

Final Report

83372

Providing Administrative Support To The
U.S. Technical Advisory Group In Its
Participation On The
International Standards Organization
Committee On
Ships and Marine Technology

NSRP 0362

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Technical Report Documentation Page

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16. Abstract <p>The objective of this project was to provide support for involvement of U. S. representatives in the International Standards Organization (ISO) Committee on Shipbuilding (TC-8). The aim was to assure creditible presence of the U.S. shipbuilding and repair industry in the making of international standards in order to ensure global competitiveness. ISO TC-8 Committee meetings and related meetings attended by the U.S. Delegates as a result of this project were:</p> <ul style="list-style-type: none"> -ISO TC-8 17th Advisory Committee Meeting, Delft, Netherlands, October 14-17, 1991. -U.S. TAG Chair, Administrator and Secretariat meeting in New York April 30, 1992. -First International Conference on Ship Design, Production, Safety and the Environment at Delft, Netherlands, May 30 - June 6, 1992. -ISO TC-8 18th Advisory Committee Meeting, Odense, Denmark, October 16-23, 1992. 					
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EXECUTIVE SUMMARY

The objective of this project was to provide administrative support for involvement of U.S. representatives to the International Standards Organization (ISO) Committee on Ships and Marine Technology (TC-8). The goal was to assure credible presence of the U.S. shipbuilding and repair industry in the making of international standards, which are crucial to the global competitiveness of U.S. shipyards. The reports of the U.S. Technical Advisory Group (TAG) chairman, Mr. Charles Piersall, at the most recent ISO TC 8 meetings and related events, are attached as appendices.

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INTRODUCTION

The National Shipbuilding Research Program (NSRP) project to provide administrative support the U.S. Technical Advisory Group (TAG) to the International Standards Organization (ISO) Ships and Marine Technology Committee (TC-8) was conceived to assist the U.S. TAG in handling issues and work items flowing between ISO and the U.S. marine industries, in addition to supporting travel. The project was performed by the Marine Systems Division of the University of Michigan Transportation Research Institute (UMTRI).

The project was originally planned to cover the TC-8 meeting in the fall of 1990 in Japan, but funds were not in place until April of 1991, so the U.S. delegation did not attend that meeting. The previous meeting attended by a U.S. delegation was in 1989.

The original concept was for the project to provide full administrative support. The anticipated level of support can be seen in the list of tasks from the original proposal listed below.

- * Task #1--Develop detail plan for program administration; discuss with ASTM and ANSI, and their designated representatives; present to SP-6 Panel for approval.
- * Task #2--Review current status of TC-8 Committee activities.
- * Task #3--Initiate program for preparing and presenting U.S. responses to TC-8 Committee initiatives.
- * Task #4--Initiate program for preparing and presenting U.S. initiatives to the TC-8 Committee.
- * Task #5--Provide administrative support for ISO-TC-8 participation.
- * Task #6--Progress reports and liaison with SP-6 Standards Panel.

As this project evolved, it became apparent that the chairman of the U.S. delegation was satisfied with the existing administrative network provided to the TAG through the American Society for Testing and Materials (ASTM). Therefore Tasks # 3 and #4 were basically eliminated. The other tasks, besides Task #5 for supporting travel, were directed at increasing participation in and awareness of the U.S. TAG's efforts at ISO. The benefit of this redirection of effort was that the U.S. TAG was represented at more than one meeting of TC-8, as described in the next

section. In addition, the project returned funds to the program manager to be applied against expenses for the TC-8 meeting in Odense, Denmark October 1992. That meeting is reported in this document but was not directly supported by UMTRI from this project.

DESCRIPTION OF FUNCTIONS SUPPORTED

A brief description of the main efforts of the U.S. TAG supported by this project follow. The U.S. TAG Chairman's reports for each meeting are in the Appendices, along with the agendas of those meetings, and adequately describe the key events of the meetings. Mr. Piersall's reports are an integral part of this report and should all be reviewed to gain a proper perspective on international standards policies. Full text from each of the agenda items is not included with this report but is available through the NSRP Documentation Center at UMTRI.

