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ISO/TC8 – Bridge with IMO

Yanqing Li

Vice-Chairman, ISO/TC8 Ships and marine technology

Why standards?

“Standards have historically played two roles in our industry. The first role has been to codify what is already common practice in the industry.”

“This is very different from a standards effort that attempts to invent the standard from the ground up. Such a standards effort is not descriptive, but rather an attempt to invent by committee. There is no common practice to describe; instead the standards group is trying to tell everyone what they should be doing in the future.”

-- By Jim Waldo

“Standards make an enormous and positive contribution to most aspects of our lives. ”
“When standards are absent, we soon notice. ”

--from International Standardization for Organization (ISO)

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ISO/TC8 Ships and marine technology

Standardization of design, construction, structural elements, outfitting parts, equipment, methods and technology, and marine environmental matters, used in shipbuilding and the operation of ships, comprising sea- going ships, vessels for inland navigation, offshore structures, ship-to-shore interface and all other marine structures subject to IMO requirements.

ISO/TC8 has 47 member countries worldwide

25 P-members, 22 O-members

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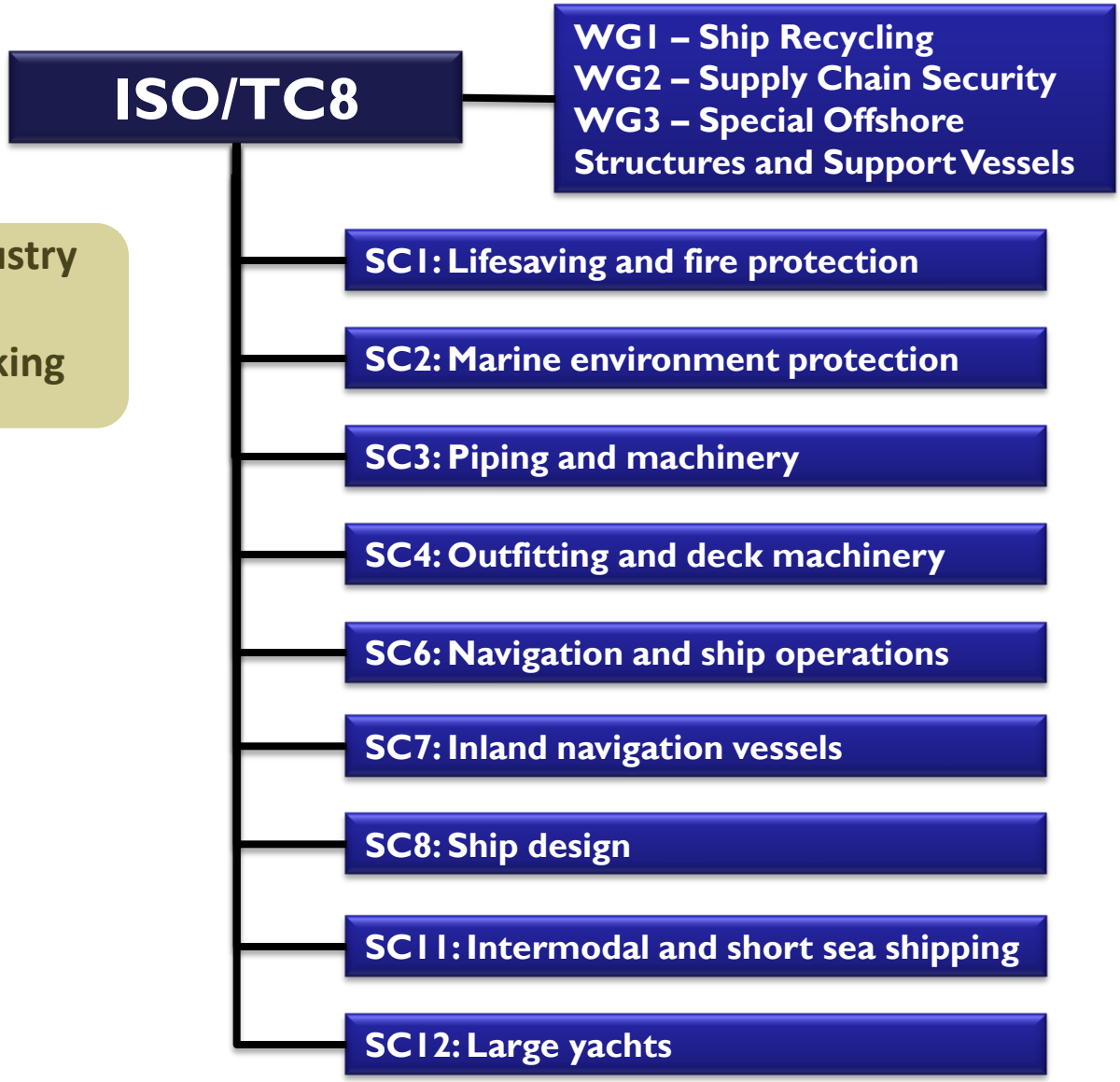
Overview of ISO/TC8

