

ASEF #5 Summary Note by Session 1 Chairman

Session 1 which took place in the afternoon of 1st December, 2011 dealt with safety issues which were the topics currently of great concern to the shipbuilding industry.

The session topics were grouped to 4 topics,

- Goal Based Standards,
- IACS Harmonised Common Structural Rules,
- Tank Testing, and
- Noise On Board

The presentations were fully informative and invited active discussions, which did reflect the objectives of this 5th ASEF to promote understanding as well as the need for the participating stakeholders to further work closely together.

On Goal Based Standards,

- The first topic was on the Ship Construction File, involving the issue between design transparency vs intellectual property rights. The presentation from SAJ outlined the comprehensive efforts being made in preparation for establishing the cross industry standards to meet this objective and successfully implementing the concept of the archive centre, where the work encompassed key elements comprising – design information, IT application, and legal considerations. The session noted that in spite of the seemingly long period given to establish such standards, there are many tasks to be accomplished and therefore will require concerted efforts for the shipbuilders to work closely together to achieve unified solutions to proceed further. Suggestion was made to consider getting the industry standards dealt with at ISO, which will be a subject for further study.
- The other topic was on the longer term challenge on risk based approach (RBA) where the presenter gave a well structured analysis of the concept, as well as the challenges to be made for making further progress towards the objective to standardise the RBA. The session noted the importance of the risk based approach as the methodology in line with the principles of the goal-based approach while also noted the challenges that greater efforts requiring more time would be necessary and also that suitable tools need to be developed and further, familiarisation of the concept and the regulatory obstacles need to be challenged. The session further noted that the presenter continues its efforts to promote the concept through ISO TC8 and invites the interested parties to actively join in tackling the challenges.

On the IACS Harmonised Common Structural Rules

- The two presenters from CANSI and from SAJ both gave the analysis of the current situation and the points of concern in developing the rules, as well as the points that may affect the shipbuilding industry as the result of introduction. The prime concern was the delay in progress vis-à-vis the characteristic of this harmonisation

being made in conjunction with the application of Goal Based Standard Rules, and lack of suitable analytical software development that may lead to considerable pressure for shipbuilders to make a review in a shorter period, which the shipbuilders are not prepared to compromise. The session noted that shipbuilders are getting together to address this issue formally in time for IACS to make their decisions at their Council Meeting in December. The session further noted that in order to alleviate the concerns, further international cooperation between the shipbuilders are necessary, and that shipbuilders are committed to devote their resources towards this challenge, including their possible contribution to the audits of rules submitted for GBS verification.

On the watertight compartment testing issue

- The presenter from IACS outlined the development of the issue and the action being made by IACS towards IMO to relieve the possible consequences if the current SOLAS regulations are to continue in the way literally described and invited the shipbuilders to promote support of their administrations at IMO (DE56), while also noting that this issue is related to the concerns raised by European Union (EMSA) in respect of shipyards workmanship quality in keeping water tightness of the compartment in question, and prompted the attention of the shipyards to respond to the needs of refining the practices to meet this requirement,
- The presenter from SAJ examined the effects of the consequences if the IACS proposal was not accepted by IMO, as well as the assessment of IACS proposal and gave support to IACS, calling for urgent response by all shipyards, whose current shipbuilding practice will otherwise be at stake.
- The session noted the importance of this issue and made tacit confirmation that actions will be taken as suggested by the two presenters.

On Noise on Board

- The first presenter from JSTRA gave a comprehensive outlook on the regulatory issues involved in the revision of the IMCO code, to be dealt with in the coming DE56 for possible finalisation to become effective in 2014, where there will be mandatory and recommendatory requirements, together with the characteristics of those regulatory changes appealing the need for awareness by shipbuilders of such regulatory moves, which is also related to ISO, and the second presenter from CANSI followed up the first presenter by giving his analysis on the effect and the challenges that are considered important. The session noted that closer exchange of information will be necessary among the stakeholders since regulations on noise will remain to be an important element in safety element.

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