



## **GL-Infomail No. 5, September 2005**

### **Update of the GL Rules**

On July 1st, 2005 an update of Germanischer Lloyd Rules VI-11-7 with the new title "Guidelines for Loading Computer Systems" came into force.

The revised edition takes account of the IACS Unified Requirement L5 "Onboard Computers for Stability Calculations". The new title was chosen to indicate that the whole systems may consist of several modules. The basic loading instrument module comprises computer hardware and loading program software. The onboard stability calculation program is a further module possibly amended by additional ones in the future. Finally, it should be noted that hardware type approval may be waived if sufficient redundancy is ensured. (Contact: Dr. H.-J. Hansen, +49 (0)40 36149-387, Hans-Joachim.Hansen@gl-group.com)

### **GL Rules for Chemical Recovery Vessels 2005**

On September 1st, 2005 Rules for Chemical Recovery Vessels will come into force, replacing the former proven Guidelines for these kind of ships. The content was newly structured into five sections and is now available via download service on the GL website. A print edition can of course also be obtained. Some amendments particularly regarding requirements for windows, air locks and filtration plants have been incorporated. In addition references to international standards and crosslinks to other GL Rules have been updated.

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### **Rules for Ventilation Systems on board published**

Ventilation systems on board of ships are covered by new Construction Rules which came into force on September 1st, 2005. The Rules contain technical requirements for different ship types and ventilation systems compiled in a single document applicable to all new-buildings to be classed for unrestricted service.

Covered are subjects such as ventilation and air condition scheme including the accommodation and service spaces, ventilation system engine room and machinery spaces, ventilation system cargo holds, details of fire flaps and weather tight closures, details of duct penetrations, approval information, principle electrical supply, control and monitoring as well as emergency stops of fans. Additional rules for passenger vessels focus on the requirements of smoke extraction systems.

The Germanischer Lloyd construction rules "I-1-21 Ventilation" contain technical requirements based on international regulations which are relevant for classification as well as recommendations.

In order to assist designers, yards and owners to check the effectiveness of planned and/or installed ventilation systems in cargo holds, GL offers the application of Computational Fluid Dynamics (CFD) methods. These can be applied to simulate significant flow effects and physical phenomena, such as heat transfer. Using this technique, designs of ventilation systems can be supported by volume flow variations. Additionally, heat flux around reefer containers and sizes and locations of mechanical and natural air intakes and outlets can be changed. Applying CFD methods, GL is able to compare alternative designs and provide consultation on qualitative questions concerning air ventilation systems.

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### **Black Sea MOU announces Concentrated Inspection Campaign on Working and Living Conditions**

The PSC Area Black Sea MOU announced a Concentrated Inspection Campaign on working and living conditions. During regular PSC inspections the inspector will check the compliance with ILO Convention regulations no. 147. It shall focus on accommodation, galley, food and water supplies and storage as well as hours of rest/work and working schedules. The campaign started on September 1st and will last 3 months. Member states of BSMOU are Romania, Bulgaria, Russian Federation, Ukraine, Georgia and Turkey. (Contact: Mr. P. Graaf, +49 (0)40 36149-189, 189, peter.graaf@gl-group.com)

### **GL Academy introduces „Modular System for further Education in Shipping“**

As from October 2005, GL Academy is going to substantially extend its portfolio of seminars. At the same time seminars are offered within a new "Modular System". The modules are covering a comprehensive range of shipping related subjects such as Maritime Regulations, Surveys and Certificates, Management of Risks and Emergencies, Marine Environmental Protection or Ship Technology. The seminars are designed as presence seminars where a wide variation of teaching methods is employed.

The Modular System allows customers utmost flexibility regarding to the design and timing of their individual training programs. There are also five seminar packages available: „Maritime Regulations for Beginners“, „Inspections, Surveys and Audits“, „Marine Environmental Protection“, „Ship Technology“ and „Special Topics for Ships Officers“ are offering comprehensive qualification in selected issues and are available for attractive fees. Generally seminars are open for individual booking.