Mission: Facilitate Industry Compliance with Government Rule Making



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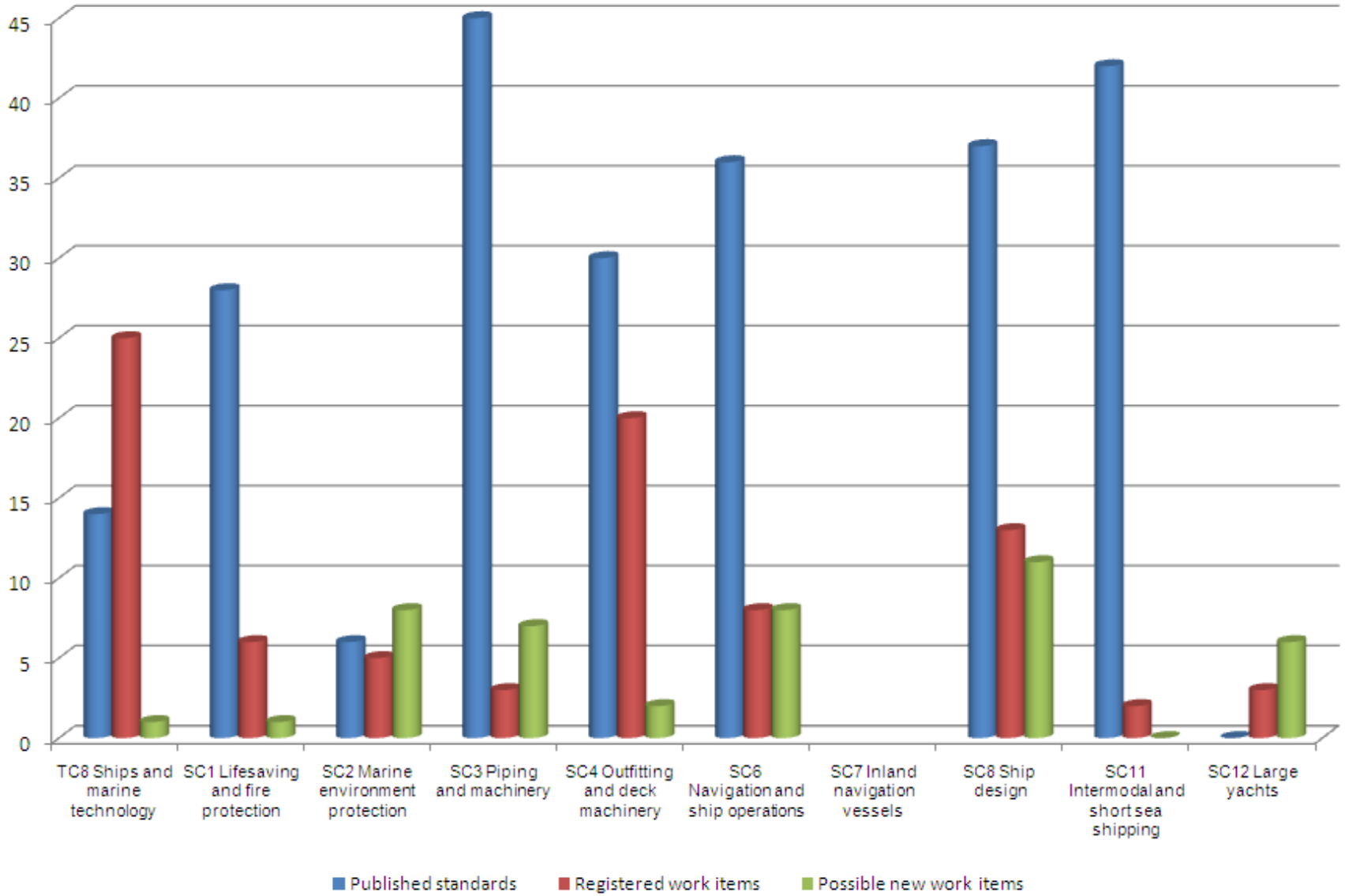
Standards published/ work items



