

**THE ROYAL INSTITUTION OF NAVAL ARCHITECTS**  
**THE MARINE ENVIRONMENT PROTECTION COMMITTEE**  
**FIFTY-FOURTH SESSION**

**20<sup>TH</sup> TO 24<sup>TH</sup> MARCH, 2006**

There were very few pure Naval Architectural topics of interests presented and discussed at MEPC 54. A summary of the main ones were as follows:-

- 1. Re-cycling of Ships (agenda item 3);**
- 2. Harmful anti-fouling systems for Ships (agenda item 13);**
- 3. Future Role of Formal Safety Assessment and Human Element (agenda item 17).**

**1. Re-cycling of Ships**

The Committee recalled that at its 53rd session it established a Working Group on Ship Recycling as a result of which the Committee approved the draft Assembly resolution on the development of a new IMO instrument on ship recycling, for submission to the twenty-fourth session of the Assembly for adoption. The IMO Guidelines on Ship Recycling (resolution A.962 (23)), for submission to the twenty-fourth session of the Assembly were agreed for adoption. The Committee agreed to consider the proposed draft for the new legally-binding instrument on recycling of ships to be ready for adoption in the 2008-2009 biennium. Norway proposed that the draft legally-binding instrument contained in the annex to its document be used by the Committee as the base Document. The main thrust and key elements of the draft convention would provide regulations for:

- .1 the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling, without compromising the safety and operational efficiency of ships;
- .2 the operation of ship recycling facilities in a safe and environmentally sound manner; and
- .3 the establishment of an appropriate enforcement mechanism for ship recycling.

The Committee approved the report of the Working Group in general and, in particular, concurred with the Group's approach on the development of guidelines for Inventory of Hazardous Materials and noted the provisional work plan for the development of the new instrument on recycling of ships. The Committee agreed that the third draft of the Instrument be ready for MEPC 56

and that all interested parties take part in the work of the Correspondence Group as follows:-

Co-ordinator:  
Mr. Sveinung Oftedal  
Address:  
P.O. Box 8123 Dep.,  
N-0032 Oslo,  
Norway  
Tel: +47 22 45 44 10  
E-mail: [sveinung.oftedal@sjofartsdir.no](mailto:sveinung.oftedal@sjofartsdir.no).

RINA believes that these developments would, without doubt, affect the future design of ships.

## **2. Harmful anti-fouling systems for Ships**

The Committee noted that the entry into force of the AFS Convention was a step closer following recent ratifications. The Committee highlighted the importance of bringing the AFS Convention into force as soon as possible, bearing in mind the 2008 deadline for a total prohibition of tin-based anti-fouling systems on ships.

## **3. Future Role of Formal Safety Assessment and Human Element.**

The Committee noted that MSC 81 was due to establish a Working Group on Formal Safety Assessment, and that the group's outcome and the subsequent decisions by MSC 81 would be submitted to MEPC 55 for appropriate action. The Committee recalled that MEPC 53, consistent with its agreement with the MSC, that the Joint MSC/MEPC Working Group on the Human Element should meet once a year at alternate sessions of the MSC and MEPC, including the development of the Organization's strategy in this respect. Therefore this topic would be further developed at MSC 81 with obvious implications, as viewed by RINA, for the naval architect in the future.