

BC Service

Safety by experience

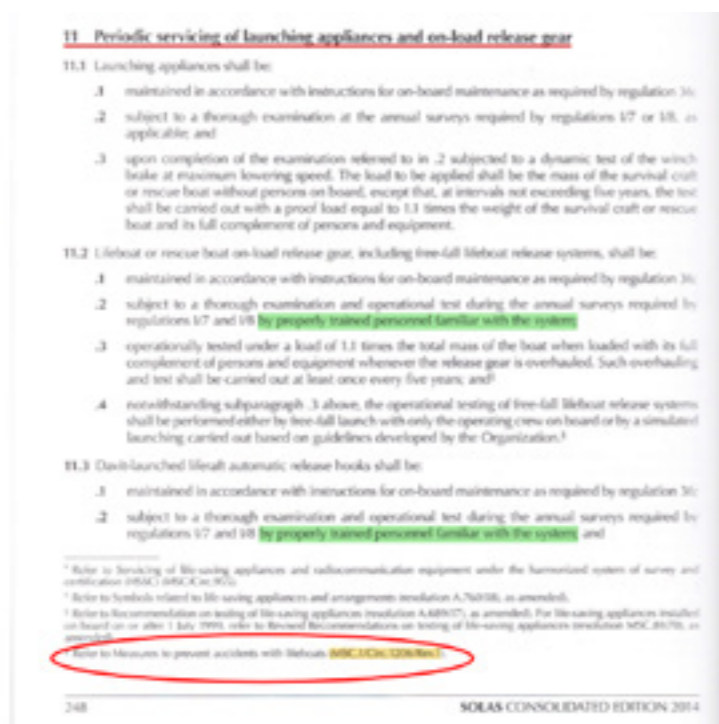
Regulatory Framework



REGULATORY ENVIROMENT

Mandatory Requirements

• SOLAS CAP. III REGULATION 20



EXTRACT FROM SOLAS CHAPTER III REGULATION 20 “Properly trained personnel familiar with the systems”

Reference to IMO Circ. 1206/Rev.1

REGULATORY ENVIROMENT

Future developments

With recently approved Resolution MSC.402(96), IMO CIRC. 1206 REV.1 and IMO CIRC. 1277 principles will be made mandatory. Solas amendments to implement such Resolution will be effective January 1st 2020.

All Flag Administrations will either approve service suppliers directly (as done already today by Italy – Panama – MCA – Cyprus – etc.) or will rely on approval granted by other Administrations (as today Malta – HK – Denmark – etc.)

Present and future services can be carried out by qualified service providers not necessarily approved by the manufacturers.

REGULATORY ENVIROMENT

Temporary guidelines

In 2006, in order to provide guidelines on lifeboat inspections, service and repairs, IMO issued one circular letter:

MSC.1 CIRC. 1206 – MEASURES TO PREVENT ACCIDENTS WITH LIFEBOATS – 26 MAY 2006

Three major issues were identified when applying this circular letter:

- **Manufacturers were not able to provide global coverage**
- **Lack of competition, cartel skyrocketing prices from manufacturers**
- **Lack of quality control**

Further to several complaints and under the pressure of shipowners, a revision of such circular letter was issued to supersede MSC.1 CIRC. 1206:

MSC.1 CIRC. 1206/REV.1 – MEASURES TO PREVENT ACCIDENTS WITH LIFEBOATS – 11 JUNE 2009

As of today, none of them is mandatory and it is left to each Administration if to follow any of them and how.

REGULATORY ENVIROMENT

Temporary guidelines

MSC.1/Circ.1206
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Authorization

10 Where these Guidelines require certification of servicing personnel, such certification should be issued by the manufacturer in accordance with an established system for training and authorization.

Qualification levels

11 Weekly and monthly inspections, and routine maintenance as defined by the manufacturer, should be conducted under the direct supervision of a senior ship's officer in accordance with the instructions provided by the manufacturer.

12 All other inspections, servicing and repair should be conducted by the manufacturer's representative or a person appropriately trained and certified by the manufacturer for the work to be done.

Also, since only manufacturers were allowed to do inspections/repairs, they could 'hide' problems thus resulting in lack of quality.

