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International Regulation News Update

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This 82nd Session of the Maritime Safety Committee was held in Istanbul, Turkey, as the IMO Headquarters in London remains under refurbishment which is scheduled to be completed in September 2007. After a moment of silence to offer respects to the untimely and sudden death of Mr. I. Ponomarev of the Russian Federation, former Chairman of IMO's MSC and of IACS when he was employed by the Russian Maritime Register of Shipping, the expanded Committee adopted a number of revisions to SOLAS and several Codes as well as approving many Circulars providing recommendations and guidance on the implementation of regulation.

COATING PERFORMANCE STANDARDS, CPS

Mandatory Compliance

MSC 82 adopted resolution MSC.216(82) which contains revisions to SOLAS regulation II-1/3-2. Upon entry into force on 1 July 2008, the regulation will require dedicated seawater ballast tanks on all new ships ≥ 500 gt and double-side skin spaces on new bulk carriers ≥ 150 m to be coated in accordance with the approved Coating Performance Standard, CPS, which was also adopted and is contained in resolution MSC.215(82).

A new ship is defined as a ship for which:

- the building contract is placed on or after 1 July 2008, or
- in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009, or
- the delivery of which is on or after 1 July 2012.

The effectiveness of the protective coating system shall be verified during the life of a ship by the Administration based on the guidelines to be developed by the Organization. This is the first time that a SOLAS regulation contains an overriding provision on the delivery date of the ship (consistent with MARPOL) where, regardless of the contract signing date or keel laying date, if the ship is delivered on/after 1 July 2012, compliance with the CPS is required.

Technical Standards

The coating standards adopted by MSC 82 were those approved by MSC 81, except that:

- the Administration or recognized organization may, if it so requires, participate in the agreement of the inspection of surface preparation and coating processes; and

- the referenced standards, on which the coating performance standard was developed, were made non-mandatory through footnotes and, as such, are provided for guidance.

These performance standards for the surface preparation and paint application are summarized below:

- The soluble salt limit ≤ 50 mg/m² of sodium chloride
- The steel surface should be prepared so that the coating selected can achieve an even distribution at the required nominal dry film thickness (NDFT) and have an adequate adhesion by removing sharp edges, grinding weld beads and removing weld spatter and any other surface contaminant in accordance with ISO 8501-3 grade P2.
- 90% of all thickness measurements shall be greater than or equal to NDFT and none of the remaining 10% measurements shall be below 0.9 (NDFT).
- The surface is to be treated so as to achieve Sa 2½ on damaged shop primer and welds and Sa 2 removing at least 70% of intact shop primer, which has not passed a pre-qualification that is certified by the required test procedures as per the Standard
- The surface after erection is to achieve St 3 or better or Sa 2½ where practicable for butts. Small damages of up to 2% of total area are to achieve St 3. Contiguous damages over 25 m² or over 2% of the total area of the tank are to achieve Sa 2½.
- A dust quantity rating of "1" is required for dust size class "3", "4" or "5". Lower dust size classes are to be removed if the dust is visible, without magnification, on the surface to be coated.
- A minimum of two stripe coats and two spray coats are required. The second stripe coat, in way of welded seams only, may be reduced in scope where it is proven that the NDFT can be met by the coats applied in order to avoid unnecessary over thickness. Any reduction in the scope of the second stripe coat shall be fully detailed in Coating Technical File.
- Coatings are to be applied in accordance with the manufacturer's specifications and are not to be applied if the relative humidity is above 85% or if the surface temperature is less than 3°C above the dew point.

**Approval and Verification**

A Statement of Compliance or Type Approval certificate is to be issued by a third party, independent of the coating manufacturer, based on the results of prequalification tests – which may include 5 years of field experience of current epoxy coatings that are known to perform at acceptable levels.