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### **Maritime Safety Committee 80th session – Measures to enhance maritime security**

The following text summarises the outcome of MSC 80 (May 2005) with respect to maritime security. In details the amendments to SOLAS, STCW and various issues regarding Company Security Officers (CSO'S), Ship Security Alert Systems (SSAS), access to ships and long-range identification and tracking (LRIT) are mentioned below. (Contact: Mr. D. Eggers, +49 (0)40 36149-7055, dirk.eggers@gl-group.com)

#### **1. Amendments to SOLAS – Company and registered owner identification number**

MSC 80 adopted amendments SOLAS Chapter XI-1 which requires every company and every registered owner to be provided with an identification number in accordance with the IMO Unique Company and Registered Owner Scheme (see Resolution MSC.160(78)). On all ISM certificates and the ISSC, the Company ID Number shall be included when such certificates are issued or renewed on or after 1 January 2009.

The Continuous Synopsis Record (CSR) shall contain both, Company and registered owner ID Number, when issued or updated on or after 1 January 2009.

(Related IMO documents: Resolution MSC.194(80); MSC.195(80); MSC.196(80))

#### **2. Amendments to STCW**

MSC 80 approved the following draft amendments to the STCW Convention and to the STCW Code (Part A & B)

- Requirements for issue of certificates of proficiency for Ship Security Officers
- Training requirements for issue of certificates of proficiency for Ship Security Officers
- Guidance regarding training for Ship Security Officers

The draft amendments, which will require every candidate for certification as Ship Security Officers to provide evidence of having achieved the required standard of competence, are subject to adoption at MSC 81 (May 2006) and might earliest enter into force on 1 January 2007.

### 3. Various issues

#### Training and certification of Company Security Officers (CSOs)

After considerable debates it has been decided that the training and certification of CSO's shall not be covered under the STCW Convention and STCW Code. However, MSC approved a circular with guidance for training and documentation for CSO's including competencies as well as knowledge, understandings and proficiencies (KUPs) relevant to CSO's.

This guidance further states that persons, who have satisfactorily completed an approved training course based on the IMO Model Course 3.20 should be considered to have met the requirements to act as CSO. (Related IMO documents: MSC/Circ.1154)

#### Message priority of Ship Security Alert Systems (SSAS)

MSC decided that there was no need to develop a message priority requirement for SSAS. However, MSC stated that ship security alert messages should be transmitted by the recipient to the relevant "competent authority" without delay. MSC confirmed that ship security alerts may be addressed to be more than one recipient, if so decided by the Administration.

(Related IMO documents: MSC/Circ.1155)

#### Testing of Ship Security Alert Systems (SSAS)

Due to variety of ship security alert systems available, MSC concluded that it is impracticable to develop a standard test procedure and test protocol. Thus the development of procedures for SSAS testing is within the direct responsibility of each individual Administration. MSC stated that, prior to conducting a SSAS test, all parties concerned (i.e. the designated recipient) have to be notified so that the testing of the SSAS does not lead to any unintended emergency response actions. Same reporting requirements shall apply to all accidentally transmitted alerts (false alerts).

(Related IMO documents: MSC/Circ.1155)

#### Access to ships for public authorities, emergency response services and pilots

MSC noted that under certain circumstances the strict application of access control measures executed by ships have been in conflict with safety requirements and resulted in problems for officials exercising their functions. Therefore, MSC approved guidance on the access of public authorities, emergency response services and pilots in form of a MSC circular, which can be summarised as follows:

- Identification

Governments should issue identification documents (ID) to their officials, which are entitled to board ships when performing official duties. The officials should present their ID when requested to do so. The Form, format and language of ID are regulated by national or local legislation, as there is no international standard. If the language of the ID is not English, French or Spanish these should include a translation, preferably in English. It is considered sufficient that in some cases the ID may not show the name of the individual but an alphanumeric identification number or a photograph of the holder. If requested to do so, the Port Facility Security Officer (PFSO) shall assist the SSO in confirming the identity of those seeking to board the ship.

For emergency response services it is considered to be sufficient if the person-in-charge of the team can show his ID and can inform the ship about the number of persons boarding.

