INTERNATIONAL MARITIME ORGANIZATION

IMO

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SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT
50th session
Agenda item 27

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DRAFT REPORT TO THE MARITIME SAFETY COMMITTEE

1 GENERAL

Introduction

1.1 The Sub-Committee held its fiftieth session from 5 to 9 March 2007 under the chairmanship of Mrs. Anneliese Jost (Germany). The Vice-Chairman, Mrs. Xiang Yang (China), was also present.

1.2 The session was attended by delegations from the following Member Governments:

[ALGERIA
ANGOLA
ANTIGUA AND BARBUDA
ARGENTINA
AUSTRALIA
BAHAMAS
BOLIVIA
BRAZIL
CANADA
CHILE
CHINA
COLOMBIA
CROATIA
CUBA
CYPRUS
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA
DENMARK
DOMINICA
ECUADOR
EGYPT
FINLAND
FRANCE
GERMANY
GREECE
IRAN (ISLAMIC REPUBLIC OF)
IRELAND
ITALY
JAPAN
LATVIA
LIBERIA
MALAYSIA
MALTA
MARSHALL ISLANDS
MEXICO
MOROCCO
NETHERLANDS
NORWAY
PANAMA
PAPUA NEW GUINEA
PERU
PHILIPPINES
POLAND
REPUBLIC OF KOREA

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SPAIN
SWEDEN
SYRIAN ARAB REPUBLIC
TURKEY
TUVALU
UNITED KINGDOM
UNITED STATES
URUGUAY
VANUATU
VENEZUELA]

the following Associate Member of IMO:

HONG KONG, CHINA

and the following State not Member of IMO:

COOK ISLANDS

1.3 The session was also attended by observers from the following intergovernmental organization:

EUROPEAN COMMISSION (EC)

and by observers from the following non-governmental organizations in consultative status:

[INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL ORGANIZATION FOR STANDARDIZATION (ISO)
INTERNATIONAL SHIPPING FEDERATION (ISF)
INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS (ICFTU)
BIMCO
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
ICHCA INTERNATIONAL (ICHCA)
EUROPEAN CHEMICAL INDUSTRY COUNCIL (CEFIC)
OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION (IMPA)
INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS (IADC)
INTERNATIONAL ASSOCIATION OF INSTITUTES OF NAVIGATION (IAIN)
INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATION (IFSMA)
INTERNATIONAL LIFE-SAVING APPLIANCES MANUFACTURERS' ASSOCIATION (ILAMA)
COMMUNITY OF EUROPEAN SHIPYARDS' ASSOCIATIONS (CESA)
INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS (INTERTANKO)
CRUISE LINES INTERNATIONAL ASSOCIATION (CLIA)
INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS (INTERCARGO)
ASSOCIATION OF EUROPEAN MANUFACTURERS OF INTERNAL COMBUSTION ENGINES (EUROMOT)

THE INSTITUTE OF MARINE ENGINEERING, SCIENCE AND TECHNOLOGY (IMarEST)
INTERNATIONAL PARCEL TANKERS ASSOCIATION (IPTA)
INTERNATIONAL BULK TERMINALS ASSOCIATION (IBTA)
INTERNATIONAL CHRISTIAN MARITIME ASSOCIATION (ICMA)
THE ROYAL INSTITUTION OF NAVAL ARCHITECTS (RINA)]

Opening address

1.4 In welcoming the participants on behalf of the Secretary-General, Mr. K. Sekimizu, Director, Maritime Safety Division, noting that this was the fiftieth session of the Sub-Committee, paid tribute to its remarkable achievements during the long period of its existence and referred to its first session which was held more than 39 years ago. He was of the view that everyone could be pleased at the progress the Sub-Committee had since made, not only in the number of Member Governments and international organizations participating in its work but in the quantity and quality of its output, which had contributed significantly to the achievement of the objectives of the Organization.

The Director emphasized that over those years, there had been many advances in the field of ship design and construction and that the seafarers that sailed the oceans today had at their disposal a host of new technologies, which their predecessors could only have dreamt of. Numerous instruments, guidelines and recommendations, mandatory and non-mandatory, had been developed to ensure that the design, construction, structure, equipment, machinery and electrical installations of ships and other marine structures were up to the task, significantly contributing to the enhancement of safety at sea.

The Director took the opportunity to pay tribute to all the Chairmen who had led the Sub-Committee for their committed service: Dr. Spinelli (Italy), Mr. Jansen (Norway), Prof. Doerffer (Poland), Dr. Pattofatto (Italy), Mr. Williams (Australia), Mr. Chrysostomou (Cyprus), Mr. Ponomarev (Russian Federation) and the current Madam Chairman. He also thanked the Sub-Committee's Secretaries and other officers involved in its work such as Mr. Sasamura, Mr. Jens, Mr. Simeone, Mr. Vidigal, Mr. Spassky, Mr. Mitschka, Mr. Kobylinski, Mr. Ray, Mr. Srivastava, Mr. Palomares and, more recently, Mrs. Hoppe for their painstaking and dedicated services.

With regard to this year's World Maritime Day, which will focus on "IMO's response to current environmental challenges", the Director stressed that this would be an opportunity to increase awareness about the threat for the environment stemming from shipping operations and, by taking appropriate preventive and remedial action, to show that the maritime sector does care

about the environment and was, indeed, already at the forefront of that challenge. Over the years, Governments and the industry had adopted, through IMO, a wide range of measures to prevent and control any pollution caused by ships and to reduce the impact that shipping may have on our fragile environment. In this context, the Sub-Committee's contributions to the protection of the marine environment, through the development of pollution-preventing standards of ship design and equipment, was of great importance and should continue unabated.

Turning to important items on the agenda of this session, the Director highlighted, following the adoption, by MSC 82, of the mandatory performance standard for protective coatings of double-side skin spaces of bulk carriers, the continuing work on performance standards for protective coatings, in particular the consideration of standards for void spaces, as well as the development of guidelines for maintenance and repair of protective coatings and also corrosion protection of permanent means of access arrangements.

Concerning the development of amendments to the Guidelines on enhanced surveys of bulk carriers and oil tankers (resolution A.744(18)), the Director noted the Sub-Committee's undertaking to expand them considerably by including procedures for hull surveys of double-hull bulk carriers, and, with regard to the review of the SPS and MODU Codes and the Code on Alarms and Indicators, stressed the importance of this work, aimed at bringing the Codes in line with latest developments.

As far as life-saving appliances are concerned, the Director observed that there were a number of items on the agenda dealing with the matter, including consideration of measures to prevent accidents with lifeboats (in particular circular MSC.1/Circ.1206), further improvements to provisions regarding on-load release mechanisms, free-fall lifeboat launching and seating arrangements, as well as the issue of compatibility of the various life-saving appliances currently in use, and the consideration of test standards for extended service intervals of inflatable liferafts. He noted that, as a result of the adoption, at MSC 82, of a comprehensive package of SOLAS amendments concerning passenger ship safety, the Sub-Committee would commence the development of performance standards for recovery systems for all types of ships, as well as guidelines for the approval of novel life-saving appliances.

The Director referred to another important task given to the Sub-Committee by MEPC 55, namely the review of the Revised guidelines for systems for handling oily wastes in machinery spaces of ships and relevant MARPOL Annex I and Annex VI requirements, concerning legislative and implementation aspects related to the prevention of operational oil pollution from

ships, as well as the consideration of proposals for a comprehensive overhaul of the regulations and related guidelines concerning handling of oil residues and oily bilge water. He stressed that this work was very much in line with the environmental theme for this year's World Maritime Day and was hopeful that significant progress would be made on the issue.

In mentioning the development of emergency towing procedures for ships other than tankers of not less than 20,000 dwt, inspection and survey requirements for accommodation ladders; provisions for gas-fuelled ships; amendments to the Guidelines for ships operating in Arctic ice-covered waters; revision of resolution A.760(18); casualty analysis; guidelines for uniform operating limitations of high-speed craft; and the consideration of IACS unified interpretations, the Director acknowledged that they were all equally important.

In concluding, the Director, referring to the Voluntary IMO Member State Audit Scheme, updated the Sub-Committee on the audits conducted so far and, on behalf of the Secretary-General, invited those Member States that intend to offer themselves for audit to do so as soon as possible since this would greatly facilitate the planning of audits to be conducted.

Chairman's remarks

1.5 The Chairman, in thanking the Director, stated that the Secretary-General's words of encouragement as well as the advice and requests would be given every consideration by the Sub-Committee.

Statement by the delegation of Vanuatu

1.6 The delegation of Vanuatu, in relation to the IMO Audit Scheme, referred to resolution A.974(24) on Framework and Procedures for the Voluntary IMO Member State Audit Scheme and, in particular, to operative paragraph 2(a) thereof, which urges Governments to volunteer to be audited. They shared the Secretary-General's view that the Audit Scheme would contribute to the Organization's efforts to achieve consistent and effective implementation of the various instruments adopted under its auspices, expressing confidence that, with this tool, IMO would make further progress in eliminating sub-standard shipping. Stating that the Government of Vanuatu had always participated fully in all IMO initiatives and that they would like to continue to do so with the IMO Audit Scheme, and noting that Vanuatu's flag State procedures are already audited to ISO 9001-2000 international standards, they informed the Sub-Committee

that the Minister of Foreign Affairs of the Republic of Vanuatu had recently signed Vanuatu's application to volunteer for Audit, making it the twenty-seventh country to do so.

Adoption of the agenda

1.7 The Sub-Committee adopted the agenda for the fiftieth session (DE 50/1/Rev.1) and agreed to be guided in its work, in general, by the annotations contained in document DE 50/1/1. The agenda, as adopted, with the list of documents considered under each agenda item, is set out in document DE 50/INF.[…].

