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SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING VESSELS
SAFETY
50th session
Agenda item 6

SLF 50/6
8 January 2007
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DEVELOPMENT OF OPTIONS TO IMPROVE EFFECT ON SHIP DESIGN AND SAFETY OF THE 1969 TM CONVENTION

Outcome of DSC 11

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document reports on the outcome of DSC 11 on matters related to the work programme item on “Development of options to improve effect on ship design and safety of the 1969 TM Convention”
<i>Action to be taken:</i>	Paragraph 3
<i>Related documents:</i>	DSC 11/13 and DSC 11/19 (paragraphs 13.1 to 13.4)

Guidance on providing safe working conditions for securing of containers

1 DSC 11, having considered the report of the correspondence group on Guidance on providing safe working conditions for securing of containers (DSC 11/13), noted that the SLF 50 agenda includes an item on “Development of options to improve effect on ship design and safety of the 1969 TM Convention” and decided to refer document DSC 11/13 to the Sub-Committee to take into account the document under this agenda.

2 In document DSC 11/13 (paragraph 5.1), the following points were suggested in the correspondence group as a possible way forward in assisting in the identification of best design practice to ensure that containerships have suitable and safe securing access:

“The 1969 tonnage regulations should be reviewed to consider how they might be amended to encourage ship designers, builders and owners to reduce stack heights so that the need for lashing on ships can be reduced.”

The related comments in annex 1 to document DSC 11/13 are reproduced in the annex.

Action requested of the Sub-Committee

3 The Sub-Committee is invited to note the above information and take action as appropriate.

ANNEX
(Extract from DSC 11/13, annex 1)

GUIDANCE ON PROVIDING SAFE WORKING CONDITIONS FOR SECURING OF CONTAINERS		
Terms of reference task	Comment	Organisation/State
1. Identify best design practice to ensure that containerships have suitable and safe securing access.	1.1 Current containership design is dictated by the tonnage regulations which encourage large numbers of containers to be carried on deck rather than under deck. Consideration should be given to amending the tonnage regulations to allow a higher percentage of containers to be carried under deck without any financial penalty to the shipowners. This will lead to a reduction in stack height on deck making the securing of containers a safer operation. As the ship would have a higher freeboard this may lead to the reduction of the loss of containers in heavy weather. It is suggested that this work be given to DE.	United Kingdom
	Deck lashing secures containers up to three high. As long as there are containers on deck, there will be a need for deck lashings and safe provision for it to be carried out. As such, the above proposal will have no affect on the guidance under development.	ICHCA
	If stack heights were to be reduced down to three high, would it do away with the need for lashings?	ICHCA
	Ship designers should be strongly encouraged to seek alternatives to lashing as we know it today or alternatives that reduce manual intervention.	ICHCA
	The terms of reference state that the Correspondence Group should identify best design practice to ensure that containerships have suitable and safe securing access. In the long term one of the best ways of reducing the risks of securing containers is to have fewer containers to secure. The proposal was that this work be passed on to DE to consider so it was not suggested the proposal should have any affect on the guidance under development. It is however accepted that this comment would probably fit better in task 2 "Identify best design criteria for new container ships to ensure suitable and safe securing access."	United Kingdom
	Agree.	NCB/USA
Agree.	USCG/USA	