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Technical Issues under Discussion - Ongoing projects

- TC8
  - Special Offshore Structures and Support Vessels (installation vessels, decommissioning vessels, wind energy farms, aquaculture farms, offshore wind energy, etc.)
  - Ship Recycling
  - Supply Chain Security

- SC1
  - Lifting Appliances
  - Polar Code
  - Lifejackets

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Technical Issues under Discussion - Ongoing projects

- SC2
  - Environmental Response
  - Ship Generated Garbage
  - Antifouling System on Ships
  - Protecting marine ecosystem

- SC3
  - Alternative fuels, including natural gas (LNG/CNG), hybrid (large battery installations) and hydrogen fuel cells
  - Reduction of ship engineering machinery noise
  - Standards to help reduce and measure NOx, SOx and CO_2 emissions

Technical Issues under Discussion - Ongoing projects

■SC4

Technical Issues under Discussion - Ongoing projects

- SC6
  - Sound reception systems
  - Manoeuvring of ships
  - Ship Communication
- SC7
  - inland navigation vessels
- SC8

Technical Issues under Discussion - Ongoing projects

- SC11
  - Best practices for supply chain security
  - Ships for short sea shipping
  - RoRo passenger

- SC12
  - Standardization of design, construction, structural elements, outfitting parts, equipment, methods and technology, and marine environmental matters, used in large yacht building and in the operation of large yachts

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Example Current Focus Areas of ISO/TC8

Security - ISO 28000 security management series and amendments
Piracy - ships - design features & add-on equipment/devices
New series for Special offshore structures and support vessels
Intermodal, short-sea shipping, floating ports initiative
Arctic polar operations and environmental impact
Climate change- emissions from ships & energy efficiency
Protecting marine ecosystem from underwater irradiated noise
Ship recycling
… …

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Stepping from Ship to marine technology

- ISO 28000 Series – Supply chain security

the only published and certifiable International Standard that takes a holistic, *risk-based approach to managing risks associated with any disruptive incident in the supply chain - before, during and after the event. It suggests how to improve resilience and preparedness performance in a cost effective way based on a plan-do-check-act .*

	Title
ISO 28000	Specification for security management systems for the supply chain
ISO 28001	Security management systems for the supply chain- Best practices for implementing supply chain security- Assessments and plans- Requirements and guidance
ISO 28002	Resilience in the Supply Chain - Requirements with guidance for use
ISO 28003	Security management systems for the supply chain- Requirements for bodies providing audit and certification of supply chain security management systems
ISO 28004	Security management systems for the supply chain- Guidelines for the implementation of ISO 28000
ISO 28005-1	Security management systems for the supply chain- Electronic port clearance (EPC)- Message structures
ISO 28005-2	Security management systems for the supply chain- Electronic port clearance (EPC)-Core date elements
ISO 20858	Ships and marine technology – Maritime port facility security assessments and security plan development

Adoption of the 28000 series by users

- **DP World was first to certify a marine terminal and will complete ISO 28000 certifications throughout its network of 48 terminals in 31 countries worldwide by 2012**
- **Port of Houston Authority, one of the world's largest ports, was first port authority in the world to attain ISO 28000 certification.**
- **YCH Group, Singapore, is the first supply chain global logistics management (SCM) company to be ISO 28000 certified.**
- **TNT Express' Asia regional head office in Singapore is the first express integrator to achieve certification to ISO 28000.**

Adoption of the 28000 series by users

- DB Schenker, world's second-largest forwarder, is ISO 28000 certified
- Asian Terminals, first marine terminal in Philippines, certified ISO 28000
- CTS Logistics, P.R.China -Kitting assembly of turnkey management of consumer electronic, IT and telecommunication products, assembly of computer peripherals and loading of software, is ISO 28000 certified