2 DECISIONS OF OTHER IMO BODIES

2.1 The Sub-Committee noted the decisions and comments pertaining to its work made by MSC 81 and MSC 82, MEPC 54 and MEPC 55, COMSAR 10, BLG 10, FSI 14, NAV 52, SLF 49 and DSC 11, as reported in documents DE 50/2, DE 50/2/1, DE 50/2/2 and DE 50/2/3, and took them into account in its deliberations when dealing with relevant agenda items.

2.2 The Sub-Committee further noted oral information by the Secretariat with regard to the outcome of FP 51 and COMSAR 11 as follows:

.1 concerning the review of the SPS Code, FP 51 decided to delay work on this item until DE 50 had considered the report of its correspondence group on the issue (DE 50/9);

.2 concerning the development of provisions for gas-fuelled ships, FP 51 decided to delay work on this item until the draft Interim Guidelines on safety for gas-fuelled engine installation in ships had been prepared by the BLG Sub-Committee;

.3 the outcome of FP 51's consideration of the report of the Inter-Industry Working Group (IIWG), established to study incidents of fires and explosions on chemical and product tankers, is reported in document DE 50/17/2;

.4 COMSAR 11 postponed consideration of its agenda item on **"**Guidelines for uniform operating limitations of high-speed craft" to COMSAR 12, when the outcome of DE 50 would be available, and invited Members to submit comments and suitable proposals for consideration at COMSAR 12; and

.5 COMSAR 11 finalized draft performance standard for survival craft AIS Search and Rescue Transmitter (AIS-SART) to supplement the existing SART performance standards (resolution A.802(19)), prepared consequential amendments to the MODU Code and requested the Sub-Committee to review these amendments and incorporate them in the revision of the MODU Code.

Commencement of working groups on Monday morning

2.3 The Sub-Committee noted that MSC 81 had reaffirmed that the commencement of working groups on Monday morning was an option that should be considered with caution. However, it should be encouraged that, whenever possible, terms of reference of working groups should be agreed at the previous sessions of the Sub-Committee. Another option would be that the draft terms of reference of working and drafting groups issued at the beginning of the session, in accordance with paragraph 3.39 of the Guidelines on the organization and method of work, also identify items on which the groups could start, if decided, working on Monday mornings, without prior consideration of the related agenda items in plenary.

Splinter groups

2.4 The Sub-Committee noted that MSC 81 had agreed that there should be no official splinter groups. However, where the establishment of a splinter group is necessary for the facilitation and efficiency of the work, there should be a unanimous agreement on its establishment and the outcome of the group's work should be considered and agreed by the Sub-Committee and incorporated in the report, as appropriate.

Increase in volume of documents

2.5 The Sub-Committee noted that MSC 81, in considering that the volume of documents had increased compared to previous sessions, requested Member Governments and international organizations to submit documents as early as possible and not just on the deadlines for the submission of documents.

Revised Guidelines on the organization and method of work

2.6 The Sub-Committee noted that MSC 82 had approved revised Guidelines on the organization and method of work of the MSC and the MEPC and their subsidiary bodies, which have been disseminated by means of MSC-MEPC.1/Circ.1.

3 AMENDMENTS TO RESOLUTION A.744(18)

3.1 The Sub-Committee noted that MEPC 54 had considered the proposed amendments to the Condition Assessment Scheme (CAS) prepared at DE 49 and had approved them, as amended, for adoption by MEPC 55. MEPC 54 had further adopted, by resolution MEPC.147(54), the Guidelines on the assessment of residual fillet weld between deck plating and longitudinals, also prepared by DE 49, and had endorsed the view of the Sub-Committee that the thickness measurement of the residual fillet weld between deck plating and longitudinals during the course of a CAS survey could be used on an optional and voluntary basis by surveyors.

3.2 The Sub-Committee recalled that DE 49 had established a correspondence group under the co-ordination of Japan and instructed it to prepare concrete proposals for draft amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (ESP Guidelines) (resolution A.744(18)), based on the relevant IACS Unified Requirements (UR) and taking into account comments and proposals made at DE 49, concerning procedural requirements for surveyor monitoring of thickness measurements, procedures for hull surveys of double skin bulk carriers, and requirements for provision and maintenance of as-built drawings covering items such as machinery installations, electrical installations and control systems, etc.

3.3 The Sub-Committee had for its consideration the following documents:

.1 DE 50/3 (Japan), containing the report of the correspondence group, providing the outcome of the work done, including comparisons made between the text of the ESP Guidelines and the IACS UR Z10 series;

.2 DE 50/3/1 (Japan) (part of the correspondence group report), containing a comparison table between Annex A (survey guidelines for bulk carriers) of the ESP Guidelines and IACS UR Z10.2 (Hull surveys of bulk carriers);

.3 DE 50/3/2 (Japan) (part of the correspondence group report), containing the draft text for a new Part B (Survey guidelines for double skin bulk carriers) of Annex A of the ESP Guidelines;

.4 DE 50/3/3 (Japan) (part of the correspondence group report), containing a comparison table between Annex B, Part B (Survey guidelines for oil tankers) of the ESP Guidelines and IACS UR Z10.1 (Hull surveys of oil tankers);

.5 DE 50/3/4 (Japan) (part of the correspondence group report), containing a comparison table between Annex B, Part A (Survey guidelines for double hull oil tankers) of the ESP Guidelines and IACS UR Z10.4 (Hull surveys of double hull oil tankers); and

.6 DE 50/INF.2 (Secretariat), containing the consolidated text of the existing IMO ESP Guidelines, incorporating all amendments adopted up to MSC 80.

3.4 The Sub-Committee, in considering the action requested by the correspondence group (DE 50/3, paragraph 16):

.1 noted the consolidated text of the existing ESP Guidelines (paragraph 4 and document DE 50/INF.2);

.2 agreed to refer the draft new text of the ESP Guidelines for double-side skin bulk carriers as set out in the annex to document DE 50/3/2 to the working group for finalization;

.3 noted the explanation of the co-ordinator of the correspondence group on the matter of procedural requirements for surveyor monitoring of thickness measurements;

.4 noted the comments on the draft amendments by Japan as annexed to the report of the correspondence group (DE 50/3); and

.5 noted that due to lack of time the group had not been able to deal with the issue of as-built drawings covering items such as machinery installations, electrical installations and control systems, etc and agreed that this should be considered after finalization of the draft amendments to the ESP Guidelines.

3.5 With regard to the tables comparing the ESP Guidelines and the IACS UR Z10.1, 10.2 and 10.4 (DE 50/3/3, DE 50/3/1 and DE 50/3/4) the Sub-Committee agreed that, while the harmonization of the ESP Guidelines with the IACS UR Z10 series has merits, it constituted an expansion of the scope of the work programme item. Consequently, the Sub-Committee instructed the working group (see paragraph …) to prepare a justification for the Committee to expand the work on the amendments to resolution A.744(18) to include the harmonization exercise.

Establishment of the working group

3.6 The Sub-Committee established, as agreed at DE 49, a working group and instructed it, taking into account decisions, comments and proposals made in plenary, to:

.1 finalize the draft text for a new Part B of Annex A of the ESP Guidelines on survey guidelines for double skin bulk carriers on the basis of document DE 50/3/2;

.2 prepare draft amendments to the ESP Guidelines concerning procedural requirements for surveyor monitoring of thickness measurements, taking into account document DE 49/3;

.3 prepare a justification to expand the work on the amendments to resolution A.744(18) for harmonization of the ESP Guidelines with the relevant IACS Unified Requirements (UR Z.10 series) and other issues, as appropriate; and

.4 consider whether a correspondence group should be established, and, if so, prepare draft terms of reference for the group.

Report of the working group

3.7 Having received the report of the working group (DE 50/WP.1), the Sub-Committee approved it in general and took decisions as outlined in the following paragraphs.

Draft amendments to Annex A of the ESP Guidelines (resolution A.744(18))

3.8 The Sub-Committee noted that the group used the text contained in the existing Annex A of the ESP Guidelines as the basis for the new part B.

3.9 In considering the proposed draft amendments to the title, application and definitions prepared by the group, the Sub-Committee agreed that the new part B should apply to bulk carriers of 500 gross tonnage and over having double-side skin construction. In this context, the Sub-Committee also agreed that bulk carriers having a combination of single and double-side skin construction should comply with the relevant requirements of the new parts A and B for that construction, as applicable.

3.10 The Sub-Committee noted that the group, having made a number of modifications to the various annexes prepared by the correspondence group, agreed to replace annexes 8, 9 and 10 in their entirety with the standards contained in IACS Unified Requirements UR Z.10.5 series. In this regard, the Sub-Committee noted that annex 11 (Guidelines for the gauging of vertically corrugated transverse watertight bulkheads between holds No. 1 and No. 2) and annex 12 (Additional annual survey requirements for the foremost cargo hold of ships subject to regulation XII/9.1), which are contained in the existing Annex A, were not applicable to ships with double-side skin construction and, therefore, were not be included in the new part B.

3.11 Having considered the above issues, the Sub-Committee agreed to the draft amendments to resolution A.744(18), as set out in annex …, for submission to MSC 83 for approval and subsequent adoption. In this regard, the Sub-Committee endorsed the group's view that, after adoption by the Committee of the latest set of amendments, the Secretariat should be requested to prepare a consolidated text of resolution A.744(18), as amended, for publication purposes. The Sub-Committee also authorized the Secretariat to make editorial changes, as necessary, in the preparation of the consolidated text of the new part B for the Sub-Committee's report.