A precise set of inspections are to be carried out by the qualified coating inspectors certified by NACE Coating Inspector Level 2, FROSIO Inspector Level III, or equivalent, as verified by the Administration. Surface preparation and coating application throughout the coating process is to be inspected to ensure compliance with this standard. The scope of inspection provides acceptance criteria for surface preparation and coating application. Representative structural members shall be non-destructively examined for coating thickness.

Prior to approving the Coating Technical File, the Administration is to:

- check that the *Technical Data Sheet* complies with the coating performance standard;
- check that the coating identification on representative containers is consistent with the coating identified in the *Technical Data Sheet*;
- check that the inspector is qualified in accordance with the qualification standard included in the coating performance standard; check that the inspector's reports of the coating's application, as well as surface preparation, indicate compliance with the manufacturer's *Technical Data Sheet*; and
- monitor implementation of the Coating Inspection Requirements.

PASSENGER SHIP SAFETY**SOLAS Amendments**

The Committee adopted resolution MSC.216(82) which contains three annexes of amendments in Annex 2, each with their unique entry into force date:

- Annex 1 - 1 January 2008 - SOLAS II-2 & III
- Annex 2 - 1 January 2009 - SOLAS II-1
- Annex 3 - 1 Jan 10 - SOLAS II-1, II-2, III & V

SOLAS II-2 Amendments - 1 January 2008

The significant aspects of the Annex 1 set of the fire integrity amendments require new and existing passenger ships to upgrade furniture and furnishings on cabin balconies to comply with non-combustibility requirements of rooms with restricted fire risk (e.g., cabins, public spaces and offices), unless such balconies are protected by an approved fixed pressure water-spraying system and fixed fire detection and fire alarm system in accordance with the Fire Safety Systems Code.

Passenger ships constructed on/after 1 July 2008 shall comply on delivery and ships constructed before 1 July 2008 shall comply with the requirements by the first survey carried out after 1 July 2008.

Additionally, for new passenger ships, primary deck coverings and paints, varnishes and other finishes used on exposed surfaces of cabin balconies shall comply with the relevant smoke, toxic or explosive hazards as determined by the Fire Test Procedures Code. And, non-load bearing partial bulkheads separating adjacent cabin balconies shall be capable of being opened by the crew from each side for the purpose of fighting fires.

SOLAS III Amendments - 1 July 2008

The significant aspects of these Annex 1 life saving arrangement amendments require new passenger ships constructed on/after 1 July 2008 to be fitted with an emergency alarm system which, in addition to the current requirement to be audible throughout all open decks, is also audible in all normal crew working spaces and in all accommodations.

SOLAS II-1 Amendments - 1 January 2009

The amendments to SOLAS II-1 contained in Annex 2 of MSC.216(82), incorporate all amendments to SOLAS II-1 as per MSC.194(80) for ships constructed on/after 1 January 2009 plus two new requirements for passenger ships constructed on/after 1 July 2010:

- New regulation II-1/8-1 requires essential systems fitted on passenger ships having a length of 120m or more or having three or more main vertical zones to remain operational when the ship is subject to any single compartment flooding. Essential systems include propulsion, steering, communication, FO, bilge/ballast, fire main and extinguishing, and fire, smoke and flooding detection systems.



- New regulation II-1/22-1 requires all tanks and watertight spaces located below the bulkhead deck in ships carrying more than 36 passengers to be provided with a flooding detection system. Guidelines on these systems are under development by IMO.

SOLAS II-1 Amendments - 1 January 2010

Supplementary lighting shall be provided in all cabins to clearly indicate the exit for passenger ships constructed on/after 1 January 2010. The lighting is to be powered from an emergency source of power or have self-contained source of electrical power in each cabin. Lighting shall automatically illuminate when power to cabin lighting is lost and remain illuminated for at least 30 minutes.