Adoption of the 28000 series by users

- **Banner Plasticard, Philippines- design and printing of cards, personalization services, embossing, encoding, thermal printing, wrapping crating and palletizing to freight forwarder for export, is ISO 28000 certified**
- **Airport, railroad, pharmaceutical, health care, and high tech industries certifying to ISO 28000**
- **Professional training for security and non practitioners using ISO 28000 is being conducted for (1) supply chain business operators and (2) Customs Officers**
- **And many other global industries**

Stepping from Ship to marine technology

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Stepping from Ship to marine technology

Newly Approved Work Items on Special Offshore Structures and Support Vessels

No.	AWIs
1	Ships and marine technology – Special Offshore Structures and Support Vessels – Offshore wind energy – Communication
2	Ships and marine technology – Special Offshore Structures and Support Vessels – Offshore wind energy – Entry-level qualification
3	Ships and marine technology – Special Offshore Structures and Support Vessels – Offshore wind energy – Emergency management
4	Ships and marine technology – Special Offshore Structures and Support Vessels –Offshore wind energy – Technical equipment
5	Ships and marine technology – Special Offshore Structures and Support Vessels –Offshore wind energy – Logistics
6	Ships and marine technology – Special Offshore Structures and Support Vessels – Service Vessels
7	Ships and marine technology – Special Offshore Structures and Support Vessels – Installation Vessels
8	Ships and marine technology – Special Offshore Structures and Support Vessels – Decommissioning Vessels
9	Ships and marine technology – Special Offshore Structures and Support Vessels – Accommodation Vessels
10	Ships and marine technology – Special Offshore Structures and Support Vessels – Cable laying Vessels
11	Ships and marine technology – Special Offshore Structures and Support Vessels –Special Moored Vessels
12	Ships and marine technology – Special Offshore Structures and Support Vessels – Wind Energy Farms
13	Ships and marine technology – Special Offshore Structures and Support Vessels – Wave Energy Farms
14	Ships and marine technology – Special Offshore Structures and Support Vessels – Aquaculture Farms
15	Ships and marine technology – Special Offshore Structures and Support Vessels – Buoys

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Better bridge between IMO and Industry

- **International Maritime Organization (IMO) ,** as a United Nations specialized agency, is to promote safe, secure, environmentally sound, efficient and sustainable shipping by adopting the highest practicable standards of maritime safety and security and prevention and control of pollution from ships, as well as through consideration of the related legal matters and effective implementation of IMO's instruments with a view to their universal and uniform application.

- **International Organization for Standardization (ISO),** is developing various international standards and relating documents, in voluntary basis among industries.

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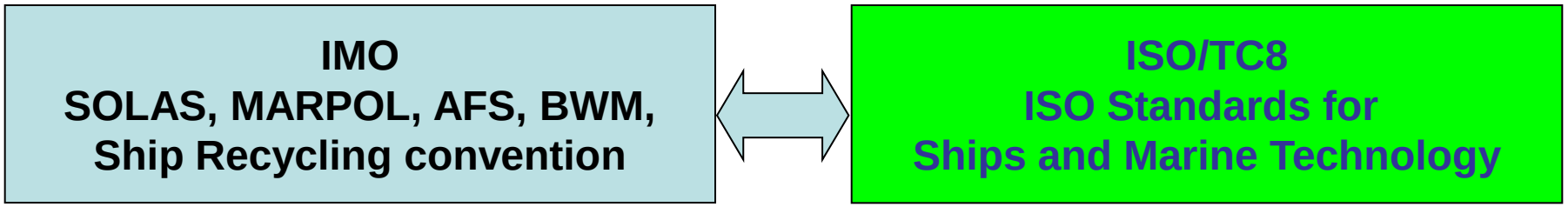
Better bridge between IMO and Industry

- **ISO/TC8 (Ships and marine technology),** is developing ISO standards relating to the design, construction, structural elements, outfitting parts, equipment, methods and technology, and marine environmental matters, used in shipbuilding and the operation of ships, comprising sea-going ships, vessels for inland navigation, offshore structures, ship-to-shore interface and all other marine structures subject to IMO requirements.

- These ISO standards can be used , in voluntary basis, in conjunction with the international binding instruments.