Procedural requirements for surveyor monitoring of thickness measurements

3.12 The Sub-Committee noted that group had considered the IACS procedural requirements for surveyor monitoring of thickness measurements, as set out in the annex to document DE 49/3,

and had included the aforementioned IACS procedural requirements in the new part B, as a separate annex.

Justification to expand work on the amendments to resolution A.744(18)

3.13 The Sub-Committee agreed to the justification for expanding the scope of the existing work programme item on amendments to resolution A.744(18) to harmonize the ESP Guidelines with the relevant IACS Unified Requirements (UR Z.10 series) and other issues, as set out in annex …., for submission to MSC 83 for consideration and action as appropriate.

Establishment of the correspondence group

3.14 Taking into account the progress made at this session, the Sub-Committee established a Correspondence Group on Amendments to Resolution A.744(18), under the co-ordination of Japan*, and instructed it, taking into account the outcome of DE 50 (DE 50/WP.1):

.1 subject to the MSC 83's concurrent decision to expand the scope of the existing work item (see paragraph 3.13), to prepare draft amendments to Annexes A and B of the ESP Guidelines (resolution A.744(18), as amended), based on the relevant IACS Unified Requirements (URZ.10 series) with a view towards harmonization, taking into account documents DE 49/3/1, DE 49/3/2, DE 50/3/1, DE 50/3/3 and DE 50/3/4;

.2 to prepare draft amendments to Annexes A and B for inclusion of requirements for the provision and maintenance of as-built drawings covering items such as machinery installations, electrical installations and control systems; and

.3 to submit a report to DE 51.

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* **Co-ordinator:**
Mr. Koichi Yoshida
Director, International Cooperation Center
National Maritime Research Institute
6-38-1 Shinkawa
Mitaka 181-0004
Japan
Tel.: +81 422 41 3615
Fax: +81 422 41 3247
E-mail: koichiy@nmri.go.jp

4 PERFORMANCE STANDARDS FOR PROTECTIVE COATINGS

4.1 The Sub-Committee recalled that MSC 81 had approved the draft Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and of double-side skin spaces of bulk carriers and the related draft amendments to SOLAS regulations II-1/3-2 and XII/6, as prepared by DE 49, for consideration at MSC 82 with a view to adoption. The Sub-Committee noted that, with a view to an early implementation of the Performance Standard, MSC 81 had also approved MSC.1/Circ.1198 on Application of SOLAS regulation XII/6.3 on corrosion prevention of double-side skin spaces and dedicated seawater ballast tanks of bulk carriers and application of the performance standard for protective coatings for dedicated seawater ballast tanks in all new ships and double-side skin spaces of bulk carriers, inviting SOLAS Contracting Governments to apply in advance draft SOLAS regulation II-1/3-2 together with the Performance Standard to bulk carriers of 150 m and above flying their flag constructed on or after 1 July 2006, in lieu of SOLAS regulation II-1/3-2 as adopted by resolution MSC.47(66).

4.2 The Sub-Committee noted that, consequently, MSC 82 had adopted the Performance standard for protective coatings, which will become effective on 1 July 2008 upon entry into force of amendments to SOLAS regulations II-1/3-2 and XII/6 adopted at MSC 82.

4.3 The Sub-Committee recalled that DE 49, following the agreement at MSC 80 to expand the scope of the item to also cover void spaces into which seawater normally does not enter, had re-established the correspondence group, under the co-ordination of China, and instructed it to consider the draft performance standard for protective coatings of void spaces of all types of ships, based on document DE 49/6, and, in particular, to identify and define those void spaces to which the Performance standard for protective coatings should apply, considering as a priority oil tankers and bulk carriers; to identify and define those void spaces to which a different standard could apply and to develop a draft standard for such spaces for oil tankers and bulk carriers; and to identify and define those void spaces to which a different standard could apply for other types of ships.

4.4 The Sub-Committee had for its consideration the following documents:

.1 the report of the correspondence group (DE 50/4, submitted by China), outlining the discussions concerning the void spaces to be considered, categories of void spaces and the related applicable standards and ship types to which the new draft standard should apply. The report contains, in the annex, the draft performance standard for protective coatings for void spaces in bulk carriers and oil tankers;

.2 DE 50/4/1 and DE 50/INF.3 (Japan), commenting on the categorization of void spaces, based on an investigation assessing the performance of coating specifications actually applied to void spaces in oil tankers and bulk carriers aged more than 10 years (DE 50/INF.3), and commenting on the draft performance standard for protective coatings of void spaces (DE 50/4/1);

.3 DE 50/4/2 (CESA), commenting on the criteria which can be used to judge the corrosion hazard or probability when defining categories of void spaces and on specific technical requirements in the draft performance standard for protective coatings of void spaces; and

.4 DE 50/4/3 and DE 50/INF.5 (China), expressing the view that the actual conditions of void spaces should be taken into account when addressing the issue of protective coatings for void spaces, informing that they had carried out an inspection of void spaces on aged ships (DE 50/INF.5) and suggesting that the performance standard should be recommendatory.

4.5 The Sub-Committee approved the report in general and, following discussion:

.1 noted the view of the correspondence group that only void spaces that contribute to the ship's safety in terms of the ship strength should be considered in the draft Performance standard, acknowledging the view of some delegations that void spaces should also be considered in terms of their contribution to crew safety and pollution prevention;

.2 noted the conclusion of the correspondence group that the scope of the draft Performance standard for void spaces should be limited to bulk carriers and oil tankers, but agreed that void spaces of other types of ships should also be considered, albeit at a later point in time;

.3 noted the discussions and outcome of the correspondence group regarding the categorizing the void spaces, generally agreeing that there should be one category of void spaces, but that alternatives should be allowed, and agreed to instruct the working group to further consider the issue of categorization of void spaces and to advise whether this should become part of the performance standard.

.4 noted the discussions and progress in the development of the performance standard for protective coatings for void spaces on bulk carriers and oil tankers, and agreed to forward these, and the discussions in the Sub-Committee, to the working group for further consideration and finalization.

.5 regarding the issue of whether the performance standard should be mandatory, the Sub-Committee noted that views on the issue were divided with a majority of delegations being in favour of making the Performance standard mandatory and agreed to postpone the final decision on the matter until the standard had been finalized (see paragraph …).

International Symposium on Shipbuilding Technology (ISST 2007) on fabrics and coatings*

4.6 In this connection, the Sub-Committee noted information by the delegation of Japan that the Royal Institution of Naval Architects and the Japan Society of Naval Architects and Ocean Engineers would hold an International Symposium on Shipbuilding Technology (ISST 2007) on fabrics and coatings, covering the technology of protection of ship structures from corrosion, including seawater ballast tanks, void spaces, cargo hold and cargo tanks and the technology of coatings for such protection. The symposium, which should be a very good opportunity to exchange views, opinions and information on the issue, would be held in Japan on 6 and 7 September 2007 and the deadline for the submission of abstracts had been extended to end of March.

* For more details contact Mr. K. Yoshida (koichiy@nmri.go.jp).

Establishment of a working group

4.7 The Sub-Committee established, as agreed at DE 49, a working group and instructed it, taking into account decisions, comments and proposals made in plenary, to:

.1 finalize the draft performance standard for protective coatings for void spaces on bulk carriers and oil tankers on the basis of the report of the correspondence group (DE 50/4), taking into account documents DE 50/4/1, DE 50/4/2, DE 50/4/3, DE 50/INF.3 and DE 50/INF.5;

.2 further discuss the categorization of void spaces, including alternative approaches, for the consideration of the Sub-Committee and advise whether this should become part of the performance standard; and

.3 consider whether a correspondence group should be established and, if so, prepare terms of reference for the group.

[**Report of the working group**

4.8 Having received the report of the working group (DE 50/WP.2), the Sub-Committee approved it in general and took decisions as outlined in the following paragraphs.

Categorization of void spaces

4.9 In considering how void spaces should be categorized in the draft Performance standard for protective coatings for void spaces on bulk carriers and oil tankers, the Sub-Committee, having noted the various views expressed in paragraphs 7 to 10 of document DE 50/WP.2, agreed to the tables prepared by the group set out in annex 2 of document DE 50/WP.2 as well as the group's consequential modifications to paragraph 4.2 (Standard application).

Coating technical file

4.10 With regard to the coating technical file (CFT), the Sub-Committee, having noted the divergent views expressed by the group on whether specifications for maintenance, repair and re-coating should be contained in the new performance standard, taking into account that the draft Performance standard will only apply to new ships, decided to [keep] [delete] paragraphs 3.4.3 to 3.4.5 in the draft Performance standard.

Job specification

4.11 In considering matters related to minimum coating requirements and job specification, the Sub-Committee, having noted the two proposals discussed by the group, as contained in paragraph 12 of document DE 50/WP.2, agreed that the draft Performance standard should specify [one stripe coat and one spray coat] [one stripe coat and two spray coats].

Nominal total dry film thickness (NDFT)

4.12 With regard to the nominal total dry film thickness (NDFT), the Sub-Committee, having noted the group's views and opinions on the matter, as contained in paragraph 13 of document DE 50/WP.2, agreed that the NDFT should be 200µm with a 90/10 rule.

Water soluble salt limit

4.13 In considering matters related to the water soluble salt limit, the Sub-Committee, having noted the various views expressed by the group, as contained in paragraph 14 of document DE 50/WP.2, agreed to specify 100 mg/m^2 in item .3.f and specify 50 mg/m^2 in item .2.b in Table 1 of Annex 1 of the draft Performance standard.

