

REPORT RINA REPRESENTATIVE DE 50

On Tuesday 6th March I attended the IMO working group responsible for amending the MODU code. (This being agenda item number 11 of the IMO DE50 meetings). As I understand it, revision of the code is ongoing with a target completion date of 2008. I summarise the most significant changes currently under consideration as follows:

- Harmonisation of the code with regard to SOLAS , the Fire Test Procedures Code (FTP Code), the Fire Safety Systems Code (FSS Code), Life Saving Appliance Code, and IMO Guidelines For The Control And Management of Ships Ballast Water.
- Insulation and/or screening of hot surfaces from high pressure fuel pipes
- Requirements for normal and emergency towing arrangements
- Requirements for Emergency Escape Breathing Devices
- Number and distribution of Portable Fire Extinguishers
- Removal of all mandatory language
- Clarification of the scope of radio survey
- Additional guidance with regard to welding standards
- Watertight door requirements
- Requirement for automatic recording of cable tensions
- New requirements for the elevating mechanism and control, communication and alarms on self elevating units
- Requirements for Alarms and internal communications to be harmonised with resolution A.830(19)
- New ventilation system requirements for galleys, machinery spaces and hazardous areas
- New requirement for recharging of air cylinders

The working group is also progressively harmonising the code with the revised Standards For Helidecks On Ships currently being developed by the International Civil Aviation Authority (ICAO). The Helideck revisions may take some time yet as the ICAO standard itself is still under development. However my impression is that the newly emerging MODU helideck requirements are far more detailed than existing.

Just a thought Giuseppe, other ship types (eg supply boats, research ships, cable layers etc) also normally have helidecks fitted. Surely it would be far better for the new helideck requirements to be incorporated into a separate IMO resolution or code and then the various IMO regs could merely reference the helideck requirements. Otherwise, the requirements will be reiterated several times within the IMO regs with the possibility of inconsistencies creeping in.

I also attach a copy of the Lloyds List article I referred to, which mentions RINA's attendance at DE50.

Kind Regards

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