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THE ROYAL INSTITUTION OF NAVAL ARCHITECTS

Chief Executive: Trevor Blakeley CEng FRINA FIMarEST FIMechE



Sec/Council09Aug2016

15 Aug 2016

The President and Members of Council

Ladies and Gentlemen,

Council Meeting – 9 Aug 2016

The draft Minutes of the Council meeting held on 9 Aug 2016 are enclosed.

Yours sincerely

A handwritten signature in black ink, appearing to read 'T. Blakeley'.

Trevor Blakeley
Chief Executive

Enclosure:

Minutes of Council meeting held on 9 Aug 2016

THE ROYAL INSTITUTION OF NAVAL ARCHITECTS

Minutes of Council Meeting held on 9 Aug 2016

Present:
T Boardley
J Frier
P French
M Renilson
J De Rose
R Spink
A King
F Spencer
D Whitaker
S Rusling
P Coley
D Viner
C Savage
A Blyth
R Gehling (Telelink)
D Spinney (Telelink)
H Karannassos (Telelink)
T Blakeley (Chief Executive)

MINUTES OF THE MEETING HELD 5 APR 2016

1. The minutes were accepted as a true record of the meeting.

ACTIONS ARISING FROM PREVIOUS MEETINGS

2. Action 02/16: Safety Committee to address issues of behaviour and lack of knowledge of crews in general with respect to such key factors as stability and cargo stowage, and report its findings to Council.
Outstanding

REPORT BY CHAIRMAN OF TRUSTEES

3. The Chairman reported that the Board of Trustees last met on 14 Jun 2016, and that members had received a copy of the minutes. There were no queries on the minutes of the meeting.

REPORTS BY CHAIRMEN OF STANDING COMMITTEES

IMO Committee

4. The Chairman reported that since the last meeting members of the IMO Committee had attended MEPC 69, MSC 96 and III 3. The full report is enclosed.

Disciplinary Committee

5. In the absence of the Chairman, the Chief Executive reported that no allegations of professional misconduct had been received or were currently being considered.

Membership Committee

6. On behalf of the Chairman, the Chief Executive reported that the Committee had met once since the last Council meeting, at which it had conducted its routine business of considering applications for membership and registration.

7. He reported that following the Engineering Council's Licence Review visit, the Institution's licence to accredit courses and place members on the Registered had been renewed for a further 5 years.

Safety Committee

8. On behalf of the Chairman, Mr De Rose presented the Safety Committee report:

9. There had been one meeting since last Council when the main subject for discussion was the Hoegh Osaka incident. (No meeting was held of the Lifeboat sub committee, to ensure that there was sufficient time for a full discussion of the Hoegh Osaka report).

10. The four key topics for the Safety Committee, Fishing Vessel Safety, Large Containerships, Lifeboats and the Analysis of Inclining Experiments and they remain the priorities. At the next Safety Committee meeting there will be a discussion as to whether the committee can make progress in each of these topics, possibly by using resources outside the committee, or whether the task list is prioritised.

11. The Chairman had attended IMO (MSC 96).

12. The Safety Committee congratulates Andrew Blyth who was honoured in the Queen's Birthday Honours list (MBE), for "Services to the Maritime Industry and Maritime Safety".

13. **Hoegh Osaka:** The report of a presentation made to the Safety Committee on the investigations and subsequent MAIB report into the loss of stability and subsequent capsizing of the Hoegh Osaka was discussed. Members of Council who wished to offer their views or experience were actioned to forward comment to the Safety Committee.

Small Craft Committee

14. On behalf of the Chairman, the Chief Executive reported that the Small Craft Committee had not had any meetings but currently there is an online meeting underway

HSV Committee

15. On behalf of the Chairman, the Chief Executive reported that there has been little activity since the close of the on-line meeting.

16. However, following the Brexit result in the UK, the Chairman had instigated a discussion with regards to any possible effects this may have for future vessels. Comments received have been mixed and slow - most likely owing to many members being outside the UK. But what is clear, is that it would be prudent for RINA to address this use sooner rather than later. The legislation aspect of registered vessels crossing EU boundaries and that of accepted EU standards being used, could become problematic. What is clear though, is that there should not be any "removal" of safety aspects that are currently applied, via EU laws.

