



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
37th session
Agenda item 11

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CASUALTY ANALYSIS

Interim report of the Inter-Industry Working Group

Submitted by CEFIC, IACS, IAPH, ICS, INTERTANKO, IPTA and OCIMF

SUMMARY

<i>Executive summary:</i>	The document provides the interim report of the Inter-Industry Working Group (IIWG) established to study incidents of fires and explosions on chemical and product tankers
<i>Action to be taken:</i>	Paragraph 6
<i>Related document:</i>	MSC 80/24

Background

1 The Maritime Safety Committee at its seventy-ninth session (1 to 10 December 2004), considered MSC79/22/8, submitted by France, summarising the findings of the casualty inquiry into the explosion on board the "Chassiron" and making certain recommendations with regard to operational practices and equipment for smaller tankers. MSC 79 noted that industry associations were investigating a number of similar incidents and agreed to refrain from taking further action until the Group had completed its investigations. MSC 79 invited industry to submit the results of its work to the Committee at the earliest opportunity.

Discussion

2 The following industry associations, CEFIC, IACS, IAPH, ICS, INTERTANKO, IPTA and OCIMF, formed a Steering Committee in January 2005, which appointed a working group drawn from members of the individual organisations together with the International Group of P&I clubs. From a data base of incidents that have occurred over the past 25 years the working group identified 35 that involved fires and explosions in cargo areas on tankers and set itself the task of identifying the root causes and establishing whether there were any common factors, with the objective of identifying corrective actions that would prevent any further explosions. In order to achieve this objective a number of task groups were formed charged with studying different issues and potential corrective measures.

3 MSC 80, having received an update on the activities of the IIWG, urged flag States to provide IMO and through the Secretariat, the IIWG, with outstanding reports into casualties involving explosions on chemical and product carriers. MSC 80 also invited the IIWG to provide an interim report to STW 37 (MSC 80/24, paragraphs 15.6 and 15.7).

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4 Of the 35 incidents identified information was readily available only on those for which casualty investigation reports had been submitted to the IMO. A letter was therefore sent on behalf of the Group to the owners and/or operators of the vessels involved in the incidents identified requesting that they provide any information they might have to the Inter-Industry Group. Data provided on the various incidents was of variable quantity and quality, although the group felt that some value was derived from all the data received. Despite the invitation made by MSC 80 to the relevant Administrations to provide further information on the findings of the investigations into recent casualties, little new information has been made available to the Group

Interim report

5 During the deliberations of the IIWG, it was agreed that in view of the complexity of the casualties and the time taken to complete the investigations it would be premature to make interim recommendations to the relevant Sub-Committees. Accordingly, the IIWG agreed that it would be making a full report to MSC 81 along with its recommendations.

Action requested of the Sub-Committee

6 The Sub-Committee is invited to note the above information.