ISO/TC8 is supporting IMO by developing ISO standards.

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Better bridge between IMO and Industry

- Meet market needs timely

- Guarantee interest of industry to the large extent

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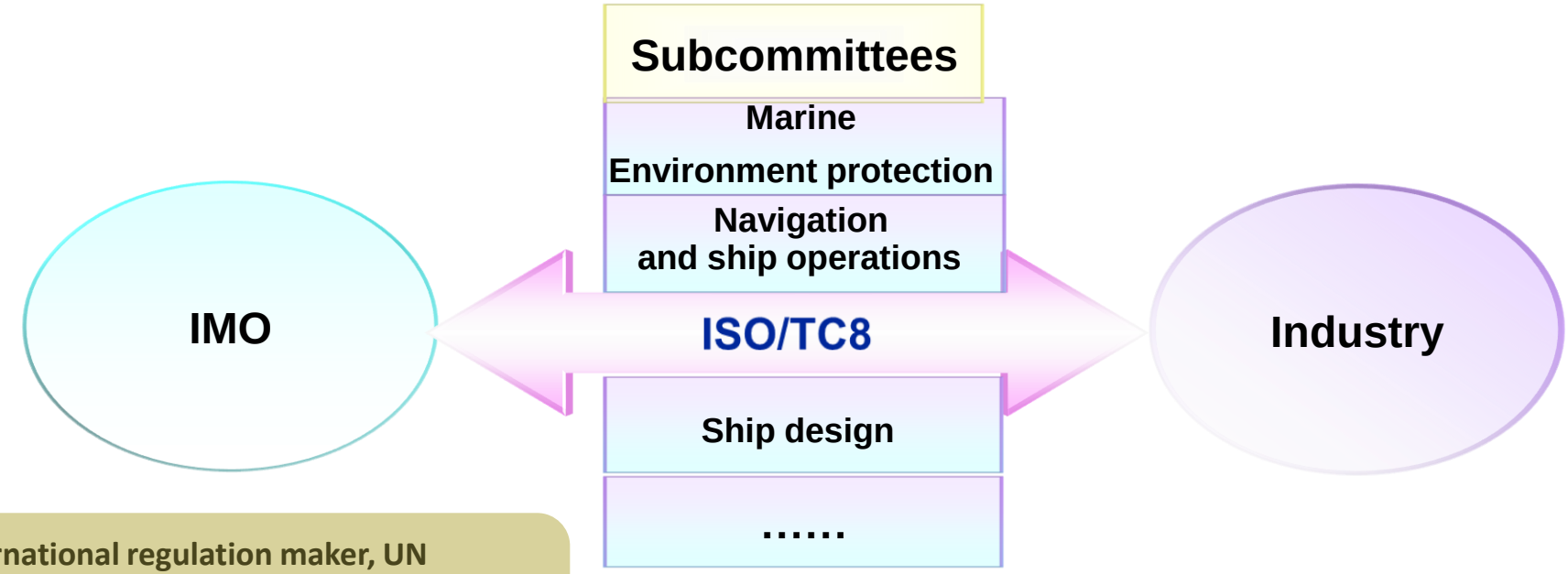
Better bridge between IMO and Industry

Standardization of design, construction, structural elements, outfitting parts, equipment, methods and technology, and marine environmental matters



International regulation maker, UN agency for safety and security of shipping and the prevention of marine pollution by ships

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Better bridge between IMO and Industry