Secondary surface preparation – surface treatment

4.14 Having considered matters related to the secondary surface preparation (surface treatment) (DE 50/WP.2, annex 1, table 1, paragraph .3.b), the Sub-Committee agreed that for damaged shop primer, the surface treatment should be Sa 2 or St 3 on damaged shop primer and welds.

Alternative systems

4.15 With regard to alternative systems, the Sub-Committee noted that the group considered the Japanese proposal (DE 50/4/1) to amend item 8 (alternative systems) of the draft Performance standard, to allow Administrations to perform 5 year field test of alternative systems, and decided not to amend the draft Performance standard to avoid having ships without an approved coating protection system for such a long time period. The Sub-Committee also noted that SOLAS chapter 1, part A, regulation 4(b), already allows such exemptions.

Test procedure for coating qualification for void spaces of bulk carriers and oil tankers

4.16 Having considered matters related to the test procedures for coating qualification for void spaces of bulk carriers and oil tankers, the Sub-Committee, having noted the various views expressed within the group, as contained in paragraph 18 of document DE 50/WP.2, agreed that the test conditions should specify a 30 day exposure time, to be consistent with the NDFT requirements (see paragraph 4.11), and specify 3 test panels, to be consistent with the criteria for surface treatment (see paragraph 4.13).

Dry film thickness measurements

4.17 In considering matters related to the dry film thickness (DFT) measurements, the Sub-Committee, having noted the various views expressed by the group on whether the procedures for taking dry film thickness measurements should be retained or deleted, as contained in paragraph 19 and annex 3 of document DE 50/WP.2, agreed to [retain] [delete] the procedures for taking thickness measurements set out annex 3 to the draft Performance standard.

Draft Performance standard for protective coatings for void spaces on bulk carriers and oil tankers

4.18 Having considered the above issues, the Sub-Committee agreed to the draft Performance standard for protective coatings for void spaces on bulk carriers and oil tankers, and associated draft MSC resolution, as set out in annex […], for submission to MSC 83 for adoption.

Completion of the item

4.19 Having considered the above issues, the Sub-Committee invited MSC 83 to delete this item from its work programme since the work on this matter has been completed.]

5 INSPECTION AND SURVEY REQUIREMENTS FOR ACCOMMODATION LADDERS

5.1 The Sub-Committee recalled that DE 49 had discussed proposals for draft new SOLAS regulations concerning means of embarkation on and disembarkation from ships and associated guidelines regarding inspection and survey requirements for accommodation and pilot ladders by Australia and the Republic of Korea and, having supported the proposals, had invited the two delegations to submit a joint proposal for such requirements to this session.

5.2 The Sub-Committee also recalled that DE 49, having recognized that the development of these requirements would take time, had agreed to a draft MSC circular on Means of embarkation on and disembarkation from ships, drawing the attention of Member Governments to the need for adequate maintenance and inspection of accommodation and pilot ladders, pending finalization of relevant IMO requirements. The draft circular was approved by MSC 81 for dissemination by means of MSC.1/Circ.1196.

5.3 The Sub-Committee had for its consideration the following documents:

.1 DE 50/5 (Australia and Republic of Korea), containing proposals for a draft new SOLAS regulation and associated guidelines on inspection and survey of accommodation and pilot ladders, based on documents MSC 77/23/1, DE 49/8, DE 49/8/1 and DE 49/INF.7, comments and proposals made during DE 49 and relevant national and international standards, including ISO standards; and

.2 DE 50/5/1 (ILAMA), proposing amendments to the guidelines as given in document DE 50/5, in particular replacement of section 5 with the proposal attached in the annex to their document, especially concerning the carrying out of inspections only by manufacturer certified personnel, and deletion of the second sentence of paragraph 3.6.3, concerning the waiving of tests for identical ladders.

5.4 The delegation of Dominica, while stating its full support for the work underway on accommodation ladders and pilot ladders, observed that similar maintenance and testing as is being developed for pilot ladders is also needed for ships' embarkation ladders. They further noted that embarkation ladders were subject to the same environmental exposure risk as pilot ladders.

Draft new SOLAS regulation

5.5 The Sub-Committee considered annex 1 of document DE 50/5, containing a proposal for a draft new SOLAS regulation on Means of embarkation on and disembarkation from ships, and , having agreed to delete the words "on both sides of a ship" from paragraph 1 of the draft regulation, requested an informal group to finalize the text of the draft regulation for consideration by the Sub-Committee.

5.6 The Sub-Committee noted, in this context, that MSC 82 had included, in the work programmes of the NAV and DE Sub-Committees, a high priority item on "Improved safety of pilot transfer arrangements", with two sessions needed to complete the item and assigned the NAV Sub-Committee as the co-ordinator.

Guidelines for construction, maintenance and inspection of accommodation ladders and gangways

5.7 The Sub-Committee considered a proposal for draft Guidelines for construction, maintenance and inspection of accommodation ladders, gangways and pilot ladders (DE 50/5, annex 2) and, having agreed that all parts related to operational issues and all references to pilot ladders and to SOLAS regulation V/23 should be deleted, requested the informal group to finalize the text of the draft guidelines.

5.8 Having received the report of the group of experts (DE 50/WP.8), the Sub-Committee agreed to the draft new SOLAS regulation on Means of embarkation on and disembarkation from ships, as set out in annex …, for submission to MSC 83 for approval with a view to adoption at MSC 84 and to a draft MSC circular on Guidelines for construction, maintenance and inspection of accommodation ladders and gangways, as set out in annex …, for submission to MSC 83 for approval, in principle, and final approval at MSC 84 in conjunction with the adoption of the proposed new SOLAS regulation.

5.9 The delegation of Tuvalu raised concerns regarding the use of ladders as a means of embarkation/disembarkation. The delegation gave as an example a river berth with a high tidal range, where the accommodation overhangs the quay and the fixed gangway is out of position. In this case, there may be no other alternative than to use a ladder, which may not be certified or tested, but the purpose of which is ship maintenance. In the view of the delegation of Tuvalu, this concern should be addressed at a future session.

Completion of the item

5.10 Since work on the item has been completed, the Sub-Committee agreed to request the Committee to delete it from the work programme.

6 MANDATORY EMERGENCY TOWING SYSTEMS IN SHIPS OTHER THAN TANKERS OF NOT LESS THAN 20,000 DWT

6.1 The Sub-Committee recalled that DE 49 had agreed, in principle, to draft amendments to SOLAS regulation II-1/3-4 (Emergency towing arrangements on tankers), for further consideration at this session. The Sub-Committee also recalled that DE 49 had re-established the correspondence group under the co-ordination of Germany and instructed it to finalize the related guidelines for owners/operators on the development of emergency towing procedures, on the basis of the report of the correspondence group (annex 2 to document DE 49/7) and the report of the drafting group (DE 49/WP.5), taking into account the progress made in the drafting group after their report had been submitted and comments and proposals made in plenary.

6.2 The Sub-Committee, recalling that DE 49 had requested that the NAV Sub-Committee be informed about the ongoing work on emergency towing procedures in order to advise on possible implications with regard to navigational issues, noted that NAV 52 considered the matter and concurred with the draft SOLAS amendment on emergency towing procedures, but advised that existing shipboard equipment might limit the emergency towing capabilities in severe weather conditions.

6.3 The Sub-Committee had for its consideration the following documents:

.1 DE 50/6 (part 2 of the report of the drafting group at DE 49, submitted by the Chairman of the group), reporting on the discussion in the DE 49 drafting group after Part 1 of their report (DE 49/WP.5) had been finalized and containing in the annex draft Guidelines for owners/operators on emergency towing procedures;

.2 DE 50/6/1 (report of the correspondence group, submitted by Germany), containing the final draft of the Guidelines for owners/operators on emergency towing procedures; and

.3 DE 50/6/2 (China), proposing to add to the draft guidelines a paragraph concerning safe working loads of connection points.

Establishment of a drafting group

6.4 The Sub-Committee generally supported the outcome of the correspondence group and agreed to establish a drafting group, instructing it to, taking into account comments and proposals made in plenary:

.1 finalize the draft amendments to SOLAS regulation II-1/3-4 on Emergency towing arrangements on tankers (DE 49/20, annex 17); and

.2 finalize the Guidelines for owners/operators on emergency towing procedures as prepared by the correspondence group (DE 50/6/1, annex), taking into account document DE 50/6/2, and prepare an associated draft MSC circular.

Report of the drafting group

6.5 Having received the report of the drafting group (DE 50/WP.4), the Sub-Committee approved it in general and took action as outlined in paragraphs 6.7 to 6.10.

Draft amendments to SOLAS regulation II-1/3-4

6.7 The Sub-Committee agreed to the draft amendments to SOLAS regulation II-1/3-4 on Emergency towing arrangements on tankers, as set out in annex ..., for submission to MSC 83 for approval with a view to adoption at MSC 84.

Draft Guidelines for owners/operators on emergency towing procedures

6.8 The Sub-Committee agreed to the draft MSC circular on Guidelines for owners/operators on emergency towing procedures, as set out in annex …, for submission to MSC 83 for agreement in principle and final approval at MSC 84 in conjunction with the adoption of the proposed new SOLAS regulation II-1/3-4 (see paragraph 6.7).

6.9 The Sub-Committee agreed to invite Member Governments and international organizations with the necessary expertise to develop a worked example for emergency towing procedures and submit it for the information of the Sub-Committee.

6.10 The Sub-Committee noted that the group had discussed the possible application of the Guidelines to high-speed craft and, while noting that the distress situation of high-speed craft drifting as dead ship is similar to that of conventional ships, had agreed that the various design

specifications of different types of high-speed craft would require modifications to the Guidelines.