EXTRACT FROM MSC.1 CIRC. 1206

“According to these guidelines the inspection, service, repairs should be carried out by the manufacturer or its representative”

As a consequence since only manufacturers were allowed to perform inspection, service and repairs there was no competition, prices were in the hands of few companies only, there was no control over quality and no global coverage.

REGULATORY ENVIROMENT

Temporary guidelines

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Certification

10 Where these Guidelines call for certification of servicing personnel, such certification should be issued in accordance with an established system for training and authorization in accordance with MSC.1/Circ.1277.

Qualification levels

11 Weekly and monthly inspections, and routine maintenance as specified in the equipment maintenance manual(s), should be conducted under the direct supervision of a senior ship's officer in accordance with the maintenance manual(s).

12 All other inspections, servicing and repair should be conducted by the manufacturer's representative or other person appropriately trained and certified for the work to be done in accordance with MSC.1/Circ.1277.

Reports and records

13 All reports and checklists should be correctly filled out and signed by the person who carries out the inspection and maintenance work and should also be signed by the company's representative or the ship's master.

14 Records of inspections, servicing, repairs and maintenance should be updated and filed on board the ship.

15 When repairs, thorough examinations and annual servicing are completed, a statement confirming that the lifeboat arrangements remain fit for purpose should be promptly issued by the service provider who performed the work.

EXTRACT FROM MSC.1 CIRC. 1206/REV.1

“According to these guidelines the inspection, service, repairs should be carried out by the manufacturer or its representative or a person appropriately trained and certified for the work to be done in accordance with IMO MSC.1/CIRC 1277”

REGULATORY ENVIROMENT

Administrations positions

According to each Administration position towards suggested guidelines, we can identify three groups.

- 1. Administrations who follow the only mandatory requirement, SOLAS CAP.III REGULATION 20.11**
- 2. Administrations who follow guidelines of MSC CIRC. 1206**
- 3. Administrations who follow guidelines of MSC CIRC. 1206/REV.1**

Group 3 represents the majority of Administrations today which will be the mandatory position for all Administrations as per latest Solas amendments as in accordance to Resolution MSC.402(96)

REGULATORY ENVIROMENT

Administrations positions

1. Administrations who follow the only mandatory requirement, SOLAS CAP.III REGULATION 20.11

In such case it is responsibility of the company to chose the service supplier of their preference based on their criteria (availability, cost, quality, records, agreements, etc.) And companies are not forced to use manufacturers or their representatives

Example of such administrations are:

- US
- Portugal
- Denmark

REGULATORY ENVIROMENT

Administrations positions

2. Administrations who follow guidelines of MSC CIRC. 1206

In such case the company should source if possible the manufacturer or its representatives.

However, in case of no availability or specific request of the company, I.E. in case of agreements or cost savings, other service suppliers can be used as long as class agrees and normally The inspection is carried out at same time of class related annuals

Example of such administrations are:

- Singapore

REGULATORY ENVIROMENT

Administrations positions

3. Administrations who follow guidelines of MSC CIRC. 1206/REV.1

In such case the administration either audits the service suppliers and upon satisfactorily results issues a certificate of approval or relies on certificates of approval issued by other administrations

Example of such administrations are:

- Panama
- Italy
- MCA
- Bahamas - Bermuda
- NSI
- Liberia
- France
- Germany
- Hong kong
- Cyprus
- Malta
- Marshall Island

REGULATORY ENVIROMENT

BC Service approvals

In such a regulatory scenario, BC Service is authorized to work on majority of vessels without need of manufacturer approval

BC Service fullfills all requirements of MSC. CIRC. 1277, has been successfully audited and certified by the following administrations:

- Panama
- Italy
- MCA
- Cyprus

Majority of other administrations that follow the MSC. CIRC. 1206/REV.1 do not carry out their own audits but accepts certifications of the above administrations.

This is the case, as an example, of: Bahamas, Bermuda, Malta, NSI, Marshall Island, Liberia, etc.

