

## **Document A**

### **The Royal Institution of Naval Architects**

#### **RINA IMO Committee Meeting**

#### **Draft Minutes of the meeting held on 15<sup>th</sup> May 2018**

### **1. Present**

#### **1.1 Members who attended were:**

E Pang	{EPa}	Chairman
T Allan	{TAI}	
D Aldwinckle	{DSA}	
C Barker	{CBa}	
P Contraros	{PCo}	
J Calleya	{JCa}	tele-conference
J De Rose	{JDeR}	
D Hudson	{DHu}	
P Jenkins	{PJe}	
M Lagoumidou	{MLa}	
R Larciprete	{RLa}	
D Lowes	{DLo}	
M Osborne	{MOs}	
S Papageorgiou	{SPa}	
L Papazoglou	{LPa}	
T Strang	{TSt}	tele-conference
P Swift	{PSw}	
R Thompson	{RTh}	
D Viner	{DVi}	
C Waddington	{CWa}	tele-conference
S Watts	{SWa}	
H Yamada	{HYa}	

T Blakeley	{ <b>TBl</b> }	RINA CEO
G Gigantesco	{ <b>GGi</b> }	Secretary

## 1.2 Apologies for absence were received from:

B Cripps	{ <b>BCr</b> }	
J Dickinson	{ <b>JDi</b> }	
S Huddart	{ <b>SHu</b> }	
J Manning	{ <b>JMa</b> }	
R Townsend	{ <b>RTo</b> }	Vice-Chair
G Wilson	{ <b>GWi</b> }	
S Wehrle	{ <b>SWe</b> }	

## 2. Minutes of Previous Meeting Held on the 17<sup>th</sup> January 2018

### 2.1. Draft Minutes (Document A)

2.1.1 The Committee accepted the draft minutes as a true and accurate record.

## 3. Matters Arising from Previous Meetings: (Document B)

### 3.1 Matters Arising

Action 1/18 (06/10/16): **EPa** will include the number of days on RINA business in annual report if all members provide information by January 2018 and subsequently for future years.

**Ongoing**

Action 2/18 (06/10/16): **PCo** to provide paper on *safety of container ships converted to carry bulk high density cargoes* and **RTo** to format it for IMO submission in time for MSC 100.

**Complete**

Action 5/18 (Para. 1 - 10/01/17): **All members** to complete their profile page on RINA web.

**Ongoing**

Action 16/18: (Para 4.1 - 17/01/18) **EPa** will confirm the list of documents to be forwarded by the Secretariat to new Committee's members.

**Ongoing**

Action 17/18: (Para 5.2 - 17/01/18) **SHu** to update the Committee regarding EEDI and EVDI.

**Ongoing**

Action 18/18: (Para 7.1 - 17/01/18) **EPa** to assist with updating *Document F1* before an IMO liaison member of this Committee is recruited.  
(**HYa** has joined the committee)

**Complete**

Action 19/18: (Para 7.2 – 17/01/18) **EPa** will update the procedure for members of this Committee participating in IMO CG.

**Ongoing**

#### **4. Membership**

##### **4.1 List 1 (Document C1)**

This document was noted to be correct.

##### **4.2 List 11 (Document C2)**

This document was noted to be correct.

##### **4.3 F Ashcroft, D Hudson, Z Syrras, S Papageorgiou and H Yamada** were welcomed as new members.

**GGi** will update **Document C1**, the group e-mail (**IMOC**), grant access to **DROPBOX** and register the new members with the IMO Secretariat where appropriate.

**Action: GGi**

#### **5. IMO meetings attended**

##### **5.1 SDC5 (Document D1)**

The RINA delegation report was noted.

**DSA** asked about whether RINA had made the point about including structural strength considerations when discussing carriage of on-board

stability computers for existing passenger ships. **EPa** stated that RINA had pushed for inclusion during the correspondence group round with a few other flag states, but the majority voted for it to be excluded. RINA brought it up with both the chair of SDC, and of the drafting group during SDC 5, but the correspondence group decision prevailed. In any case, the number of ships thought to be affected is small and by the time of entry into force of the requirement in 2024+1st renewal survey, many of those existing passenger ships would have been scrapped.

**RTh** noted that the reports there was some mention of Flag States and that this should be removed.

## **5.2 SSE 5 (Document D2)**

The RINA delegation report was noted.

## **5.3 ISWG – GHG & MEPC 72 (Document D3)**

The RINA delegation report was noted.

**PSw** raised a dilemma – whilst it is agreed we should in general avoid naming States and NGOs to avoid misrepresenting their views, it is useful within the Committee to be able to go back and understand positions of the various parties. **JDeR** maintained that we should not identify flag states or NGOs and further that this information if required may be obtained on IMO documents. **TAI** suggested that we should be allowed to quote from IMO documents as these are published and in the public domain after the IMO sessions, while **TBI** thought that we could be more open within the IMO Committee itself; though this raises the issue of having an internal and a public version of the report. **PSw** pointed out that coverage of plenary discussions in the published IMO documents is much better than in the working groups, and this is where naming sources would be most valuable.