STUDENT MEMBERS – ABBREVIATED TITLE

17. Council approved the introduction of the abbreviated title StudentRINA

AGREEMENT OF CO-OPERATION WITH AINE

18. Council approved the renewal of the Agreement of Co-operation with AINE

AMENDMENT TO CODE OF PROFESSIONAL CONDUCT

19. Council approved the amendment to the Code of Professional Conduct.

REVIEW OF TECHNICAL COMMITTEE STRUCTURE

20. The Report of the Technical Committees Working Group was presented by its Chairman. Following discussion of both the Recommendations of the Report and their implementation, it was broadly agreed that the Recommendations should be accepted, with such agreement subject to confirmation at the Council meeting on 18 Oct 2016, following further consideration of all members' comments on the Report.

21. Members were actioned to forward their comments to the Chief Executive. Members were also actioned to forward possible candidates for Chairmen of the Maritime Environment Committee and the Maritime Innovation Committee.

DATE OF NEXT MEETING

22. The next meeting will be held at 11:00 on 18 Oct 2016

ACTIONS ARISING OR OUTSTANDING FROM THE MEETING

23. Action 3/16 (Para 13): Members who wished to offer their views or experience concerning the Hoegh Osaka incident to forward comment to the Safety Committee.”

24. Action 4/16 (Para 21) 21: Members to forward their comments on TCWG Report to the Chief Executive.

25. Action 5/16 (Para 21): Members to forward possible candidates for Chairmen of the Maritime Environment Committee and the Maritime Innovation Committee to the Chief Executive

Report of the IMO Committee to Council - 9 August 2016

Since the last meeting RINA have attended MEPC 69, MSC 96 and III 3.

MEPC 69.

Fuel: The committee agreed requirements for ships to report their fuel consumption. Working groups were set up to discuss fuel quality and availability and subsequent correspondence groups were established. RINA are not directly involved in these debates. It was agreed to establish a 'best practice' document for providers, purchasers and flag states. Shipowners expressed a need for the worldwide 0.5% sulphur limit to be settled at the next MEPC.

A case was made to ban all HFO in Polar areas – further proposals will be submitted.

GHG: Some work was done on GHG emissions and it was agreed to set up a WG on this at the next MEPC. There was consensus on the need to establish a data collecting system so that accurate analysis could be done. This will probably not be in place before 2018.

EEDI: The meeting considered the interim report of the correspondence group reviewing the status of technological developments relevant to implementing Phase 2 of the EEDI regulations, and agreed to continue the group to review the status of technological developments for ro-ro cargo ships and ro-ro passenger ships. The group is also to make recommendations to MEPC 70 on whether the time periods, the EEDI reference line parameters for the different ship types and the reduction rates (Regulation 21 of MARPOL Annex VI) should be retained or amended.

BWM: At the time of MEPC there was still insufficient take up to bring the convention into effect.

Ballast Water Management is still taking up a lot of time. There was clarification on implementation dates and survey dates. Some changes to the Convention were agreed affecting new and existing ships. More proposals are expected concerning ballast water exchange at sea for existing ships. Reference was made to the limitations of dockyards to fit systems in time to meet implementation dates.

Further work will be conducted at an intersessional WG and at MEPC 70.

MSC 96

Cybersecurity: A debate occurred on this but there was no concrete proposal. Everyone agreed that something should be done and therefore proposals were requested for MSC 97.

GBS: All IACS members have been successfully audited and the IMO confirmed that their rules conformed with the GBS requirements.

Passenger ship safety: A long term action plan was agreed and will be continually monitored. A 'best practices' document exists for ferries and ro-ro's.

Carriage of industrial personnel: This very complex subject is on-going with short and long term solutions being considered. A new code may be made mandatory through SOLAS and will incorporate aspects of the SPS and HSC codes. The matter will continue to be debated at the next MSC.

SDC/SSE matters: All recommendations from these sub-committees' were agreed/approved and will be adopted at the next MSC. We are involved in relevant correspondence groups.

With respect to polar matters, there were no particular submissions made to progress the next phase and therefore more proposals should be submitted.

Implementation of IMO instruments (III).

Reports of casualties still do not meet requirements in order to accurately ascertain causes. All seem to be due to operational causes.

The regulations for verifying the weight of all containers came into effect on 1 July 2016. There is a three month window for all to comply. ICS reported that up to the end of July a very small percentage of containers had been verified and certificated.