A. ISO TC-8 17th Advisory Committee Meeting, Delft, Netherlands, October 14-17, 1991.

This was the only regular TC 8 meeting directly supported by this project. It was attended by the U.S. TAG Chairman, Mr. Charles Piersall, and Mr. Thomas Hopkins. Mr. Hopkins was appointed as the Machinery Working Group 26 chairman. The agenda and key results of this meeting were distributed to Executive Control Board (ECB) members of the NSRP and to Ship Production Committee (SPC) Panel Chairmen. Mr. Piersall's report on the meeting and a copy of the agenda are in Appendix A. The supporting documents for each item on the agenda are too voluminous for inclusion in this report but are available from the NSRP Documentation Center at UMTRI.

B. Marine Industry Standards Workshop at Kansas City, March 9-11, 1992.

Although not directly supported by this project, the workshop included a presentation by Mr. Piersall of the ISO and TC-8 organization and activities, the slides of which are in Appendix B. In addition, the workshop was a forum for discussion by leaders of the U.S. marine industry standards effort and included discussions of the importance of the United States' participation in international standards. The results of the workshop are in NSRP Report 0433, also available through the NSRP Documentation Center.

C. U.S. TAG Chairmen, Administrators and Secretariats meeting in New York, April 30, 1992.

This meeting was important for dealing with the administrative aspects of ISO as described in Mr. Piersall's report in Appendix C. This report also underscores the need to keep abreast of developments in the European Community and the European Committee for Standardization.

D. First International Conference on Ship Design, Production, Safety and the Environment at Delft, Netherlands, May 30 - June 6, 1992.

Working group meetings of TC-8 were originally planned for this time at Delft, but were canceled when the secretariat discovered that the Conference was scheduled for the same time. Nevertheless, many of the TC-8 participants were planning to attend as marine standards were a prime topic. In addition, the secretariat is located in Delft, and Japan, which holds the chairmanship for TC-8, has a permanent delegate in Delft. Attendance of Mr. Piersall and Mr. Richard Thorpe, a new member of the U.S. TAG, was deemed appropriate by the SP-6 advisory group and the trip was supported. The results are presented in Appendix D along with a brochure from the Conference.

E. ISO TC-8 18th Advisory Group Meeting, Odense, Denmark, October 16-23, 1992.

Mr. Piersall's report on this meeting along with the agenda are in Appendix E. He was accompanied by Mr. Thomas Hopkins and Mr. Richard Thorpe, both members of the U.S. TAG. ~~The~~ supporting documents are too voluminous for inclusion in this report but are available from the NSRP Documentation Center at UMTRI. A separate NSRP report is planned to publish and add emphasis to enclosures 5, 6 and 8 from Mr. Piersall's letter.

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

The project met the expected goal, that of increasing the presence of U.S. representatives to ISO. However, there were a number of problem areas that prevented this particular project from reaching its full potential. In general, those problem areas were:

1. the failure to pre-plan the project, from abstract writing to RFP to proposal, with the existing TAG organization;
2. relative lack of activity in the TAG needing the administrative support of this project; and
3. a lack of full, open and positive communication among the parties involved.

However, the need to support the TAG by increasing active U.S. participation is still a required activity if the U.S. is to maintain an effective shipbuilding industry that is globally competitive. This need is clearly identified in the U.S. Shipbuilding Standards Master Plan, NSRP 0360, and the survey performed for that report.

An extensive report was prepared for the Master Plan on this subject by Mr. Richard Thorpe, Vice President for Export Activities and Technical Research for the Shipbuilders Council of America. That report justifies the need to be fully involved in international standards. The need for this initiative is also identified in the goals and objectives of the NSRP, specifically Goal #4, Objective B, to "Actively support the capability to build to international standards and specifications."

There has been little, if any, direct or immediate tangible benefit to U.S. shipbuilders from this project. The U.S. industry has yet to become fully involved in building for the international market. The real benefit from this project is that the U.S. TAG is now actively involved with ISO TC 8 and the U.S. industry is informed of its activities. Also, the TAG has grown to include a more representative cross section of the industry as shown in the cover page to Mr. Piersall's last report in Appendix E¹. With continued support and involvement, the U.S. shipbuilding industry stands to gain much more from ISO involvement, both with TC 8 and otherwise.

¹The current membership of the U.S. TAG is also listed in Appendix F.

The problem areas described above need to be resolved, as envisaged by the recommendations stated below, if future NSRP support of the U.S. TAG to ISO TC 8 is to provide maximum benefit to the industry.

RECOMMENDATIONS

Three very basic recommendations are given below for future projects of NSRP support of the U.S. TAG to ISO TC 8.