SOLAS II-2 Amendments - 1 January 2010

In addition to the requirements for passenger ships constructed on/after 1 January 2009 with a length of 120m or more or having three or more main vertical zones to remain operational after the flooding of any single watertight compartment under new regulation II-1/8-1, noted above, new regulation II-2/21 provides new fire casualty standards for ships constructed on/after 1 July 2010:

- Return to Port - This allows for safe return to port under its own propulsion after a fire casualty that does not exceed the space of fire's origin up to the nearest "A" class boundaries, except if the space of origin is not protected by a fixed fire extinguishing system adjacent spaces up to the nearest "A" class boundaries, in which case adjacent spaces, up to the nearest "A" class boundaries, are also considered as part of the space of origin.
- Safe Area - To ensure that passengers and crew are provided with basic services, a safe area, outside of the space assumed flooded or the main vertical zone where the fire is assumed to have occurred, is to be designated to provide sanitation, water, food, medical care, shelter from the weather including heat stress and hypothermia, lighting and ventilation.
- Safety Center – To manage emergency situations, a safety center is to be designated. The regulation specifies the many essential systems that are to be capable of being controlled and monitored from within the safety center. Fire protection requirements for the safety center are also provided. The FP S/C has been tasked to clarify the SOLAS requirements that are shared by the central control station and

the safety center (e.g., fire doors control and ventilation shutdown).

- System Design - The following systems shall be arranged and segregated so as to remain operational for at least 3 hours in the event any one main vertical zone is rendered unserviceable due to fire: fire main, internal communications (in support of fire-fighting as required for passenger and crew notification and evacuation), external communications, bilge systems for removal of fire-fighting water, lighting along escape routes, at assembly stations and at LSA embarkation stations, and guidance systems for evacuation.

Additional requirements have been introduced to increase the fire protection for atriums on all new ships, laundries on new ships carrying more than 36 passengers and for cooking equipment fitted on open decks. Also, fire detection systems shall be capable of remotely identifying each individual detector and manual call point. Detectors fitted in cabins shall, when activated, emit an audible alarm within the space where they are located.

AMENDMENTS TO MANDATORY INSTRUMENTS**Life Saving Arrangements**Free-fall Lifeboat Launching Arrangements

SOLAS III/19 was amended by MSC.216(82) to clarify that on/after 1 July 2008 free-fall lifeboats are to be launched (up to but not including the actual release of the lifeboat; i.e., the release hook shall not be released) at least once every three months during an abandon ship drill with the crew properly secured in their seats.

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 maneuvered 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 undergo a simulated launching.

Survival Craft/Rescue Boat Inspections

MSC.216(82) also clarifies that the load applied is to be the mass of the survival craft or rescue boat without persons on board. Except for tests carried out at least every five years where the load applied is 110% the combined weight of the



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survival craft/rescue boat with its full complement
of persons and equipment.



Also, rescue boat on-load release gear, free-fall lifeboat release systems and davit-launched liferaft automatic release hooks will be subject to the maintenance, thorough examination and operational tests that are currently required of lifeboat on-load release gear.

Liferaft Options on Cargo Ships

The provisions in SOLAS III/31 which allow for the use of side-to-side transfer of liferafts were clarified by MSC.216(82) to limit these liferafts to a mass less than 185 kg. These amendments also clarify that inflatable rescue boats, where fitted, are to be stowed in the fully inflated condition at all times

Structural Fire Protection

SOLAS II-2/9 was amended so as to remove the inconsistency (see Area A in the Figure 1 below) that existed for windows in exterior boundaries of superstructures and deckhouses enclosing accommodation and including any overhanging decks which support such accommodations.

MSC.216(82) revises regulation II-2/9 such that "A-0" class standard is acceptable for windows and side scuttles outside the limits in SOLAS as illustrated in Figure 1, below.