ISO TC 8

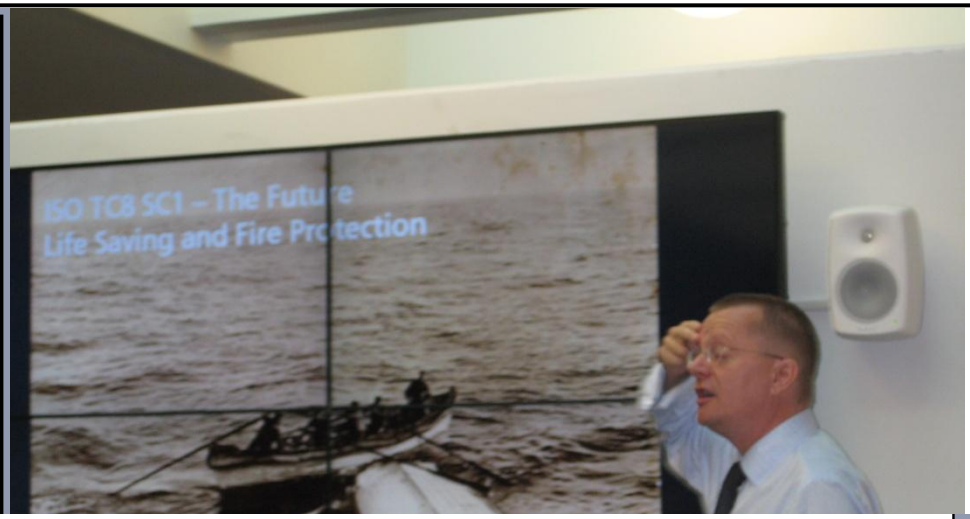
REPORT OF IMO DE SUBCOMMITTEE - ISO TC 8 ITEMS OF INTEREST (For Full report see SC 3 N 520B)

The IMO Subcommittee (SC) on Ship Design and Equipment (DE) held its 55th session 21-25 March 2011 in London, UK.

The following items are of interest to ISO TC 8:

Section 12, DEVELOPMENT OF A MANDATORY CODE FOR SHIPS OPERATING IN POLAR WATERS, Page 22

Section 13, REVISION OF RESOLUTION A.760(18), SYMBO
RELATED TO LIFE-SAVING APPLIANCES AND ARRANGEMENTS, Page 29



Report of IMO MEPC to TC8 Plenary

By Koichi Yoshida 2011-10-21

IMO MEPC62 met on 11 to 15 July 2011.

1 PORT RECEPTION FACILITIES

1.1 ISO/TC8 submitted following documents to MEPC62.

MEPC62/10: Status of work on international standards addressing the management of ship's waste on board and at Port Reception Facilities (PRFs); This document introduces the status of ISO 21070 and ISO/CD 16304 (being developed by TC8SC2).

1.2 MEPC, due to time constraints, agreed to postpone consideration of all documents submitted under this item until its next session in February/March 2012.

2 HARMFUL ANTI-FOULING SYSTEMS FOR SHIPS

2.1 ISO/TC8 submitted following documents to MEPC62.

MEPC62/14: Development of international standards on risk assessment of anti-fouling systems on ships; This document introduces the status of ISO/DIS 13073-1, ISO/CD13073-2 and ISO/WD13073-3 (being developed by TC8SC2).

2.2 MEPC, due to time constraints, agreed to postpone consideration of all documents submitted under this item until its next session in February/March 2012.