1. Plan future projects in advance with the TAG Chairman and the members of the TAG. Proper planning and organization will prevent many of the problems encountered with this project.
2. Enact a Marine Industry Standards Advisory Board. Such a group was discussed at the May 1992 meeting of the Executive Control Board (ECB) of the NSRP, but no clear evidence of its existence has been seen. The Board should include a cross section of the leaders of the marine industry and the active participation of the SP-6 Chairman, the ASTM F-25 Chairman, and the ISO TAG Chairman. The Board would give cohesive direction to the representative groups and ensure clear communication among the involved parties.
3. Continue to support the TAG.



International Standards Organization
U.S. Technical Advisory Group



Chairman: CHARLES PIERSALL, JR., AMADIS, Inc., (301) 934-9569
Member: GLENN ASHE, American Bureau of Shipping, (713) 873-0700
Member: EDWARD BARRETT, Military Sealift Command, (202) 433-0205
Member: EDWARD KINNEY, Naval Sea Systems Command, (703) 602-2439
Member: HOWARD HIME, U.S. Coast Guard, (202) 267-0002
Member: RADM THOMAS HOPKINS, USN (Ret.), (703) 821-2826

December 4, 1991

Mr. Al Horsman
University of Michigan
Transportation Research Institute
2901 Baxter Road
Ann Arbor, Michigan 48109-2150

Subj: ISO/TC 8 17th Advisory Committee Meeting, Delft, Netherlands 14 - 17 October 1991

Dear Al,

The U.S. TAG was represented by the Chairman, Charles Piersall and the U.S. TAG Working Group Chairman for Machinery, RADM Tom Hopkins, USN (Ret.). The U.S. received a warm welcome for our attendance from TC 8 Chairman Taguchi (Japan) and Secretariat, J. van Elk (Netherlands).

The draft agenda, 8 AG N 322, was adopted and we commenced an item-by-item discussion. The list of attendees at the Advisory Committee meeting is provided in 8 AG N 326. In some cases more than one representative from a member country attended; however, each country has only one official voting member (8 AG N 331 refers).

Specific items worthy of note are:

- a. The strategic policy statement of ISO/TC 8 (8 AG N 330) was adopted with the addition of liaison to IAPH (International Association of Ports and Harbors). The chairman, US TAG is the ISO Central Committee liaison with IAPH.
- b. The programme of work of ISO/TC 8 (8 AG N 332) and outstanding items (8 AG N332 Annex) were discussed.
- c. The annual report of ISO/TC 8 for 1990 (8 N 785) and participation in ISO/TC 8 and SC's (8 AG N 351) were reviewed.
- d. A review of existing maritime standards has begun (8 AG N 346 and Annex). The Japanese member (JMSA) for ISO/TC 8 WG24 provided a referenced letter JMSA 91-045 dated 1991-07-23 for coding instructions. The U.S. has an assigned action to submit existing maritime standards from ASTM to J. van Elk, Secretariat TC 8.
- e. The Japanese member discussed priority rating system (8 AG N 336 plus Annex 1 and 2) (Note: 8 AG N 336 also has JMSA designation JMSA 91-037 date 1991-07-22). These documents were discussed at length. The Advisory Group did not agree with this as a "priority rating" system, but rather that it was a "status rating." It was agreed that the following represents a better priority rating system:

PRIORITY CLASSIFICATION

- I - Immediate importance and need throughout the international society (greater than 75% of Advisory Group votes - yes)
- II - Restricted importance and limited need within the international society (greater than 50%, but less than 75% of Advisory Group votes - yes)
- III - Ordinary long term importance (less than 50% of Advisory Group votes - yes)

Note - If a country votes for a priority, it should be prepared to participate in the job.

- f. Under the long range planning item, a proposal was made by the Japanese (8 AG N 356) to establish a glossary of shipbuilding terms. A subcommittee SC 23 was established with member nations of the Netherlands, France, Denmark, Germany, Italy, Japan and the United States. Japan is the chairman. The US TAG will review the JMSA input to insure correct "English" meaning.
- g. Under long range planning, the item on "storm valves" (8 AG N 357) was discussed as a new work item. The item was proposed by IACS.
- h. Item (8 AG N 358) on the Vienna agreement for technical cooperation between ISO and CEN was presented.
- i. The topic of incinerators onboard ship was discussed. The lead has been established as an IMO standard. ISO requested that the U.S., who has lead in IMO standard, develop the corresponding ISO standard using "fast track" method. Working group (WG 25) was established, with the U.S. as the convener (Mr. Howard Hime, USCG).
- j. The ship machinery working group (WG 26) was established with the U.S. as convener (RADM Hopkins, USN (Ret.), U.S. TAG).
- k. The approval of recommendations is contained in 8 AG N 360 (draft attached).
- l. It is of concern that the U.S. is not a member of SC 8 (life saving). The chairman, U.S. TAG will approach USCG to consider a representative to SC 8.