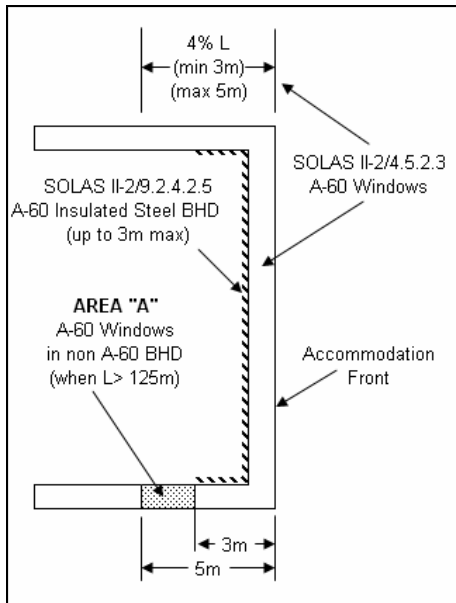


Figure 1 Extent of Structural Fire Protection

Chemical and Gas Carrier Requirements

The Committee adopted resolution MSC.219(82) which applies to new and existing chemical carriers certified under the IBC Code, regardless of the flash point of the cargo.

New chemical carriers built on/after 1 January 2009 must, on delivery, comply with the items listed below, whereas existing chemical carriers built before 1 January 2009 and certified to the IBC Code must comply with item 2 by the date of the first scheduled dry-docking after 1 January 2009, but not later than 1 January 2012. Under MSC.212(81), adopted last year, existing chemical carriers certified to the BCH Code must comply with item 2 by the date of the first scheduled dry-docking after 1 August 2007, but not later than 1 August 2010.

- 1) for ships ≥ 2000 gt, any category A machinery space exceeding 500 m³ in volume must be provided with an approved type of fixed water-based or equivalent local application fire-fighting system, based on MSC/Circ.913 in addition to the required fixed fire-extinguishing system
- 2) for ships ≥ 500 gt, the bulkhead shaft glands, bearings and casings of cargo, ballast and stripping pumps driven by shafts passing through the pump room bulkhead are to be fitted with temperature sensors (with audible and visual alarms).

Continuous monitoring of the pump room's atmosphere shall be provided and automatically setoff a continuous audible and visual alarm locally and in the engine control room, cargo control room and navigation bridge when the flammable vapor concentration exceeds a pre-set level which is not to be more than 10% (or 30%, for existing system) of the lower flammability limit. Bilge level monitoring with alarms shall also be provided. Previously, these provisions were only required if the IBC cargo carried in bulk had a flashpoint $< 60^{\circ}\text{C}$.

- 3) To be consistent with SOLAS for ships ≥ 500 gt, at least two emergency escape breathing devices (EEBDs) within accommodation spaces are to be provided in accordance with SOLAS II-2/13.3.4. Also, emergency escape breathing devices shall be readily visible and ready for use within machinery spaces as per SOLAS II-2/13.4.3. The location of emergency escape breathing devices shall take into account the layout of the machinery space and the number of persons normally working in the spaces.

Resolution MSC.220(82) adopted by the Committee requires IGC ships built on or after 1 July 2008 to be fitted with a "Fixed Local Application Fire-Extinguishing System" in accordance with SOLAS II-2/10.5.6.

**Amendments to the 1994 HSC Code**

The Committee adopted resolution MSC.221(82) which contains a number of amendments to the 1994 High Speed Craft (HSC) Code, including the following more substantive revisions.

New installation of materials containing asbestos used for the structure, machinery, electrical installations and equipment of a craft to which this Code applies shall be prohibited except for vanes used in rotary vane compressors and vacuum pumps, watertight joints and linings used for the circulation of fluids when, at high temperature (in excess of 350°C) or pressure (in excess of 7 x 10⁶ Pa), there is a risk of fire, corrosion or toxicity; and supple and flexible thermal insulation assemblies used for temperatures above 1000°C.

Marine evacuation systems (where fitted as an alternative to davit-launched survival craft) should be deployed from the craft on a rotational basis at intervals to be agreed by the Administration provided that each system is to be deployed at least once every six years.