## **6. Future IMO meetings**

### **6.1 The IMO programme 2018 (Document E1) was noted.**

## 6.2 Workshop on Maritime Autonomous Surface Ships (14 May 2018)

This workshop was attended by **TDAI, TAI, JDi, Raouf Kattan, MLa, EPa**.

## 6.3 MSC 99 (16 – 25 May 2018)

The provisional Agenda (**Document E2**) was noted.

The paper on lifeboat seating arrangements submitted by RINA at this meeting (and co-sponsored by the Marshall Islands) is MSC 99/21/11. **PJe** is developing a speaking note to introduce the paper and will be further developed during MSC 99. **DAI** asked if there had been any comments from the NAG – **EPa** replied that there were no comments. **CBa** asked if there was any update on the CLIA position on the paper; **TSt** replied that as far as he was aware, CLIA would not actively oppose it at this session.

## 6.4 Intersessional on uniform implementation of the 2020 Sulphur Cap (9-13 July)

**SPa** and **PSw** expressed interest in attending.

## 6.5 ISWG-GHG4

(Tentative September date has been changed to week before MEPC 73)

**EPa** asked about possible submissions to ISWG and/or MEPC 73. Most agreed that it would be good to submit something, but it was not clear what topics should be covered. There was a general consensus that RINA should be careful not to appear negative.

**PSw** suggested a submission on the practical issues associated with energy saving tech and practices. He also brought up slow steaming, virtual arrival and problems with definitions e.g. what is a voyage. He also noted that although biofuels are touted as a solution, availability may be limited as other sectors such as aviation may have a higher priority. **JCa** agreed and thought there was very little consideration of safety aspects, and that some investigation of future ship design for alternative fuel use could be useful.

**DAI** reminded members of the issue of ship's minimum power. He supported the submission of a paper describing the problem of insufficient

power to manoeuvre safely in the case of bad weather. **PCo** mentioned that in the past the minimum speed to guarantee manoeuvrability was 10 knots, but now following CSR would be just 5 knots. **EPa** clarified that this has not been finalised; current published guidance used 4-9 knots depending on rudder area. The ICS paper on minimum power that was co-sponsored by RINA is on hold but may be submitted to MSC100. He suggested we should park the discussion until there are further developments. **JDeR** and **DLo** suggested that this issue is an operational matter and advocated that a paper prepared by IMarEST and the Nautical Institute with RINA as co-sponsor would be more appropriate.

**DHu** suggested that a useful option would be to consider timelines as to how decarbonisation may be achieved, taking in all the interim positions that would be needed on the way to 2050. He also suggested that ITTC would be interested to support views on verification of energy saving devices.

**EPa** undertook to circulate some ideas for further discussion, and will look to liaise with other NGOs, including ITTC and ASEF. The deadline for non-bulky documents to MEPC 73 is 17 August 2018.

#### **6.6 III 5 (24 – 38 September 2018)**

The provisional Agenda (**Document E3**) was noted. **GWi** and **CBa** would be interested in attending this meeting.

#### **6.7 MEPC 73 (22 – 26 October 2018)**

The provisional Agenda (**Document E4**) was noted.

#### **6.8 MSC 100 (3 – 7 December 2018)**

The paper on cargo ship safety by **PCo** will be submitted to this session.

#### **6.9 Timetable attendance**

The attendance table was noted (**Document E6**).

#### **6.10 Timetable submission of papers**

The timetable for submission of papers at IMO meetings was noted (**Document E7**).

## **7. Correspondence Groups**

**7.1** The list of IMO active corresponding groups (**Document F1**) was considered. **EPa** asked whether **HYa** would assist in the future updating of this document. **HYa** agreed.

**Action: HYa**

**7.2** RINA does not appear to have a representative on the SDC CG on safe mooring. **EPa** to check.

## **8. Any Other Business**

### **8.1 RINA Conferences (Document G1)**

The list of RINA events for 2018 was noted.

**EPa** pointed out that regrettably some events are taking place at the same time of IMO meetings. The conference “*Damaged Ship IV*” coincides with part of MSC 99. The conference “*Full Scale Performance*” coincides with part of MEPC 73.

**EPa** requested that **TBI** provide papers from both the EEDI and Alternative Propulsion conferences to the Committee. **TBI** agreed.

**TBI** asked the members to suggest topics for the 2019 conference programme. **PCo** proposed the Goal Based Standards

### **8.2 DROPBOX**

**GGi** confirmed that all the supporting documents for this meeting were placed on DROPBOX as requested previously. The members confirmed to be satisfied with this arrangement which will be continued for all future meetings. **EPa** will send out a guide to Dropbox to assist those who have trouble accessing it.

**9. Date of next meeting (2018)**

**9.1** The date for the next meeting in 2018 was agreed as follows:

- **M3 2018 - 2 October**