



MARITIME SAFETY COMMITTEE  
86th session  
Agenda item 19

MSC 86/19  
5 March 2009  
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## GENERAL CARGO SHIP SAFETY

### Outcome of MSC 85

#### Note by the Secretariat

#### SUMMARY

<i>Executive summary:</i>	This document reports on the outcome of MSC 85 related to general cargo ship safety
<i>Strategic direction:</i>	5
<i>High-level action:</i>	2.1.1, 5.2.1 and 12.1.2
<i>Planned output:</i>	12.1.2.2
<i>Action to be taken:</i>	Paragraph 3
<i>Related document:</i>	MSC 85/26

#### General

1 The Committee recalled (MSC 85/19) that MSC 84, having discussed the best way to proceed on the matter in light of the information received to date, had agreed, in principle, that:

- .1 there was an urgent need to consider the safety of general cargo ships, taking into account the current safety level of these types of ships and the documents submitted to date on the matter;
- .2 more detailed casualty information on the cause of accidents involving general cargo ships was needed to progress the matter, including the outcome of any related studies;
- .3 the definition of the terms “bulk carrier” and “general cargo ship” are interrelated and, therefore, any outcome of discussion on the definition of “bulk carrier” under the provisions of the SOLAS Convention should be taken into account in the discussion of the definition of “general cargo ship”; and

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- .4 any FSA studies submitted on the matter should first be reviewed by the FSA Group of Experts before establishing a working group on general cargo ship safety.
- 2 The Committee noted the following documents submitted to the session:
  - .1 MSC 85/19/1 (Germany, Norway and IACS), reporting on the initial steps being taken for an FSA study on general cargo ships relating to analysis of casualty data and that prior to analysing and recommending specific risk control options, the available data should be analysed in more detail, preferably following a coordinated approach; and
  - .2 MSC 85/19/2 (Republic of Korea), recommending that an FSA study be carried out to identify accident frequency, risk levels, the causes, etc., and to recommend the risk control options, taking into account the suggestions provided in paragraph 18 of its document,

and, following discussion on the way to proceed on the matter, invited Member Governments and international organizations to submit further information and relevant proposals on the matter to MSC 86.

#### **Action requested of the Committee**

- 3 The Committee is invited to note the above information.
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