



# INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS

## MEMORANDUM

TO: Distribution

FROM: Alan Spackman, Vice President, Offshore Technical and Regulatory Affairs

SUBJECT: Report on the 2<sup>nd</sup> meeting of the IMO Formal Safety Assessment Experts Group

DATE: 15 July 2011

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The 2nd meeting of the IMO Formal Safety Assessment Experts Group (FSA EG 2) was held on 9 and 10 May 2011, under the Chairmanship of Mr. K. Yoshida (Japan). The meeting was attended by experts nominated by 12 Member nations and 7 non-governmental organizations. IADC was not represented at this meeting.

The purpose of the meeting was to review the FSA study on general cargo ship safety submitted by the International Association of Classification Societies (IACS) in conjunction with comments that were submitted in response to the study.

The IACS FSA study on general cargo ships demonstrated that:

- the safety level of general cargo ships within the IACS fleet is tolerable and hence in the area where risk should be made ALARP (As Low As Reasonably Practicable);
- the risk is dominated by foundering, collision and wrecked/stranded scenarios; and
- some identified risk control options were found to be cost-effective according to the cost-effectiveness criteria Gross Cost of Averting a Fatality (GCAF) or Net Cost of Averting a Fatality (NCAF).

It was the Group's view that the final recommendation of the Study should be further considered by the relevant Sub-Committees. In this regard, the following risk control options (RCOs) were found to be cost-effective on the basis of a GCAF value below US\$3 million:

- Anchoring watch alarm integrated in ECDIS (no additional costs if ECDIS is already integrated on bridge);
- Port State Control inspector training for general cargo ships; and
- Combine watch alarm with autopilot.

The following RCOs were found to be cost-effective on the basis of their negative NCAF value:

- Checklist for maintenance procedures;
- ECDIS training of all officers of watch;
- Simulator training for increasing situational awareness; and
- Improving preparation and handling of ship for maneuvering in restricted waters (crew and pilot).

The following RCOs were found to be cost-effective on the basis of a positive NCAF value below US\$3 million:

- Improvement of cargo stowage especially bulk (other than grain) and heavy items;
- Extended survey on General Cargo Ships; and
- ECDIS with AIS and RADAR (only for new-buildings).

The complete report of the Group is posted to the IADC website at:

<http://iadc.org/committees/offshore/IMO.html>

Please feel free to contact me by phone (+1 / 713 292 1964) or e-mail ([alan.spackman@iadc.org](mailto:alan.spackman@iadc.org)) with any questions you may have regarding this summary report.