Launching appliances should be serviced at recommended intervals in accordance with maintenance instructions, undergo a thorough annual examination followed by a dynamic test of the winch brake at maximum lowering speed of the survival craft or rescue boat without persons on board. At intervals not exceeding five years, the test should be carried out with a proof load equal to 110% of the survival craft or rescue boat and with its full complement of persons and equipment.

Where new and novel inflatable liferaft arrangements are approved and fitted, extended servicing intervals not exceeding five years may be permitted provided that the arrangement is maintained as required by the testing procedures throughout the extended servicing intervals and the system is checked by certified personnel.

All HSCs shall be fitted with ECDIS (electronic charting) no later than 1 July 2010.

Amendments to the 2000 HSC Code

The Committee adopted resolution MSC.222(82) which contains a number of amendments to the 2000 High Speed Craft (HSC) Code, including the following more substantive revisions.

- Restrictions on the use of asbestos (as in SOLAS) have been added. New installation of materials on/after 1 July 2008 containing asbestos used for the structure, machinery, electrical installations and equipment of a

craft to which this Code applies shall be prohibited except for vanes used in rotary vane compressors and vacuum pumps, watertight joints and linings used for the circulation of fluids when, at high temperature (in excess of 350°C) or pressure (in excess of 7 x 10⁶ Pa), there is a risk of fire, corrosion or toxicity; and supple and flexible thermal insulation assemblies used for temperatures above 1000°C

- Provisions for transit voyages, without a Permit to Operate High-Speed Craft, will be permitted as of 1 July 2008 for craft not operating commercially. Such voyages include delivery voyages and voyages for repositioning purposes.
- Details and clarifications on the extent of side damage for various HSC configurations and new "extent of bow and stern damage" have been added and apply to new HSC's.
- Means of escape have been revised to include several SOLAS requirements.
- Administrations may now allow the use of type-approval data (with a safety factor) or extrapolation of the time for a limited number of people descending the marine evacuation system (MES), in lieu of full scale evacuation (including descent) of the MES.
- Chapter 7 (Fire Safety) of the Code has been extensively revised for new HSC's to include:

Clarification on the use of the boundary tables, details of insulation, fire damper accessibility, fire-extinguishing medium store rooms, etc., based on SOLAS.

New details for fire detection systems, portable fire extinguishers, fixed fire-extinguishing systems for special category and ro-ro spaces.

Enhanced requirements for the carriage of dangerous goods onboard HSC's.

An alternative to the MES, for evacuating passengers and crew, in the event the MES is damaged, will be required for Category B HSC (high-speed passenger craft NOT operating where quick rescue can be made and NOT carrying more than 450 passengers.)

HSC's built on/after 1 July 2008 shall be fitted with ECDIS (electronic charting). HSC's built before 1 July 2008 shall comply no later than 1 July 2010.

EPIRB maintenance requirements are now in line with SOLAS.

**MISCELLANEOUS****Measure to Prevent Lifeboat Accidents**

The Committee considered several submissions which described the difficulties experienced in applying the non-mandatory recommendations for the periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear as contained in MSC.1/Circ.1206. The primary problem concerned the Circular's recommendation that inspections, servicing and repair (other than weekly and monthly inspections, and routine maintenance as defined by the manufacturer) should be conducted by the manufacturer's representative or a person appropriately trained and certified by the manufacturer.

Application of this recommendation presents problems as the vast majority of lifeboat manufacturers have a limited number of representatives or certified personnel to carry out this work worldwide at this time or are not adequately represented in certain regions of the world where vessels operate for extended durations.

The Committee decided that MSC.1/Circ.1206 should not be made mandatory at that time, and tasked the DE Sub-Committee to further evaluate it with the view to making relevant portions mandatory through SOLAS by 2010. This does not make the latest amendments to SOLAS III/20.11 (which introduced the annual inspection and testing of the release gear and launching appliances) non-mandatory. All ships will continue to be required to comply with SOLAS reg III/20.11, as amended, but MSC.1/Circ.1206 is only to be used as a guideline for carrying out the requirements of reg III/20.11.