Completion of the item

6.11 Since work on the item has been completed, the Sub-Committee agreed to recommend to the Committee its deletion from the work programme.

7 DEVELOPMENT OF PROVISIONS FOR GAS-FUELLED SHIPS

7.1 The Sub-Committee recalled that DE 49 had invited Member Governments and international organizations to submit to this session comments and proposals on the development of provisions for gas-fuelled ships, taking into account the outcome of BLG 10, as appropriate.

7.2 The Sub-Committee noted information by the Secretariat (DE 50/7) on the outcome of BLG 10 and FP 51, in particular that BLG 10 had agreed to a long-term action plan for the further work on the provisions for gas-fuelled ships with a view to finalization of draft Interim Guidelines at BLG 12 (2008), taking into account the input of the DE, FP and STW Sub-Committees, for submission to MSC 84 for approval; and to starting the development of a draft International Code of Safety for Gas-fuelled Engine Installations in Ships (IGF Code), using these Interim Guidelines as a basis.

7.3 The Sub-Committee also noted that BLG 10 had established a correspondence group under the co-ordination of Norway to report to BLG 11 and had instructed it to:

.1 further develop the Interim Guidelines on safety for gas-fuelled engine installation in ships, based on the annex to document BLG 10/6 (Norway), taking into account documents DE 49/10/1 (IACS) and BLG 10/WP.5 (paragraphs 5 to 13), and the discussion at BLG 10;

.2 commence work on the identification of the hazard scenarios, safety analysis and collection and consideration of safety analyses already performed for natural gas, taking into account documents BLG 10/6/1 (Germany) and DE 49/10/1 (IACS), with a view towards finalization at BLG 11; and

.3 prepare a detailed action plan for the work to be carried out by other Sub-Committees and revise the long-term action plan, as appropriate.

7.4 The Sub-Committee also noted that BLG 10 had invited the Committee to assign the co-ordinator role for the item to the BLG Sub-Committee and that MSC 82 had concurred with that request.

7.5 The Sub-Committee noted that FP 51 had decided to delay work on this item until the draft Interim Guidelines on safety for gas-fuelled engine installation in ships had been prepared by the BLG Sub-Committee.

7.6 The Sub-Committee considered document DE 50/7/1 (Germany), proposing that provisions for gas-fuelled ships should be based on the principles of goal-based standards and attaching a proposal for a draft safety goal and related functional requirements. Following discussion, during which opinions were expressed that it would be premature to apply the goal-based approach and that functional requirements needed to be measurable, the Sub-Committee nevertheless agreed to refer the document to BLG 11 for consideration.

Extension of the target completion date

7.7 The Sub-Committee agreed to consider at DE 51 any requests by the BLG Sub-Committee for review of the draft Interim Guidelines as prepared by BLG 11 from the DE Sub-Committee's point of view. Subsequently, the Sub-Committee agreed to invite the Committee to extend the target completion date for the item to 2008.

8 CONSIDERATION OF IACS UNIFIED INTERPRETATIONS

8.1 The Sub-Committee recalled that this was a continuous item on its work programme, established by MSC 78 so that IACS could submit any newly developed or updated unified interpretations for the consideration of the Sub-Committee with a view to develop an appropriate IMO interpretation.

8.2 The Sub-Committee considered document DE 50/8 (IACS), submitting the text of IACS Unified Interpretation SC213 which has been developed to identify safety features for areas

where remotely located survival craft are arranged and has been applied by IACS Members since 1 January 2007.

8.3 Following discussion, the Sub-Committee agreed in principle with the IACS Unified Interpretation and instructed the LSA Working Group established under agenda item 12 to prepare a draft MSC circular on the interpretation, giving special consideration to concerns expressed with regard to the proposed minimum number of 2 lifejackets and 2 immersion suits and the use of knotted rope as a means of embarkation enabling descent to the water in a controlled manner.

[8.4 Having considered the part of the report of the LSA Working Group (DE 50/WP.3) dealing with the agenda item, the Sub-Committee agreed to a draft MSC circular on Unified interpretation of SOLAS chapter III, as set out in annex …, for submission to MSC 83 for approval.]

9 REVIEW OF THE SPS CODE

9.1 The Sub-Committee recalled that DE 49 had established a correspondence group under the co-ordination of Norway and instructed it to develop draft amendments to the SPS Code, which should include amendments already approved by the Committee as contained in MSC/Circ.446, MSC/Circ.478, MSC/Circ.739 and resolution MSC.183(79); draft amendments following the proposals in document DE 49/12, taking into account the comments made in plenary; draft amendments as may be finalized by the other sub-committees involved in the review; and rectification of out-of-date SOLAS references.

9.2 The Sub-Committee noted information by the Secretariat (DE 50/9/1) concerning the outcome of the work of the other sub-committees co-operating under the agenda item as follows:

.1 COMSAR 10 finished its consideration of chapter 9 (Radiocommunications) of the Code. The amended text proposed is contained in document COMSAR 10/16, section 9, and reproduced in document DE 50/9/1, paragraph 1.

.2 DSC 11 instructed its E and T Group to consider the provisions of the SPS Code relating to carriage of dangerous goods at its May 2007 meeting and report to DSC 12.

.3 FP 51 decided to delay work on this item until DE 50 had considered the report of its correspondence group on the issue (DE 50/9).

.4 NAV 51 finished its consideration of chapter 10 (Safety of navigation) of the Code and found that no changes to existing text were necessary.

.5 SLF 49 established a correspondence group to report to SLF 50 (April/May 2007, after DE 50) and referred document SLF 49/11 to the Sub-Committee for consideration.

9.3 The Sub-Committee considered the report of the correspondence group (DE 50/9), containing draft amendments to the SPS Code as set out in annexes 1 (revised text of the Code) and 2 (revised certificates) to the report. The report also contained (annex 3 of the report) a proposal by Denmark concerning definitions for "ships for training of marine personnel", "training programme" and "trainees".

9.4 The Sub-Committee also considered document DE 50/9/2 (United States), commenting on the correspondence group report, in particular on the proposed definitions of "training ship", "trainees" and "training programmes" and supporting the aforementioned proposal by Denmark for those definitions.

9.5 The Sub-Committee, having generally agreed with the draft amendments to the Code as proposed by the correspondence group, noted comments regarding the application of the Code to class A ships, taking into account that the Code should generally have the same scope of application as the SOLAS Convention, and regarding the definition for "trainee", taking into account that the term "trainee" was not used in the text of the Code. Consequently, the Sub-Committee agreed that all references to class A ships and to trainees should be removed from the draft text.

Establishment of a correspondence group

9.6 Noting that the draft revised Code could not be completed at this session, due to the outstanding contributions from FP 51, SLF 50 and DSC 12, the Sub-Committee agreed to

re-establish the correspondence group under the co-ordination of Norway* with the following terms of reference:

.1 further develop the amendments to the SPS Code, based on the report of the correspondence group to DE 50 (DE 50/9), taking into account documents DE 50/9/2, SLF 49/11 and comments and proposals made at DE 50 and incorporating the outcome of SLF 50 and DSC 12; and

.2 submit a report to DE 51.

Extension of target completion date

9.7 In view of the above developments, the Sub-Committee agreed to invite the Committee to extend the target completion date for the item to 2008.

10 REVISION OF THE CODE ON ALARMS AND INDICATORS

10.1 The Sub-Committee recalled that DE 49 had invited Member Governments and international organizations to submit to this session proposals for amendments to the Code on Alarms and Indicators, taking into account the outcome of NAV 52's considerations in the matter.

Alert management

10.2 The Sub-Committee noted documents DE 50/10 (Secretariat), reporting on the outcome of NAV 52 with regard to the agenda item, and DE 50/10/1 (Germany), informing on the progress made by the NAV correspondence group on INS (Integrated Navigation System) and IBS (Integrated Bridge System) on the development of an alert management as module of the draft revised INS performance standards.

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* **Co-ordinator:** Mr. Sigurd Gude
Deputy Director General of Shipping & Navigation
Norwegian Maritime Directorate
P.O. Box 8123 Dep
N-0032 Oslo, Norway
Tel: +47 22 45 46 83
Fax: +47 22 45 47 70
Mobile: +47 90 15 92 05
E-mail: sgu@sjofartsdir.no

Draft revised Code on Alarms and Indicators

10.3 The Sub-Committee considered document DE 50/10/2/Rev.1 (IACS), containing a proposal for a draft revision of the Code on Alarms and Indicators, and, noting that there was general agreement with the revised Code as proposed by IACS, and recalling that MSC 79 had instructed it to co-operate on this item with appropriate sub-committees, as necessary and when requested by the Sub-Committee, agreed to refer the draft revised Code (DE 50/10/2/Rev.1) to NAV 53, DSC 12, FP 52 and BLG 12 for comments on issues under these sub-committees' purview.

10.4 The Sub-Committee further agreed to earmark a working or drafting group at DE 51 to finalize the draft revised Code on Alarms and Indicators and invited Member Governments and international organizations to submit comments on the draft revised Code to DE 51.

10.5 Noting that the target completion date for the item was 2007, the Sub-Committee agreed to invite the Committee to extend it to 2008.

13 COMPATIBILITY OF LIFE-SAVING APPLIANCES

13.1 The Sub-Committee recalled that MSC 80, in view of the heavy work load of the Sub-Committee, had transferred this item from the provisional agenda of DE 49 to that of FP 50 and that the results of the considerations of the item at FP 50 had been reported to MSC 81.

