.

MSC Resolutions

Resolutions MSC.194(80)

Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended.

Resolutions MSC.195(80)

Adoption of amendments to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code).

Resolutions MSC.196(80)

Adoption of amendments to the International Code for the Security of Ships and of Port Facilities (International Ship and Port Facility Security (ISPS) Code).

Resolutions MSC.197(80)

Adoption of amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18), as amended).

Resolutions MSC.198(80)

Adoption of amendments to the format and guidelines for the maintenance of the Continuous Synopsis Record (CSR) (resolution A.959(23)).

Resolutions MSC.199(80)

Adoption of amendments to provision of radio services for the Global Maritime Distress and Safety System (GMDSS) (resolution A.801(19)).

Resolutions MSC.200(80)

Adoption of amendments to the revised recommendation on testing of life-saving appliances.

MSC Circulars

MSC/Circ.1002/Corr.1

Guidelines on alternative design and arrangements for fire safety.

MSC/Circ.1154

Guidelines on training and certification for company security officers.

MSC/Circ.1155

Guidance on the message priority and the testing of ship security alert systems.

MSC/Circ.1156

Guidance on the access of public authorities, emergency response services and pilots onboard ships to which SOLAS chapter XI-2 and the ISPS Code apply.

MSC/Circ.1157

Interim scheme for the compliance of certain cargo ships with the special measures to enhance maritime security.

MSC/Circ.1158

Unified interpretation of SOLAS chapter II-1.

MSC/Circ.1159

Guidelines on the provision of stability-related information for bulk carriers.

MSC/Circ.1160

Manual on loading and unloading of solid bulk cargoes for terminal representatives.

MSC/Circ.1161

Guidance on training for fast rescue boats launch and recovery teams and boat crews.

MSC/Circ.1162

General principles and recommendations for knowledge, skills and training for officers on wing-in-ground (WIG) craft operating in both displacement and ground effect modes.

MSC/Circ.1163

Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that full and complete effect is given to the relevant provisions of the Convention.

MSC/Circ.1164

Promulgation of information related to reports of independent evaluation submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that Parties are giving full and complete effect to the relevant provisions of the Convention.

MSC/Circ.1165

Revised guidelines for the approval of equivalent water-based fire extinguishing systems for machinery spaces and cargo pump rooms.

MSC/Circ.1166

Guidelines for a simplified evacuation analysis for high-speed passenger craft.

MSC/Circ.1167

Functional requirements and performance standards for the assessment of evacuation guidance systems.

MSC/Circ.1168

Interim guidelines for the testing, approval and maintenance of evacuation guidance systems used as an alternative to low-location lighting systems.

MSC/Circ.1169

Unified interpretations to SOLAS chapter II-2.

MSC/Circ.1170

Application of SOLAS regulation II 2/15 for lubricating oil and other flammable oil arrangements for ships built before 1 July 1998.

MSC/Circ.1171

Closure of Inmarsat-E services by Inmarsat Ltd.

MSC/Circ.1172

Identification of passenger ships, other than ro-ro passenger ships, which should benefit from being equipped with the emergency medical kit/bag (EMK).

MSC/Circ.1173

Amendments to the IAMSAR Manual.

MSC/Circ.1174

Basic safety guidance for oceanic voyages by non-regulated craft.

MSC/Circ.1175

Guidance on shipboard towing and mooring equipment.

MSC/Circ.1176

Interpretations to SOLAS chapters II-1 and XII.

MSC/Circ.1177

Interpretations to the 2000 HSC Code.

MSC/Circ.1178

Unified interpretations of SOLAS regulations XII/4.2 and XII/5.2.

MSC/Circ.1179

Deficiencies in hydrographic surveying and nautical charting worldwide and their impact on safety of navigation and protection of the marine environment.

Other circulars

CSC/Circ.134

Guidance on serious structural deficiencies in containers.

LL.3/Circ.162

Unified interpretations of the International Convention on Load Lines, 1966, and the 1988 LL Protocol and its amendments.

SN/Circ.234/Corr.1

Routing measures other than traffic separation schemes.

STCW.6/Circ.7

to Part B of the Seafarers' Training, Certification and Watchkeeping (STCW) Code.



Table 1: Important amendments to IMO regulatory instruments, their applications and implementation dates

Regulatory requirement	IMO instrument	Application	Date of required implementation
Ship construction drawings to be maintained onboard and ashore	SOLAS chapter II-1/3, regulation 3-7	All new ships	January 1, 2007
Towing and mooring arrangements, equipment and fittings of sufficient work load for normal ship operations	SOLAS chapter II-1/3, regulation 3-8	All new ships	January 1, 2007
Water level detectors on single hold cargo ships other than bulk carriers	SOLAS chapter II-1, regulation 25	Cargo ships other than bulk carriers constructed before January 1, 2007	First intermediate or renewal survey of the ship to be carried out after January 1, 2007, whichever comes first
Bilge pump arrangements	SOLAS chapter II-1, regulation 35-1	All new ships	January 1, 2009
Unique IMO number for companies	SOLAS chapter XI-1, regulation 3-1	All SOLAS ships	Certificates and certified copies thereof issued under regulation IX/4 and section A/19.2 or A/19.4 of the ISPS Code issued January 1, 2009 and thereafter
Harmonization on subdivisions and damage stability for passenger and cargo ships	SOLAS chapter II-1, parts A, B and B-1	All new ships	January 1, 2009



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