

FLAG STATE IMPLEMENTATION

Study on incidents of fires and explosions on chemical and product tankers

Report of the Human Factors Task Group

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

SUMMARY

Executive summary: This document advises the Committee of the initial work of the Human Factors Task Group (HFTG) established under the authority of the above associations to look further into the causes of fires and explosions on chemical and product tankers.

Action to be taken: Paragraph 8

Related documents: MSC 79/22/8; MSC 79/23; MSC80/24; FSI 13/23; A 24/18(b)/Add.1 ANNEX section 5.2.2 and 5.2.3, MSC 81/8/1, MSC 81/INF.8 and MSC 81/25.

Introduction

1. This document is submitted in accordance with the provisions of paragraph 4.10.5 of the Guidelines on the organization and method of work (MSC/Circ.1099 - MEPC/Circ.405), and reports on the ongoing work of the Human factors Task Group (HFTG) set up jointly by OCIMF, CEFIC, IAPH, ICS, INTERTANKO, and IPTA to look further into the causes of fires and explosions on chemical and product tankers.
2. The Committee, decided to refer MSC 81/8/1 and MSC 81/INF.8 to the joint MSC/MEPC Working Group on Human Element and to BLG 11, DE 50, FP 51, FSI 14 and STW 38 for review.
3. The submitting associations confirm their commitment to participate fully when these items are considered by the MSC/MEPC Working Group on the Human Element and in the above Sub-Committees. This document reports on the work of the HFTG undertaken since MSC 81.

Discussion

4. The Inter Industry Group (IIG) concluded (MSC 81/8/1) that the most significant contribution to the incidents in question was a failure to follow cargo operation guidelines and procedures (at both shipboard and ship management level). When considering this conclusion the HFTG identified the difficulties of addressing the complex problem of mistakes and errors made by otherwise capable personnel who on at least the occasion of an incident had not performed in an operationally safe manner. No single solution has been identified to address this issue, but during discussion the HFTG agreed that there is one matter that could and should be addressed in the short term, and another that should be done in the medium term.

Proposed measures

5. The HFTG considers that in the short term, requirements relating to the award of Dangerous Cargo Endorsements (DCEs) should be reviewed. Such a review should encompass both the requirements for the initial award of DCEs and those for subsequent revalidation. Additionally the group considers that a mechanism should be sought whereby the requirements associated with obtaining and retaining a DCE can be extended to operational shore staff.
6. In the medium term, the HFTG believes that measures to make the ISM Code more effective should be addressed and the group hopes to develop proposals in this regard.
7. The HFTG will continue to work on this problem. In so doing, it will remain at the Organization's disposal and if considered appropriate will seek to identify further measures for future development.

Action requested of the Committee

8. The Committee is invited to note the above information and take action as appropriate.