13.2 The Sub-Committee noted that FP 50 had considered proposals by Canada (FP 50/14 and FP 50/INF.3) and the United Kingdom (FP 50/14/1) for an increase of the mass of an average person in the LSA Code from the current value of 75 kg, based on a statistical data analysis. This was generally supported, however, FP 50 agreed that changing the average weight would have an impact on other provisions in the LSA Code, including lifeboat capacity and that the statistical data available did not allow a thorough analysis of the issue at that point in time. FP 50, therefore, invited Member Governments and international organizations to submit to DE 50 relevant proposals and also any statistical information, especially concerning the weights of people fully clothed and equipped.

13.3 The Sub-Committee had for its consideration the following documents:

.1 DE 50/13 (Secretariat), reporting on the outcome of FP 50 and MSC 81 with regard to the agenda item;

.2 DE 50/13/1 (United States), proposing to consider differing requirements for capacity of survival craft on cargo ships and passenger ships; the addition of shoulder breadth as an additional design criterion, taking into account whether "overlapping" of shoulders is an acceptable condition; and whether any adjustments are needed to passenger ship seating to accommodate persons at the large end of the percentile range, taking into account that this generally applies to davit-launched lifeboats and that, in this respect, separate consideration should be given to liferafts and free-fall lifeboats;

.3 DE 50/13/2 (ILAMA), identifying the need to differentiate, based on anthropometric comparisons, the average mass of occupants and the seating size in a survival craft depending on the type of ship and making concrete proposals concerning occupants weights and seat and shoulder width;

.4 DE 50/13/3 (Japan), informing about the results of trials of the embarkation on lifeboats by persons wearing immersion suits and concluding that many immersion suits did not fit the test persons, therefore, several sizes of immersion suits to fit various physical constitutions of persons should be provided and that the lifeboats design was not suitable for sitting persons wearing an immersion suit and, therefore, the design requirements for lifeboat seating should be reconsidered.

13.4 The Sub-Committee acknowledged that larger size individuals could cause problems for the operation of life-saving appliances, in particular with regard to immersion suits. Also, the wearing of immersion suits in conjunction with lifejackets in enclosed lifeboats could cause problems due to overheating, as the recent case of the evacuation of the **Napoli** had shown. One delegation was of the view that it was premature to consider amendments to IMO instruments at this stage and that further anthropological studies were necessary.

13.5 Following debate, the Sub-Committee instructed the LSA Working Group established under agenda item 12 to consider the proposals made in documents DE 50/13/1, DE 50/13/2 and DE 50/13/3 further, and in particular which LSA-related IMO instruments could be amended accordingly and, if time allows, draft appropriate amendments.

[13.6 Having considered the part of the report of the LSA Working Group (DE 50/WP.3) dealing with the agenda item, the Sub-Committee took decisions as outlined in the following paragraphs.

13.7 The Sub-Committee noted that, in considering the proposals concerning compatibility of life-saving appliances contained in documents DE 50/13/1, DE 50/13/2 and DE 50/13/3, the group, having noted the design criteria of free-fall lifeboat seats should be updated with larger size/weight criteria, in particular, the assumption of the weight would be 82.5 kg, had agreed to differentiate the design criteria of davit-launched lifeboats on passenger ships and cargo ships as follows:

.1 design criteria of lifeboats on passenger ships should not change, considering that currently available data do not demonstrate a compelling need; and

.2 design criteria of lifeboats on cargo ships should be adjusted to take into account the increasing size of seafarers globally,

and agreed that the correspondence group should prepare draft amendments to the LSA Code, on the basis of documents DE 50/13/1 and DE 50/13/2, and to the associated testing and evaluation procedures in the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)).

13.8 On the basis of its consideration of document DE 50/13/3 and information provided regarding the recent **MSC Napoli** casualty, the Sub-Committee agreed, in principle, that:

.1 wearing an inherently buoyant lifejacket in a free-fall lifeboat as shown in photograph 5 of DE 50/13/3 is not safe due to the potential for neck injury; and

.2 guidance concerning the wearing of immersion suits in totally enclosed lifeboats should be developed, with regard to the risk of dehydration and over-heating.

13.9 The Sub-Committee also agreed to refer the matter in paragraph 13.8.2 to the correspondence group with a view to developing suitable guidance.

13.10 The Sub-Committee agreed to instruct the correspondence group, established under agenda item 12, taking into account the comments made and decision taken at DE 50, with regard to compatibility of life-saving appliances, to:

.1 prepare draft amendments to the LSA Code, on the basis of documents DE 50/13/1 and DE 50/13/2, and to the associated testing and evaluation procedures in the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), and consider the need to supply similar principle to other life-saving appliances;

.2 develop guidance concerning the wearing of immersion suits in totally enclosed lifeboats; and

.3 submit a report to DE 51.

13.11 In view of the above developments, the Sub-Committee agreed to invite the Committee to extend the target completion date of the item to 2008.

15 AMENDMENTS TO THE GUIDELINES FOR SHIPS OPERATING IN ARCTIC ICE-COVERED WATERS

15.1 The Sub-Committee noted that MSC 79 had considered a request by the XXVIIth Antarctic Treaty Consultative Meeting (ATCM) (MSC 79/8/2 and MSC 79/INF.2) for IMO to consider amending the Guidelines for ships operating in Arctic ice-covered waters (MSC/Circ.1056 – MEPC/Circ.399) so that they would also be applicable to ships operating in ice-covered waters in the Antarctic Treaty Area. In addition to the proposed replacement of the term "Arctic" by "Arctic and Antarctic" in the Guidelines, the Antarctic Treaty Consultative Parties further wished to draw IMO's attention to whether full double bottom construction was necessary for all classes of ships operating in Antarctic ice-covered waters or if there were other

ways of ensuring the same standards of ship stability and safe floating. MSC 79 had referred the above two documents to the Sub-Committee for detailed consideration.

15.2 Noting that there was full support for a revision of the guidelines in order to make them also applicable to the Antarctic region, the Sub-Committee considered, in particular, the changes to the Guidelines proposed by ATCM as set out in the annex to document MSC 79/INF.2, and agreed that, in addition to the inclusion of provisions relating to operation of ships in the Antarctic region, the guidelines also needed to be generally updated in order to take into account technical developments since their approval in 2002, especially with regard to damage stability, double bottoms and the carriage of pollutants in spaces adjacent to the outer hull and that this update should also consider the particularities of the Southern hemisphere with regard to environmental and PSC issues and should take account of the IACS UR for polar ships and the Finnish ice navigation rules. The Sub-Committee noted the view that special consideration should be given to passenger ships that only visit the Polar regions in summer.

15.3 In order to progress the matter, the Sub-Committee invited Member Governments and international organizations to submit concrete proposals for amendments to the Guidelines, taking into account document MSC 79/INF.2 and the comments made in the plenary discussions, to DE 51.

16 REVISION OF RESOLUTION A.760(18)

16.1 The Sub-Committee recalled that FP 47, noting that the ISO standard 17631:2002 − Shipboard plans for fire protection, life-saving appliances and means of escape − had been finalized and published in 2002, had agreed to a draft Assembly resolution on Graphical symbols for shipboard fire control plans, which was adopted by the twenty-third session of the Assembly as resolution A.952(23). Noting that the Assembly resolution addressed only matters related to fire protection, FP 47 had invited the Sub-Committee to consider taking similar actions with regard to the use of the graphical symbols contained in the standard as they relate to life-saving appliances and arrangements, as required by SOLAS chapter III.

16.2 The Sub-Committee also recalled that there was general agreement at DE 46 that resolution A.760(18) on Symbols related to life-saving appliances and arrangements should be revised taking into account the new ISO standard, as recommended by the FP Sub-Committee.

16.3 In considering document DE 50/16 (Secretariat), the Sub-Committee recalled the decision of DE 48 to introduce an infant lifejacket symbol in resolution A.760(18).

16.4 The Sub-Committee further noted information by the observer from ISO that a new standard on shipboard signs (24409) was currently under development, which may form the basis for amendments to resolution A.760(18), and that ISO would keep the Sub-Committee updated on the progress made.

16.5 Consequently, the Sub-Committee included in the terms of reference for the LSA Correspondence Group established under item 12 the revision of resolution A.760(18), taking into account document DE 50/16 and developments in ISO. The ISO observer expressed their intention to participate in the work of the correspondence group.

17 CASUALTY ANALYSIS

17.1 The Sub-Committee noted that MSC 81 had considered documents MSC 81/8/1 and MSC 81/INF.8 (ICS, IAPH, IACS, CEFIC, OCIMF, INTERTANKO and IPTA), containing the report of the Inter-Industry Working Group (IIWG), established to study the reported incidents of explosions on chemical and product tankers. The IIWG had concluded that the failure to follow procedures was the primary cause of the incidents in question and had established a Human Factors Task Group which was looking into ways of addressing this issue in the context of tankers. The IIWG had also recommended that, as an additional safety measure, the MSC should give consideration to amending SOLAS to provide for the application of inert gas to new chemical tankers and new product tankers of less than 20,000 dwt.

17.2 MSC 81, based on the recommendations listed in paragraphs 13 to 17 of document MSC 81/8/1, referred the two documents to the joint MSC/MEPC Working Group on Human Element and to BLG 11, DE 50, FP 51, FSI 14 and STW 38 for review and, in particular, agreed to refer:

.1 the human element issues identified to the joint MSC/MEPC Working Group on the Human Element;

.2 the issues related to the proposals on inert gas (MSC 81/8/1, paragraphs 6.9 and 14) to FP 51 and DE 50, for consideration and reporting to MSC 83;

.3 the issues related to ignition sources (MSC 81/8/1, paragraphs 6.5, 6.6, 9 and 16), taking into account the willingness expressed by IACS to develop a unified requirement on the subject, to FP 51 and DE 50, for consideration and reporting to MSC 83; and

.4 the issues relating to availability of casualty data (MSC 81/8/1, paragraphs 3 and 17) to FSI 14, for review and reporting to MSC 83.

