IMO Correspondence Groups and Joint Industry Working Groups

List

A. Correspondence Groups (CG) at IMO

- CG on Review of Guidelines (G8) (Guidelines for approval of ballast water management systems)
- CG on Fuel oil quality
- CG on Onboard Lifting Appliances and Winches (2nd round discussion to be completed by 22 Oct)
- CG on Evaluation of Properties of BAUXITE and COAL (at member nomination stage, not start working yet)
- CG on Amendments to the IGF Code and guidelines for low-flashpoint fuels

B. Industry Correspondence Groups

- GBS-SCF - Cross Industry
- Cyber security – development of Industry Guidelines on Cyber Security on board Ships
- Joint Working Group (JWG) on Energy Efficiency of Ships (JWG/EEDI, led by IACS)
- JWG on Anchoring, Towing and Mooring Requirements
- Industry Joint Lifeboat Working Group
- Ship Recycling

Notes

A. Correspondence Groups (CG) at IMO

Drafts and update reporst are to be provided upon request via info@intercargo.org.

1) MEPC (May 2015)

- CG on Review of Guidelines (G8) (Guidelines for approval of ballast water management systems)

  .1 continue the review of the Guidelines (G8), focusing on the issues identified in paragraphs 14 and 16 of document MEPC 68/WP.8, taking into account any available data provided from the Study on the implementation of the ballast water performance standard described in regulation D-2 of the Convention and any other relevant information provided during the timeline of the review;
  .2 develop and use an interface for incoming data of the Study.

- CG on Fuel oil quality

  .1 further develop draft guidance on best practice for assuring the quality of fuel oil delivered for use on board ships;
  .2 further examine the adequacy of the current legal framework in MARPOL Annex VI for assuring the quality of fuel oil for use on board ships.

2) MSC 95 (Jun 2015)

- CG on Onboard Lifting Appliances and Winches (2nd round discussion to be completed by 22 Oct)

  .1 develop draft guidelines to cover the design, fabrication and construction for new installations; onboard procedures for routine inspection, maintenance and

operation of lifting appliances and winches; and familiarization of ship's crew and shore-based personnel;
.2 prepare draft goal- and function-based SOLAS regulations requiring that onboard lifting appliances and winches be designed, constructed and installed either "in accordance with codes or standards acceptable to the Organization" or "to the satisfaction of the Administration"; and maintained in accordance with the guidelines to be developed.

3) CCC 2 (Sept 2015)

- CG on Evaluation of Properties of BAUXITE and COAL (at member nomination stage, not start working yet)
- CG on Amendments to the IGF Code and guidelines for low-flashpoint fuels

B. Industry Correspondence Groups

- GBS-SCF - Cross Industry

In May 2010, IMO MSC 87 adopted a new SOLAS regulation II-1/3-10 on Goal-based ship construction standards for bulk carriers and oil tankers (resolution MSC.290(87)). This regulation, which entered into force on 1 January 2012, requires that all oil tankers and bulk carriers of 150 m in length and above, for which the building contract is placed on or after 1 July 2016, satisfy applicable structural requirements conforming to the functional requirements of the International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers (GBS Standards) (resolution MSC.287(87)).

Under GBS, each Ship is required to have specific information and documentation on ship design and construction onboard the Ship throughout the Ship's life. This set of documents, drawings and information is collectively called the Ship Construction File (SCF).

At a 2009 Tripartite Meeting (Shipowners, Shipbuilders and Classification Societies) it was agreed to develop a cross industry concept for ensuring both design transparency and the protection of intellectual property (IP) which needs to be based on safekeeping certain SCF information at a dedicated Archive Center ashore.

Useful reference is MSC.1-Circ.1343 - Guidelines for the Information to be Included in a Ship Construction File.

In 2015, several industry meetings were held. A recent one was hosted by ICS on 24-25 Sept. The minutes of this meeting refers the attached. Also attached is a revised section by ICS to the draft with the minutes.
This matter is on the agenda of the Tripartite meetings on 16-17 Oct 2015 in Seoul.

The key element of the Industry Standard on SCF is to protect high sensitive intellectual property (IP) of shipbuilders, meanwhile ensuring design transparency. The approach to achieve this purpose is to set up dedicated Archive Centres ashore to safe keep certain SCF information.

The draft is to be provided upon request via info@intercargo.org.

- Cyber security – development of Industry Guidelines on Cyber Security on board Ships

As reported at the previous TC meeting, an industry WG has been in the process to develop a draft "Industry Guidelines on Cyber Security on board Ships". Its version 0.81 was circulated on 2 Oct. It will go through following process:

- Draft version 0.81 is planned to go to an external Reference Group on 5 Oct for comment, with deadline of feedback by 30 Oct 2015. The external Reference Group consists of:

  Cyprus, US, Canada, Denmark, Norway (Morten Alsaker Lossius, Norwegian Warrisk and Norwegian Hull Club) and IACS
- Incorporating feedback, a final version 1.0 of the Guidelines will be developed in November 2015.