Goal Based Standards Pilot Project

The Committee continued the development of GBS by focusing on the Tier III verification criteria which is to be applied to assess rules developed under Tier IV in order to determine compliance with the Tier I goals and Tier II functional requirements which were approved at MSC 81. Agreement on the Tier III verification process could not be reached during this session of the MSC as there were two opposing views: the requirements should be as detailed as possible in order to guide the envisaged IMO Group of Experts in the verification, or that the requirements should be sufficiently broad in order to open up for different ways of demonstrating compliance.

Due to the lack of agreement, it was decided that a Pilot Project should be organized to develop the Tier III verification criteria and report its progress by 1 July 2007 to MSC 83. The Pilot Project, comprised of 16 experts under the coordination of the USA, is to use those aspects of the IACS Common Ship Rules that are common to both bulk carriers and oil tankers to validate the Tier III verification framework, to identify shortcomings and to propose improvements to the Tier III verification process. The Project has also been tasked to develop evaluation criteria to be used by the Group of Experts to determine if rules meet the goals and functional requirements of IMO GBS and to develop criteria and procedures for nominating candidates for the future Group of Experts. It is important to realize that this Project will not evaluate the IACS CSRs to determine if they meet the Tier I and II requirements.

The Committee agreed to the content of the Ship Construction File, SCF, and that it should become an independent mandatory requirement under SOLAS Chapter II-1. The SCF is to comprise information on how Tier II functional requirements were applied in the ship design and construction with references to relevant drawings and documentation containing detailed information.

MSC 82 agreed to revise Tier II to include an additional functional requirement that ships should be designed and built using ergonomic design principles to ensure safety during operations, inspection and maintenance of ship's structures. These considerations should include stairs, vertical ladders, ramps, walkways and standing platforms used for permanent means of access, the work environment and inspection and maintenance considerations. The Tier II Functional Requirements for new-build bulk carriers and oil tankers address the performance of the structure in terms of minimum design life (25 yrs) using a net-scantlings approach and a fatigue life of not less than 25 years in Winter North Atlantic environmental conditions. It also addresses structural strength, including redundancy and residual strength, coating protection, extents of watertight and weathertight integrity and related construction, survey and in-service maintenance considerations.

Tier I Goals addresses basic safety and pollution prevention goals and will be applicable to all types of new ships from a future date to be agreed.



Dry Dock Pre-Planning

The Committee approved MSC/Circ.1223 which contains recommended guidelines for pre-planning of surveys in dry dock and applies to ships other than oil tankers and bulk carriers as the planning for these ships already governed by the mandatory enhanced survey requirements under resolution A.744(18), as amended.

The meeting to be held between the owner and the surveyor can occur during, rather than in advance of, the survey in dry dock for smaller sized ships (e.g., cargo ships < 100 m in length).

The meeting should review the survey status and basic ship information; survey records from the previous bottom survey; any outstanding recommendations or known damages; structural repairs that will be carried out; and items to be surveyed and gauged; and maintenance work to be carried out.

ISM Code

Occupational safety and health protection

The Committee noted the casualties that can occur due to a lack of a team approach (from the bottom up), with respect to safety management systems and recognized that the ISM Code does not specifically empower seafarers with the ability to be heard on matters relating to ship safety and environmental protection, onboard and ashore.

Closer alignment and linkage of ISM with the new 2006 Maritime Labour Convention, MLC, was considered desirable so as to provide a mechanism for all seafarers to participate formally in safety management systems in a cooperative environment without fear of any repercussions or intimidation.

The Committee noted several of the provisions within the MLC, in particular, the provision of on-board programs for the prevention of occupational accidents through a committee of officers and ratings. Recognizing that the Codes objectives can be more fully met with the seafarer being an essential and integral element of the safety culture and empowered to provide input to the safety management system onboard, it was agreed that the FSI Sub-Committee should be tasked to consider amendments to the ISM Code relating to requirements for seafarer safety representation.