17.3 The Sub-Committee also noted that MSC 82, having considered a proposal for a new work programme item from Norway (MSC 82/21/15) and comments by Singapore (MSC 82/21/20) related to fires and explosions on chemical and product tankers, agreed to refer the two documents to FP 51 and DE 50 for consideration and advice, so that MSC 83 could take appropriate action on the matter.

17.4 The Sub-Committee, noting document DE 50/17 (Secretariat), giving background information regarding the instructions of MSC 81, considered the following documents:

.1 MSC 81/8/1 and MSC 81/INF.8 (ICS, IAPH, IACS, CEFIC, OCIMF, INTERTANKO and IPTA) (see paragraph 17.1), recommending that the Committee consider amending SOLAS to provide for the application of inert gas to new oil tankers of less than 20,000 dwt and new chemical tankers and emphasizing that the application of inert gas to existing ships should be based on the principles of resolution A.900(21) on Objectives of the Organization in the 2000s, including an FSA study and a cost/benefit analysis;

.2 MSC 82/21/15 (Norway), referring to a number of accidents and indicating the need to address the risk of explosion and fire accident on board tankers carrying chemicals and petroleum products and proposing to review SOLAS regulation II-2/4.5.5 and the relevant requirements in SOLAS and other IMO instruments, including a review of the principles on which the present requirements are based, with a view to developing new requirements based on principles outlined in their document so that the decisive factors should be the properties and the inherent danger of cargo, with due consideration given to the human element;

.3 MSC 82/21/20 (Singapore), outlining their intervention at MSC 81 during the discussion of the report of the IIWG, sharing the views of Norway and supporting the proposal to establish a new work programme item in the BLG Sub-Committee's work programme;

.4 DE 50/17/1 (Japan), presenting the results of a preliminary FSA study on the application of requirements of inert gas systems (IGSs) to tankers of less than 20,000 dwt and offering to conduct further FSA studies on the issue if requested by the Sub-Committee. It was emphasized that the analysis had not justified the installation of IGSs on tankers of this size; and

.5 DE 50/17/2 (Secretariat), reporting on the outcome of MSC 82 and FP 51 on the subject.

Application of inert gas to new oil tankers of less than 20,000 dwt and to new chemical tankers

17.5 The Sub-Committee discussed the proposal of the IIWG to consider amending SOLAS to provide for the application of inert gas to new oil tankers of less than 20,000 dwt and to new chemical tankers (paragraphs 3 and 4 of document DE 50/17). Having noted that FP 51 had requested the Committee to include in the FP Sub-Committee's work programme a new item on "Measures to prevent explosions on oil and chemical tankers transporting low flash point cargoes", in co-operation with the BLG and DE Sub-Committees, the Sub-Committee supported the recommendation by FP 51.

17.6 In this context, the Sub-Committee also noted that FP 51 had agreed that, under the proposed work programme item, it should first consider measures for new ships, and, having noted the opinion of the considerable number of delegations, had further agreed that, depending on the outcome of the consideration of the aforementioned measures, the FP Sub-Committee could consider appropriate measures for existing oil and chemical tankers transporting low-flash point cargoes.

17.7 In the course of the discussion, several delegations, noting that the prime cause of the incidents was failure to follow established operational procedures, stressed the importance of

addressing the human element in the context of the issue, and that this would merit special consideration.

International safety standards for the design and operation of in-tank pumps

17.8 The Sub-Committee discussed the proposal of the IIWG to develop international safety standards for the design and operation of in-tank pumps (paragraphs 5 to 8 of document DE 50/17). Noting that IACS has expressed the intention to develop a relevant unified requirement, the Sub-Committee agreed to recommend to the Committee to consider the issue after IACS has finalized their work and invited IACS to submit the results of their work to the Committee. The Sub-Committee agreed to request the Secretariat to inform ISO of these developments.

18 GUIDELINES FOR UNIFORM OPERATING LIMITATIONS OF HIGH-SPEED CRAFT

18.1 The Sub-Committee recalled that DE 49 had agreed that an MSC circular should be prepared to guide Administrations in determining operational limitations in a consistent manner and to clarify the intent of new annex 12 (Factors to be considered in determining craft operating limitations**)** of the 2000 HSC Code. Consequently, MSC 81 agreed to include, in the Sub-Committee's work programme and the provisional agenda for this session, a high priority item on **"**Guidelines for uniform operating limitations of high-speed craft", with a target completion date of 2009, and also in the work programmes of the COMSAR, NAV and SLF Sub-Committees and the provisional agendas for COMSAR 11, NAV 53 and SLF 50, with a target completion date of 2008.

18.2 The Sub-Committee noted a brief oral report by the Secretariat on the outcome of COMSAR 11 with regard to the agenda item, informing it that COMSAR 11 had postponed consideration of the agenda item to COMSAR 12, when the outcome of DE 50 would be available, and invited Members to submit comments and suitable proposals for consideration at COMSAR 12.

18.3 The Sub-Committee had for its consideration document DE 50/18 (China), proposing that a permanent board showing the relation curve of "significant wave height – speed limitations" be placed on the bridge of high-speed craft, that the formula as set out in paragraph 6 of the

document for determining the relation curve be adopted and that this be included in the guidelines for uniform operating limitations of high-speed craft to be developed.

18.4 The Sub-Committee also re-visited documents DE 49/5/3 and DE 49/INF.5 (RINA) which had been considered at DE 49 and were proposing the development of an MSC circular to guide Administrations in determining the operating limitations in a consistent manner, with document DE 49/INF.5 providing additional background information in relation to the setting of operating limitations for high-speed craft.

18.5 While discussing the proposals for limitations to be included in the guidelines, the Sub-Committee, in considering the proposal by China, which was agreed to be in need of further thorough consideration, was of the view that it was referring to one aspect of operating limitations for high-speed craft only, namely speed, and that many more limitations, including, *inter alia,* wash waves, wind force, temperature, following seas, etc., needed to be identified and considered.

18.6 The Sub-Committee agreed to establish a correspondence group, under the co-ordination of Australia*, with the following terms of reference:

.1 to develop draft Guidelines for uniform operating limitations of high-speed craft, taking into account documents DE 50/18, DE 49/5/3 and DE 49/INF.5 and comments and proposals made in plenary, as well as contributions from the COMSAR, NAV and SLF Sub-Committees as they become available; and

.2 to submit a report to DE 51.

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* **Contact details:**

Rob Gehling
Consultant
Technical Marine Standards
Maritime Safety & Environmental Strategy
Australian Maritime Authority
Level 1, 25 Constitution Avenue
GPO Box 2181
Canberra ACT 2601, Australia
Tel: +61 2 6279 5696
E-mail: rcg@amsa.gov.au

19 GUIDELINES FOR MAINTENANCE AND REPAIR OF PROTECTIVE COATINGS

19.1 The Sub-Committee noted that MSC 81, in the context of its consideration of draft amendments to SOLAS regulation II-1/3-2 concerning maintenance of coatings, had agreed that the Sub-Committee should develop guidelines for maintenance and repair of protective coatings and, consequently, included in the Sub-Committee's work programme and the provisional agenda for this session a high priority item on "Guidelines for maintenance and repair of protective coatings", with a target completion date of 2008.

19.2 Noting that no documents had been submitted under the agenda item, [the Sub-Committee, after a brief discussion, agreed to establish a correspondence group, under the co-ordination of China*, and instructed it to consider the issue, taking into account document MSC 81/7/13 (China).]

20 REQUIREMENTS AND STANDARD FOR CORROSION PROTECTION OF PERMANENT MEANS OF ACCESS ARRANGEMENTS

20.1 The Sub-Committee noted that MSC 81, in the context of its discussion on performance standards for protective coatings, had agreed that consideration should be given to the development of requirements and standards for corrosion protection of permanent means of access arrangements that are not part of structural strength elements. Consequently, MSC 81 included in the Sub-Committee's work programme and the provisional agenda for this session a high priority item on "Requirements and standard for corrosion protection of permanent means of access arrangements" with a target completion date of 2008.

20.2 Noting that no documents had been submitted under the agenda item, the Sub-Committee briefly debated the issue and noted the following views:

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* **Co-ordinator:** Mrs. Xiang Yang
Room 908, A Bldg., Century Square
99 Wangfujing Avenue
Beijing, China
Tel.: +86 10 651 36633-384
Fax: +86 10 651 36678
E-mail: imocgcoating@ccs.org.cn

.1 the performance standard for protective coatings for dedicated seawater ballast tanks adopted at MSC 82 makes reference to the coating to be applied to means of access in ballast tanks;

.2 it would be prudent to consider the issue of means of access arrangements in void spaces taking into account the outcome of the current deliberations on the performance standard for protective coatings of void spaces is available, so as to provide a compatible level;

.3 an IACS/industry working group has been discussing coating requirements for cargo oil tanks in oil tankers, and the outcome is expected to be submitted to the Sub-Committee in conjunction with the current work on developing a relevant new SOLAS regulation;

.4 the remaining outstanding issue of means of access in bulk carrier holds may require separate consideration; and

.5 the word "permanent" should be deleted from the title of the agenda item as a consequence of the final title of SOLAS regulation II-1/3-6, adopted at MSC 82,

and agreed to refer the issue to the correspondence group established under agenda item 19 for consideration, and recommendations to the Sub-Committee as appropriate, taking into account the views expressed in the plenary discussions.