3 NOISE FROM COMMERCIAL SHIPPING AND ITS ADVERSE IMPACT ON MARINE LIFE

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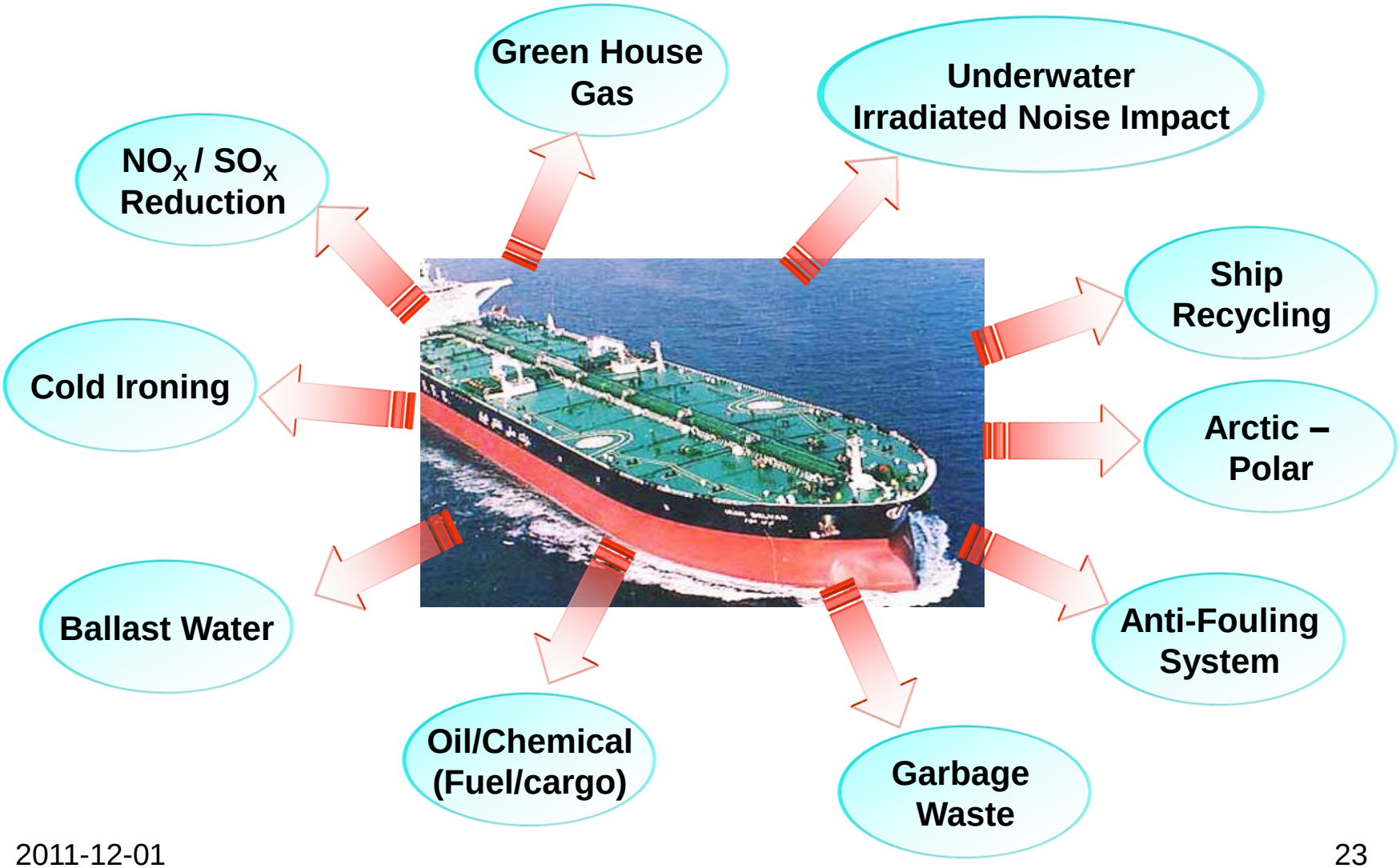
Sample of Environment Activities of ISO/TC8



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Better bridge between IMO and Industry

Reference number of working document: ISO/TC 8/SC 2 N 1XX

Date: 2011-02-28

Reference number of document: ISO/CD 16554

Committee identification: ISO/TC 8/SC 2/WG 6

Secretariat: ANSI

Ships and marine technology — Protecting marine ecosystem from underwater radiated noise — Measurement and reporting of underwater sound radiated from merchant ships

Élément introductif — Élément principal — Partie n: Titre de la partie

Warning

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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Better bridge between IMO and Industry

- ISO/TC8 standards have been quoted in IMO regulations.
- ISO/TC8 has been invited for IMO new regulation development.
- ISO/TC8 standards are widely used by industry customers.
- ISO/TC8 is better bridging IMO with Industry.

- Asian Shipbuilding Experts' Forum
  - Mission: Safety and Environment Protection
  - Members: Shipbuilding Industries of Asian Countries
  - Task:

    a) To identify general trends in international regulations and standards and improve mutual communication in the region

    b) To handle technical issues

    c) To express members' opinions at IMO

- Current Issues
  - Have little voice at IMO, not appropriate for some 90% of all newly-built ships worldwide
  - Lack of proper consideration of how of international regulations activities (new, review, effects) are to be communicated to industries
  - Shortage of active and constructive contribution from Asian shipbuilders

- **Active in standards development**

- **Go beyond shipbuilding**

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ASEF

Asian Shipbuilding Experts' Forum
for International Maritime Technical Initiative

Bridge

ISO International Organization for Standardization

IMO

Exchange information and views among Asian countries;
Share knowledge;
Convey Asian voice to international discussion tables (IMO)

Connect with ISO/TC8
Speak Up and Convey Our Voice to IMO!

Thank you for your attention!

Email: lyq@shipol.com.cn