It is further stated that public authorities, emergency response services and pilots should not be required to surrender their ID when boarding a ship (e.g. in exchange of a visitor card).

- Searches

Public authorities, who are properly identified and who are boarding a ship to perform their official functions, shall not be searched by the shipboard personnel. Same applies for emergency response services if they are responding an actual emergency, e.g. a fire onboard.

Regarding searching of pilots, at sea or when alongside, access control measures should be arranged in a way that the safety of the ship and safety of navigation will not be hampered for example by searches. It is considered sufficient that access control measures in accordance with the SSP may be waived once the pilot's identity has been verified to the satisfaction of the Master or SSO.

- Escorting

Generally, it is expected that public authorities and emergency response services will be escorted on board (alike pilots) as they may be not familiar with the layout of the ship. If the ship cannot, for various reasons, escort public authorities and emergency response services during the entire time whilst on board, this should not be considered as a "failure" to implement or maintain appropriate security measures.

- Access to Restricted Areas

If during routine, emergency or law enforcement duties, public authorities and emergency response services require access to restricted areas, access should be granted once the reasons for seeking access have been clearly established. Once the identity of a pilot has been established to the satisfaction of the Master or SSO, access to the bridge should be granted without giving any other reason.

- Firearms

Certain public authorities will require their officials to carry firearms when on board. These officials should not be asked to surrender their firearms when boarding. However, when boarding a ship the persons carrying firearms should be made aware of the specific risks to safety, especially in relation to dangerous goods, and of the safety precautions to be observed.

The presence of any firearms on board a ship, which belong to public authorities, this should not be considered as a "failure" to implement or maintain appropriate security measures.

(Related IMO documents: MSC/Circ.1156)

### **Application of SOLAS XI-2 and the ISPS Code for ships under national tonnage rules prior to ITC 69**

MSC noted that a number of ships have been exempted from compliance with the maritime security requirements as their gross tonnage is below 500 GT according to national tonnage rules, which were in effect prior to coming into force of the 1969 International Tonnage Convention (ITC 69).

MSC confirmed that the gross tonnage to be used to determine whether a ship has to comply with SOLAS XI-2 and the ISPS Code should be the gross tonnage according to the ITC 69.

Due to practical difficulties for the affected ships to achieve immediate compliance, MSC adopted an "Interim Scheme for the Compliance" which requires such ships to be in compliance with SOLAS XI-2 and the ISPS Code by 1 July 2008. Beside others, the scheme also recommends that the affected ships shall request a Declaration of Security (DoS) as from 1 October 2005 whilst within a port facility and provides guidance for its completion.

(Related IMO documents: MSC/Circ.1157)

### **Long-range identification and tracking (LRIT)**

Extensive discussions have been held relating to proposed draft amendments to SOLAS to include a new regulation on long-range identification and tracking of ships (LRIT). The purpose of the proposed draft regulation is to establish a mechanism for the collection of LRIT information from ships for security, search and rescue and any other purpose and also a scheme for the provision of LRIT information to Governments. The ships which are required to comply with SOLAS chapter XI-2 and the ISPS Code would be required to transmit LRIT information.

MSC noted that there were still a number of outstanding technical issues to be resolved and agreed that an "intersessional working group" should meet, not later than seven months before MSC 81, for the purpose of developing draft SOLAS amendments on LRIT to be circulated with a view to consideration and adoption at MSC 81.

### Additional Information

Please consider our free of charge services provided in the Download Centre of Germanischer Lloyd website: [www.gl-group.com](http://www.gl-group.com) > Home > Client Support > Download Center, ([www.gl-group.com/download/3511.htm](http://www.gl-group.com/download/3511.htm)). Documents such as Germanischer Lloyd Rules and Regulations or our IMO Pilot, the periodical information on technical and operational IMO legislation among many others can be easily observed and downloaded. (IMO Pilot 2005: [http://www.gl-group.com/pdf/IMO\\_Pilot\\_2005rev2.pdf](http://www.gl-group.com/pdf/IMO_Pilot_2005rev2.pdf))

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