REGULATORY ENVIROMENT

BC Service approvals

In addition to administration certifications, BC Service is also recognized and certified by majority of Recognized Organizations

- LLOYD'S REGISTER
- DNV - GL
- ABS
- RINA
- BV

REGULATORY ENVIROMENT

Approval procedure

As part of IMO standards, the procedure followed by Flag Administrations and Recognized Organizations, as per IMO CIRC. 1277 can be summarized in few steps:

- 1. Service provider sends all documentation requested to Flag Administration/Recognized Organization**
- 2. Flag Administration/Recognized Organization review all documentation received and arranges for an audit at service provider premises**
- 3. Further to the audit at service provider premises, a second audit is normally arranged on board**
- 4. Upon satisfactory results of documentation analysis, in office and on board audits, Administration/Recognized Organization release the certificate of approval**
- 5. Renewal audits are regularly carried out to confirm the service provider fulfills the requirements in the future**

REGULATORY ENVIROMENT

Approval recap by flag

Administration	Legislation followed	Audits and Issues its own Certificate	Relies on other Administration/ROs	How can BC Service work?
Antigua and Barbuda	MSC. Circ 1206/rev.1	YES	NO	needs case by case approval
Bahamas	MSC. Circ 1206/rev.1	NO	YES	YES
Barbados	MSC. Circ. 1206	NO	YES	needs case by case approval
Bermuda	MSC. Circ 1206/rev.1	NO	YES	YES
Cyprus	MSC. Circ 1206/rev.1	YES	YES	YES
Denamrk	only SOLAS	NO	YES	YES
France	MSC. Circ 1206/rev.1	NO	YES	YES
Greece	only SOLAS	NO	NO	YES
HK	MSC. Circ 1206/rev.1	NO	YES	YES
Isle of Man	MSC. Circ 1206/rev.1	NO	YES	YES
Italy	MSC. Circ 1206/rev.1	YES	NO	YES
Liberia	MSC. Circ 1206/rev.1	NO	YES	YES
Malaysia	only SOLAS	NO NEED	NO NEED	YES
Malta	MSC. Circ 1206/rev.1	NO	YES	YES
Marshall Island	MSC. Circ 1206/rev.1	NO	??	YES
MCA	MSC. Circ 1206/rev.1	NO	YES	YES
Norway	only SOLAS	NO NEED	NO NEED	YES
NSI	MSC. Circ 1206/rev.1	NO	YES	YES
Panama	MSC. Circ 1206/rev.1	YES	NO	YES
Portugal	only SOLAS	NO NEED	NO NEED	YES
Saint Vincent & The Grenadines	MSC. Circ 1206/rev.1	NO	YES	YES
Singapore	MSC. Circ. 1206	NO	NO	needs case by case approval
St. Kitts & Nevis	MSC. Circ. 1206	NO	YES	needs case by case approval
US	only SOLAS	NO NEED	NO NEED	YES

REGULATORY ENVIROMENT

IMO CIRC. 1277

INTERNATIONAL MARITIME ORGANIZATION
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IMO

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Ref.: T4/3.01

MSC.1/Circ.1277
23 May 2008

INTERIM RECOMMENDATION ON CONDITIONS FOR AUTHORIZATION OF SERVICE PROVIDERS FOR LIFEBOATS, LAUNCHING APPLIANCES AND ON-LOAD RELEASE GEAR

1 The Maritime Safety Committee, at its eighty-fourth session (7 to 16 May 2008), approved the Interim Recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear, set out in the annex, following the recommendations made by the Sub-Committee on Ship Design and Equipment, at its fifty-first session.

REGULATORY ENVIROMENT

IMO CIRC. 1277

Such qualification should include, as a minimum:

- 1. Employment and documentation of personnel certified in accordance with a recognized national, international or industry standard as applicable, ...**
- 2. Availability of sufficient tools...**
- 3. Access to sufficient materials, spare parts and accessories...**
- 4. Availability of the equipment manufacturer's specifications, and genuine replacement parts...**

REGULATORY ENVIROMENT

IMO CIRC. 1277

Such qualification should include, as a minimum:

- 5. A documented quality system...**
- 6. Administrations should take measures they consider appropriate to ensure that national manufacturers of equipment certified under SOLAS chapter III for installation and use onboard ships undertake to ensure that equipment, instructions, specialised tools, spare parts, training and accessories, as required, are available to independent service providers in a timely and cost effective manner.**

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