22 GUIDELINES FOR THE APPROVAL OF NOVEL LIFE-SAVING APPLIANCES

22.1 The Sub-Committee noted that MSC 81, in the context of its consideration of passenger ship safety, in particular concerning amendments to SOLAS chapter III with respect to alternative design and arrangements, had agreed that the Sub-Committee should be instructed to develop guidelines for the approval of novel life-saving appliances. Consequently, MSC 81 included, in the Sub-Committee's work programme and the provisional agenda for this session, a high priority item on "Guidelines for the approval of novel life-saving appliances", with a target completion date of 2008.

22.2 The Sub-Committee recalled that work on the guidelines would need to be completed by 1 January 2010 when new SOLAS regulation III/38 (Alternative design and arrangements), adopted at MSC 82, is expected to enter into force and would probably entail a revision of the Code of practice for the evaluation, testing and acceptance of prototype novel life-saving appliances and arrangements (resolution A.520(13)).

22.3 Noting that no documents had been submitted under the agenda item, the Sub-Committee, after a brief discussion which established that resolution A.520(13) would be a good starting point for this work, agreed to instruct the LSA Correspondence Group established under agenda item 12 to develop draft guidelines for the approval of novel life-saving appliances, on the basis of resolution A.520(13).

23 REVIEW OF MEPC.1/CIRC.511 AND RELEVANT MARPOL ANNEX I AND ANNEX VI REQUIREMENTS

Review MEPC.1/Circ.511 and relevant MARPOL Annex I and Annex VI requirements

23.1 The Sub-Committee noted (DE 50/23 by the Secretariat) that MEPC 55 had instructed it to review MEPC.1/Circ.511 and relevant MARPOL Annex I and Annex VI requirements, concerning legislative and implementation aspects related to prevention of operational oil pollution from ships, based on the submission by Denmark (MEPC 55/6/1) and taking into account the comments made by BIMCO (MEPC 55/6/6), India (MEPC 55/6/10), Sweden (MEPC 55/6/11) and INTERTANKO and INTERCARGO (MEPC 55/6/12).

23.2 Denmark (MEPC 55/6/1) proposed a comprehensive overhaul of the regulations and related guidelines concerning handling of oil residues and oily bilge water. In their view, the zero tolerance approach to MARPOL violations adopted by maritime authorities worldwide had made seafarers and shipping companies vulnerable to criminal prosecutions and all efforts should be made to ensure that MARPOL provisions were clear (including definitions of key concepts in the regulations which are now absent) so that they could easily be translated into actual operational practice aboard ships. Consequently, Denmark proposed to:

.1 develop clear definitions for oil residues (sludge) and bilge water holding tanks;

.2 develop unified interpretations on how letter codes (A to H) in the Oil Record Book, Part I, should be used;

.3 develop amendments to the IOPP Certificate Supplement, Forms A (ships other than oil tankers) and B (oil tankers);

.4 develop supplementary Guidelines concerning approval of bilge and sludge handling systems; and

.5 update the Revised Guidelines for systems for handling oily wastes in machinery spaces of ships, approved at MEPC 54 (MEPC.1/Circ.511).

23.3 The Sub-Committee noted that the above proposals by Denmark, together with the comments by BIMCO, India, Sweden, INTERTANKO and INTERCARGO, had been discussed in detail at MEPC 55 and that the MEPC had recognized that the regulatory changes put forward by Denmark constituted a sound basis for further advance with the aim of preventing marine pollution from ships' operations.

23.4 The Sub-Committee had for its consideration the following documents by BIMCO and INTERTANKO which revisited the proposal by Denmark (MEPC 55/6/1), taking into account the other submissions and the discussions at MEPC 55:

.1 DE 50/23/1, proposing amendments to the definitions for oil residues (sludge) holding tanks, bilge water holding tanks and engine-room bilge water in the revised MARPOL Annex I;

.2 DE 50/23/2, proposing amendments to the form of the IOPP Certificate Supplement in Appendix II of the revised MARPOL Annex I;

.3 DE 50/23/3, proposing unified interpretations on how the codes and letters in the "list of items to be recorded" should be used in Appendix III of the revised MARPOL Annex I: Oil Record Book, Part I – Machinery space operations and also an amendment to regulation 16 of MARPOL Annex VI to specify minimum capacity for incinerators; and

.4 DE 50/23/4, proposing to develop supplementary Guidelines on approval of bilge and sludge handling systems for compliance with the revised MARPOL Annex I to be taken into account by Administrations when approving bilge water and oil residues (sludge) handling systems.

23.5 In the ensuing discussion, the Sub-Committee recognized that the proposed amendments to mandatory instruments and development of unified interpretations and guidelines should strive to facilitate compliance with MARPOL requirements without unnecessarily overburdening ships' crews with increased workloads and paperwork. The concept of Integrated Bilge Water Treatment Systems (IBTS), as described in MEPC.1/Circ.511, formed a good basis upon which further improvement could be built.

23.6 Following the discussion, the Sub-Committee agreed to establish a correspondence group under the co-ordination of Denmark* to progress the work on the issue intersessionally and instructed it to:

.1 develop, on the basis of documents MEPC 55/6/1 and DE 50/23/1 to DE 50/23/4, taking into account documents MEPC 55/6/6, MEPC 55/6/10, MEPC 55/6/11 and MEPC 55/6/12 and comments and proposals made in plenary:

.1.1 draft amendments to MARPOL Annex I concerning definitions for engine-room bilge water, oil residues (sludge), bilge water holding tanks and oil residues (sludge) holding tanks;

.1.2 draft amendments to the IOPP Certificate, Forms A (Ships other than oil tankers) and B (Oil tankers);

.1.3 draft amendments to regulation 16 of MARPOL Annex VI concerning incinerator capacity;

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* **Contact details:** Mr. Palle Kristensen
Special Adviser
Centre for Maritime Regulation
Vermundsgade 38 C
DK-2100 København Ø
Tel.: +45 3917 4562
e-mail: pk@dma.dk

.1.4 draft unified interpretations on how letter codes (A to H) in the Oil Record Book Part I should be used;

.1.5 draft Supplementary Guidelines on approval of bilge and sludge handling systems for compliance with the revised MARPOL Annex I; and

.1.6 draft amendments to the Revised Guidelines for systems for handling oily wastes in machinery spaces of ships (MEPC.1/Circ.511); and

.2 to submit a report to DE 51.

Harmonized implementation of the Revised Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilges of Ships (MEPC.107(49))

23.7 The Sub-Committee noted that MEPC 54 had considered a proposal by Germany (MEPC 54/6/1/Rev.1) to issue an MEPC circular providing guidance concerning the type approval process as described in the Revised Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilges of Ships (resolution MEPC.107(49)) with the aim of ensuring that realistic on-board operating conditions were taken into account during the tests and had referred the proposal to the Sub-Committee for further consideration.

23.8 The Sub-Committee noted document DE 50/25 (Secretariat), informing of the outcome of MEPC 54 on the matter and attaching at annex the draft MEPC circular proposed by Germany in document MEPC 54/6/1/Rev.1.

23.9 The Sub-Committee noted also document DE 50/23/5 (BIMCO), supporting the main thrust in the proposal by Germany. In addition, BIMCO suggested that resolution MEPC.107(49) be amended with regard to Test Fluid "C" so as to reflect a more realistic composition of actual bilge water that the oily water separator (OWS) system should be able to handle.

23.10 The Sub-Committee, whilst recognizing that improvements could and should be made to the Specification for OWS systems, concurred that resolution MEPC.107(49) was quite recent and that there was not much equipment type-approved under its specifications.

The Sub-Committee, accordingly, agreed not to amend resolution MEPC.107(49) for the time being, pending further experience on its performance.

23.11 Following debate, the Sub-Committee agreed to instruct the correspondence group established under the agenda item (see paragraph 23.6) to develop a draft MEPC circular on Harmonized implementation of the Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships, during the type-approval process, on the basis of document DE 50/25 (Secretariat), taking into account documents MEPC 54/6/1/Rev.1 (Germany) and DE 50/23/5 (BIMCO) and comments and proposals made in plenary, for consideration at DE 51.

24 WORK PROGRAMME AND AGENDA FOR DE 51

24.1 The Sub-Committee revised its work programme (DE 50/WP.6) based on that approved by MSC 82 (DE 50/2/3, annex) and, taking into account the progress made during this session, prepared a draft revised work programme and draft provisional agenda for DE 51. While reviewing the work programme, the Sub-Committee agreed to invite the Committee and the MEPC, as appropriate, to:

[to be completed by the Secretariat after the session]

24.2 The Committee was invited to approve the draft revised work programme and draft provisional agenda for DE 51, set out in annex ….

Arrangements for the next session

24.3 The Sub-Committee agreed to establish at its next session working/drafting groups on the following subjects:

[to be completed by the Secretariat after the session]

24.4 The Sub-Committee established correspondence groups on the following subjects, due to report to DE 51:

[to be completed by the Secretariat after the session]

24.5 The Sub-Committee noted that its fifty-first session had been tentatively scheduled to take place from 18 to 22 February 2008.

26 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2008

26.1 In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Mrs. Anneliese Jost (Germany) as Chairman and Mrs. Xiang Yang (China) as Vice-Chairman, both for 2008.

27 ACTION REQUESTED OF THE COMMITTEES

27.1 The Maritime Safety Committee, at its eighty-third session, is invited to:

[to be prepared in consultation with the Chairman after the meeting]

27.2 The Marine Environment Protection Committee is invited to:

[to be prepared in consultation with the Chairman after the meeting]

[More to come]

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ANNEXES

[To be prepared by the Secretariat after the session]