



MARITIME SAFETY COMMITTEE
87th session
Agenda item 20

MSC 87/20/2
23 February 2010
Original: ENGLISH

GENERAL CARGO SHIP SAFETY

Comments on the FSA study – Step 2 (Risk Analysis)

Submitted by the Islamic Republic of Iran

SUMMARY

<i>Executive summary:</i>	This document provides comments on IACS FSA Study – Step 2 (Risk Analysis) regarding General Cargo Ship Safety
<i>Strategic direction:</i>	5 and 12.1
<i>High-level action:</i>	5.2.1 and 12.1.2
<i>Planned output:</i>	12.1.2.2
<i>Action to be taken:</i>	Paragraph 6
<i>Related document:</i>	MSC 87/20/1

Introduction

1 The Islamic Republic of Iran appreciates the efforts of IACS in providing document MSC 87/20/1 on FSA Study – Step 2 (Risk Analysis), and believes that the above-mentioned document contains useful points that can be effective in establishing methods to minimize maritime casualties and improved safety and marine pollution prevention.

2 As mentioned in paragraph 6 of the above document (MSC 87/20/1), the FSA Study did not cover non-IACS classed General Cargo Ships and included only IACS classed vessels. In that paragraph, IACS advised the IMO to take a closer look into the issues related to non-IACS classed vessels.

Proposal

3 The Islamic Republic of Iran believes that a large number of vessels over 500 GT in the world are classed by non-IACS classification societies and also considering the fact that a large number of seafarers are sailing with above mentioned vessels, which causes more accident and loss of life in various sea areas in the world.

4 The vast variety of non-IACS classification societies does not have comprehensive statistical information coverage on the accidents/incidents occurring on these vessels, their causes, and their severity in terms of fatality and injuries, pollution and damage to the environment and properties.

5 The Islamic Republic of Iran **proposes that, in line with the IMO's vision for promotion of safety of navigation and protection of the marine environment,** a comprehensive study be conducted on the causes of incidents on non-IACS classed vessels through, for instance, the establishment of an *Ad hoc* Working Group or designation of competent consultants under IMO supervision, so that the findings could be used in preventing and minimizing such occurrences.

Action requested of the Committee

6 The Committee is invited to consider the proposal and take action as appropriate.