Improved Implementation

A report by a group of independent experts presented and briefly discussed at MSC 81 was evaluated in greater detail at MSC 82. In line with the conclusions that the ISM Code could be made more efficient by reducing administrative processes, the Committee agreed that the guidelines for Administrations should be revised to make them more user-friendly and that associated training should be developed to assist companies and seafarers to improve the implementation of the Code. Accordingly, proposals for discussion were requested.

The Committee considered information submitted on recent research conducted which investigated the influence of internal and external organizational structures on safety management performance and agreed that the recommendations could be used by shipping companies and other organizations to influence the management of safety to improve their safety performance. Noting that the research identified a need to promote better communication skills relating to working practices for seafarers and to strengthen the implementation and enforcement of the requirements of the ISM Code, the Committee tasked the FSI Sub-Committee to study these proposals in further detail.

New MSC/Circ.1231

The Committee noted that a number of cargo ships and special purposes ships > 500 gt determined under the 1969 Tonnage Convention engaged on international voyages were not being required to comply with the ISM Code on the grounds that their national gross tonnage was less than 500 gt and could therefore be excluded under the provisions of A.494(XII) on the Revised Interim Scheme for Tonnage Measurement for Certain Ships.

The Committee, in agreeing that the tonnage used to determine if compliance is required or not should be the tonnage determined under the 1969 Tonnage Convention, approved MSC/Circ.1231 on Interim scheme for the compliance of certain cargo ships and special purpose ships with the management for the safe operations of ships. The Circular recommends that Administrations take the necessary steps to ensure that cargo ships and special purpose ships with a 1969 tonnage > 500 gt and Companies operating such ships to comply with the ISM Code not later than 1 January 2010. Ships or Companies already certified need to retain their certification and are not entitled to any of the compliance dates under the Circular.



Explosions in Chemical and Product Tankers

The Committee considered a Report of the Human Factors Task Group - HFTG (established by the industry ICS IAPH, CEFIC, OCIMF, INTERTANKO and IPTA) which was established to identify and address factors influencing procedural compliance on board tankers to address the primary cause of accidents reported to MSC 81 by an Inter-Industry Working Group; that is failure to follow operational procedures.

The Committee concurred with the HFTG's proposed short term measure to undertake a review of the requirements for awarding a Dangerous Cargo Endorsements under the STCW Code to the person-in-charge and instructed the STW Sub-Committee accordingly.

Action on the medium term measure to make the ISM Code implementation more effective was deferred until details of the proposal is made available to MEPC 56 in July by the HFTG.

During 2007, IMO's Sub-Committees will consider several recommendations of the Inter-Industry Working Group, including:

- The need to evaluate a number of safety, operational and environmental issues identified in the Report with respect to the provision of inert gas systems;
- The need to carry out a formal safety assessment and cost/benefit analysis before deciding on the provision of inert gas systems;
- Considering means to reduce the source of ignition by, for example, introducing measures to mitigate in-tank pump failures and increasing the awareness of industry with respect to the consequences of static electricity which can develop from chemical spraying or steaming.

New IMO Initiatives

The Committee agreed to undertake several new initiatives, which include the following more substantive efforts:

- Consider a total ban on the use of asbestos on board ships.
- The provision of fixed hydrocarbon gas detection systems on double hull oil tankers.
- Clarification of SOLAS regulation V/22 on bridge visibility with respect to blind sectors caused by containers.
- Requirements for cargo oil tank coating and corrosion protection for new oil tankers to mitigate accelerated corrosion that has been found in cargo tanks, particularly in tanks carrying crude oil or residual fuels.
- Assessment of the adequacy of current safety requirements for general cargo ships.
- Consider the need to enhance damage stability verification for some oil, chemical and gas tankers gas tanker by requiring the fitting of approved damage stability programs.



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