- Joint Working Group (JWG) on Energy Efficiency of Ships (JWG/EEDI, led by IACS)

  Members noted that the latest work established requirements associated with non-conventional propulsion such as diesel-electric and LNG carriers having diesel-electric or steam turbine propulsion systems, and that these considerations were of little interest for application to bulk carriers. (reported with TC1526)

  The draft is to be provided upon request via info@intercargo.org.

- JWG on Anchoring, Towing and Mooring Requirements

  Feedback is requested by IACS:.
  - On the Draft UR A3 as attached; the requirements in this UR will replace recommendations for anchor windlasses contained in Recommendation 10 (Equipment).
  - For the revised Recommendation 79 'Guidance for Anchoring Equipment in Service' (Rev. 1 published in July 2014), as attached, although already published, IACS would like to encourage industry to give feedback also on this document.

  The draft is to be provided upon request via info@intercargo.org.

- Industry Joint Lifeboat Working Group

  It is understood that not many bulk carriers carry free-fall lifeboats, but the consequence of crew injury from lifeboat drills is severe.

  IMO has agreed that free fall lifeboat launches carry a risk of accident or injury that can be mitigated by replacing actual test launches with simulated launches. However the concern is that simulated launches as defined in MSC.1/Circ.1206/Rev.1 are actually real or live launches that are arrested by physical barriers to prevent the launch continuing. There is an alternative view that simulated launches should 'simulate' the launch procedure and not involve actuation of the launch mechanism irrespective of the fact that the launch may be interrupted.

  Justification for the alternative view on simulated launching is given increased significance by reference to the reported accidents.

  The purpose of the Guidelines is to provide a basic outline of essential steps to safely carry out simulated launching. It is also to provide a basic outline of essential steps to safely carry out maintenance, testing and verification on free-fall lifeboats.

  Under IACS system:
  • IACS members no longer require free-fall launching to be carried out and that, IACS would support any approach to IMO by the Industry Lifeboat Group (ILG) suggesting that this requirement (for FF launching) be removed; and
  • At least some PSC MoUs do not seek to observe free-fall launches (and by implication accept that they may not be being carried out).

  Requirements under SOLAS are:

SOLAS III/19.3.4.4 applies:
In the case of a lifeboat arranged for free-fall launching, at least once every three months during an abandon ship drill the crew shall board the lifeboat, properly secure themselves in their seats and commence launch procedures up to but not including the actual release of the lifeboat (i.e., the release hook shall not be released). The lifeboat shall then either be free-fall launched with only the required operating crew on board, or lowered into the water by means of the secondary means of launching with or without the operating crew on board. In both cases the lifeboat shall thereafter be manoeuvred in the water by the operating crew. At intervals of not more than six months, the lifeboat shall either be launched by free-fall with only the operating crew on board, or simulated launching shall be carried out in accordance with the guidelines developed by the Organization.

SOLAS III/20.11/2 has been amended to:
11.2 Lifeboat or rescue boat on-load release gear, including free-fall lifeboat release systems, shall be:
.1 maintained in accordance with instructions for on-board maintenance as required by regulation 36;
.2 subject to a thorough examination and operational test during the annual surveys required by regulations I/7 and I/8 by properly trained personnel familiar with the system; and
.3 operationally tested under a load of 1.1 times the total mass of the boat when loaded with its full complement of persons and equipment whenever the release gear is overhauled. Such over-hauling and test shall be carried out at least once every five years.
.4 notwithstanding subparagraph .3 above, the operational testing of free-fall lifeboat release systems shall be performed either by free-fall launch with only the operating crew on board or by a simulated launching carried out based on guidelines developed by the Organization

Annex 2.4 to MSC.1/Circ.1206/Rev.1 advises:
The monthly drills with free-fall lifeboats should be carried out according to the manufacturer's instructions, so that the persons who are to enter the boat in an emergency are trained to embark the boat, to take their seats in a correct way and to use the safety belts; and also are instructed on how to act during launching into the sea. 2.4.2 When the lifeboat is free-fall launched as part of a drill, this should be carried out with the minimum personnel required to manoeuvre the boat in the water and to recover it. The recovery operation should be carried out with special attention, bearing in mind the high risk level of this operation. Where permitted by SOLAS, simulated launching should be carried out in accordance with the manufacturer's instructions, taking due note of the Guidelines for simulated launching of free-fall lifeboats at appendix.

The draft is to be provided upon request via info@intercargo.org.

- Ship Recycling

A final version of the Transitional Measures For Shipowners Selling Ships for Recycling has been drafted by a joint industry Working Group, circulated on 3 Sept 2015 to seek advice of any final substantive comments and support for the document. It is hoped that this latest draft covers all angles and provides owners with a robust mechanism through which they can demonstrate compliance with Hong Kong and the European Regulation where appropriate when they sell an end of life ship, and guarantee so far as possible that it is recycled in a safe and environmentally sound manner. The issue of recycling is once more moving up the agenda, and as such the best practice guidance needs to be published at the earliest opportunity so a prompt response would be very welcome wherever possible.

The draft is to be provided upon request via info@intercargo.org.