



MARITIME SAFETY COMMITTEE
87th session
Agenda item 5

MSC 87/5/7
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GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS

Comments on the draft Guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers

Submitted by Japan

SUMMARY

Executive summary: This document provides amendments to the draft Guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers

Strategic direction: 10

High-level action: 10.1

Planned output: 10.1.2

Action to be taken: Paragraph 3

Related documents: MSC 87/3, MSC 87/3/2, MSC 87/3/9, MSC 87/3/10, MSC 87/3/11 and MSC 87/5/1

Background

1 This document is submitted in accordance with the provisions of paragraph 4.10.5 of the Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies (MSC-MEPC.1/Circ.2) and comments on the draft Guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers (the Verification Guidelines) presented in document MSC 87/5/1.

2 As Japan discusses verification of national rules in document MSC 87/3/10, Japan proposes in document MSC 87/3/2 to amend the draft Standards so that verification should not cover national rules. This document provides the amendment to the draft Verification Guidelines, as a consequence of the amendment to the Standards. The proposed amendment to the draft Verification Guidelines is provided in the annex to this document.

Action requested of the Committee

3 The Committee is invited to consider the proposed amendment to the draft Verification Guidelines as set out in the annex to this document and take action as appropriate.

ANNEX

PROPOSED AMENDMENTS TO THE DRAFT MSC RESOLUTION (MSC 87/5/1, annex)

MSC resolution

NOTING that paragraph 6 of the Standards requires that the rules for the design and construction of bulk carriers and oil tankers of ~~an organization~~ a classification society which is recognized by an Administration in accordance with the provisions of SOLAS regulation XI-1/1, ~~or national rules of an Administration used as an equivalent to the rules of a recognized organization according to SOLAS regulation II-1/3-1,~~ shall be verified as conforming to the goals and functional requirements of the Standards, based on the guidelines developed by the Organization,

2. REQUESTS ~~Administrations and organizations~~ classification societies recognized by Administrations in accordance with the provisions of SOLAS regulation XI-1/1 to utilize the Guidelines when applying for verification that their design and construction rules for bulk carriers and oil tankers conform to the Standards;

INTRODUCTION

2 These Guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers (hereinafter referred to as "the Guidelines") provide the procedures necessary for demonstrating and verifying that the ship design and construction rules for bulk carriers and oil tankers of ~~an Administration or its recognized organization~~ a classification society recognized by an Administration conform to the Standards, including both the method and criteria to be applied during the verification process.

Definitions

4.12 Submitter means any ~~Administration or~~ recognized organization ~~classification society~~ that requests the Organization to verify that its ship design and construction rules for bulk carriers and/or oil tankers conform to the Standards.

PART A

Initiation

6 Any ~~Administration or~~ recognized organization ~~classification society~~ wishing to have its rules verified as conforming to the Standards should initiate the process with a letter to the Secretary-General, requesting a verification audit of their rules. The letter should be accompanied by a complete technical documentation package (see paragraph 9) and a supporting letter from an Administration that has recognized the Submitter, if applicable.

Approval

14 The Secretary-General forwards the final audit report of the Team, supplemented by any appeal report, if applicable, to the Maritime Safety Committee for consideration and final decision observation.

15 Ships contracted to rules prior to the final ~~decision~~ observation of the MSC may be deemed to meet the Standards. Where non-conformities have been found, the rules should be revised and a new self-assessment submitted for audit. During this process ships contracted to the revised rules may be deemed to meet the Standards.

17 Upon final ~~decision~~ observation by the Maritime Safety Committee, the Secretary-General notifies the relevant Administration and recognized ~~organization~~ classification society as to whether the submitted rules conform to the Tier I goals and Tier II functional requirements of the Standards. In the case of non-conformity, the notification letter should include specific details to support the determination of non-conformity.

Maintenance of verification

19.1 At least annually, each recognized ~~organization~~ classification society whose rules have been verified as conforming to the Standards should notify and make available any rule changes, including any errata, corrigenda or clarifications, to the Secretary-General and to all Administrations that have recognized them. The notification should include a rule commentary, clearly indicating the impact of those changes on conformity with the Standards of those rules already verified, including, but not limited to:

~~19.4 — Any Administration the rules of which have been verified as conforming to the Standards should submit rule changes as per .1 to .3 above, as applicable.~~