



IMO

MARITIME SAFETY COMMITTEE -
61st session
7-11 December 1992

DRAFT REPORT OF THE MARITIME SAFETY COMMITTEE
ON ITS SIXTY-FIRST SESSION

1 INTRODUCTION

1.1 The sixty-first session of the Maritime Safety Committee was held from 7 to 11 December 1992 under the chairmanship of Mr. T.R. Funder (Denmark). [The Vice-Chairman, Captain I.M. Khan Samadani (Pakistan), was also present.]

1.2 The session was attended by delegations from the following Member Governments [as at 9 December 1992]:

ALGERIA	JAPAN
ARGENTINA	KUWAIT
AUSTRALIA	LIBERIA
BAHAMAS	MALAYSIA
BAHRAIN	MEXICO
BELGIUM	NETHERLANDS
BRAZIL	NEW ZEALAND
CAMBODIA	NIGERIA
CANADA	NORWAY
CHILE	OMAN
CHINA	PANAMA
COLOMBIA	PAPUA NEW GUINEA
CONGO	PERU
COTE D'IVOIRE	PHILIPPINES
CROATIA	POLAND
CUBA	PORTUGAL
CYPRUS	REPUBLIC OF KOREA
CZECHOSLOVAKIA	ROMANIA
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA	RUSSIAN FEDERATION
DENMARK	SAUDI ARABIA
ECUADOR	SINGAPORE
EGYPT	SOLOMON ISLANDS
FINLAND	SPAIN
FRANCE	SWEDEN
GERMANY	SWITZERLAND
GREECE	THAILAND
HUNGARY	TRINIDAD AND TOBAGO
ICELAND	TURKEY
INDIA	UNITED ARAB EMIRATES
INDONESIA	UNITED KINGDOM
IRAN (ISLAMIC REPUBLIC OF)	UNITED REPUBLIC OF TANZANIA
IRELAND	UNITED STATES
ISRAEL	VANUATU
ITALY	VENEZUELA
JAMAICA	

10.50 In appreciating the work carried out by the Steering Group, the Committee noted the offer of Canada to provide the Steering Group with casualty information contained in its databank, as well as relevant contributions offered by Germany and the Netherlands.

10.51 The Committee noted statistics on casualties to fishing vessels, provided by Chile (MSC 61/INF.33) in accordance with MSC/Circ.539/Add.1 and invited the Steering Group on Casualty Statistics to take them into account in its work.

10.52 The Committee noted with appreciation the information provided by Spain (MSC 61/INF.3) in the booklet "Maritime Casualty Statistics, 1992".

Implementation of instruments

A - Conventions

10.53 The Committee (MSC 61/10/5) noted the information on implementation of safety-related conventions, protocols and amendments thereto, in respect of which IMO acts as depositary, with an indication of their status as at 31 August 1992, as well as additional updating information provided orally by the Secretariat.

B - Codes and recommendations

10.54 The Committee noted the information on the implementation of safety-related codes, recommendations, guidelines and other non-mandatory instruments, with an indication of their status as at 31 August 1992 (MSC 61/10/8), additional information provided up to 16 October 1992 (MSC 61/10/8/Add.1) and further updating information provided orally by the Secretariat.

C - Resolutions

10.55 With regard to the question of how gross tonnage, which complies with expired tonnage regulations, is to be verified in each case, Norway (MSC 61/10/7) suggested that, in order to deal with requirements for ships based on their gross tonnage and, in particular, with regard to the

interpretation of resolutions A.494(XII), A.540(13) and A.541(13), it should not be necessary to verify that tonnage by a separate tonnage certificate. Norway also suggested that tonnage certificates complying with national regulations before 18 July 1994, the final implementation date of the 1969 International Convention on Tonnage Measurement of Ships, should be invalidated by that point in time and a declaration added to the ships' safety certificates indicating, for instance, that "The applicable gross tonnage for that certificate is according to the tonnage certificate issued on behalf of the Government of (Name) and valid on 17 July 1994". Norway further suggested that it would be reasonable that gross tonnage, which complies with "old" rules valid until 17 July 1994, should be valid, for safety purposes, even if that tonnage is based on tonnage regulations, which are not applied in a State to which the vessel might be transferred.

10.56 On the above issue, Germany (MSC 61/10/11), not sharing the view that the "old" tonnage values should merely be stated in the safety certificates, suggested a different approach, i.e. a new type of certificate, which should be used together with the International Tonnage Certificate on the day the 1969 Tonnage Convention is fully implemented. The proposed form of certificate was attached to the German submission and should be issued by the competent tonnage measurement authority.

10.57 The Committee referred the above submissions to the SLF Sub-Committee for consideration.

D - IMO ship identification number scheme

10.58 The Committee noted the information provided by the Secretariat (MSC 61/10/10) on implementation by Member Governments of resolution A.600(15) - IMO ship identification number scheme.

1977 Torremolinos International Convention for the Safety of Fishing Vessels (SFV Convention) and draft SFV Protocol

General

10.59 The Committee had for consideration documents submitted by the Secretariat (MSC 61/10/6, MSC 61/10/6/Add.2, Add.3, Add.4 and Add.5),