Copies of three documents listing various ISO publications are attached (Information publications, standards handbooks and guides) for general interest.

The members of the Advisory Group are scheduled to meet in Delft, Netherlands 1 - 6 June 1992. The Advisory Group will also meet during the third week in October 1992 in Oberton, Denmark.

The next scheduled plenary session for ISO/TC 8 is in 1994 in Oslo, Norway. This is tentative, in that, the members felt that a plenary session should be held sooner. This will be firmed up in October 1992.

The Advisory Group unanimously recommended that Dr. Taguchi be reappointed as permanent chairman of ISO/TC 8 for the period 1992 - 1994.

Charlie

Charles H. Piersall, Jr.
Chairman, U.S. TAG

Copy to:

U.S. TAG Members
ANSI (H. Scully)

*Please note change of address
of Chairman, U.S. TAG*

*AMADIS, Inc
220 Newport Church Rd
Newport
Charlotte Hall, Md. 20622*



doc nr ISO/TC 8 AG N 322 (Rev. 4)	
date 1991-10-10	total pages 3
item nr -	supersedes document -

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ISO/TC 8 Advisory Group
 Title: Ships and marine technology

Secretariat: NNI (Netherlands)

Draft agenda 17th meeting ISO/TC 8 Advisory Group

Place: Delft, Netherlands

Date: 1991-10-14/16

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1 Opening of the meeting (1991-10-14, 14.00 hrs)	
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* will be distributed before the meeting

./.

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* will be distributed before the meeting

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	- Proposal IEC/TC 80 to submit four ISO-standards to CEN (PQ-procedure)	349
17	Requirements concerning a subsequent (18th) meeting of the ISO/TC 8 Advisory Group	- 3rd week in Oct 1991 (possibly Denmark next "Okersten")
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THE INTERNATIONAL ORGANIZATION FOR STANDARDIZATION (ISO)

TECHNICAL COMMITTEE FOR SHIPS AND MARINE TECHNOLOGY (TC-8)

A STATUS REPORT

MARCH 1992

**Charles H. Piersall, Jr.
Chairman, U.S.
Technical Advisory Group
ISO/TC-8**

ISO

WORLDWIDE FEDERATION OF NATIONAL STANDARDS BODIES

- 89 MEMBERS, 1 PER COUNTRY
 - 74 MEMBER BODIES,
 - 15 CORRESPONDING MEMBERS

- WORK CARRIED OUT THRU
2560 TECHNICAL BODIES (INTERNATIONAL)
 - 172 TECHNICAL COMMITTEES
 - 640 SUBCOMMITTEES
 - 1750 WORKING GROUPS

- ONGOING WORK
 - RESULT: ISSUE OF > 7500 STANDARDS
 - 6500 WORK ITEMS IN TECH COMMITTEES
 - 572 TECH MEETINGS HELD IN 6 MO PERIOD

ISO VIEWS:

ISO'S VISION OF ITS EXTERNAL ENVIRONMENT

- **GROWTH IN GLOBAL TRADE**
- **GLOBAL INDUSTRIES**
- **TECHNOLOGY - INNOVATION - PRODUCTION**
- **IEC**
- **EC 1992**
- **NATIONAL PROTECTIONISM**

ISO VIEWS:

TOMMORROW - ISO AND GLOBAL STANDARDIZATION

- **INDUSTRY WIDE STANDARDIZATION**
- **ISO STANDARDS (DOCUMENTED AGREEMENTS)**
- **BENEFITS (MARKET PERFORMANCE IMPROVEMENTS)**

ISO TC-8

- **140 STANDARDS ISSUED**
- **OTHER TCs AFFECT SHIPBUILDING AND SHIP OPERATIONS e.g. - JTC 1, TC 67, TC 70, TC 108, TC 115, TC 178, TC 192,...et al**

ISO TC-8 FOCUS

PRIOR TO 1990 -

**SHIP COMPONENT ENGINEERING
SUPPLIERS
MATERIALS AND COMPONENTS**

SINCE 1990 -

**SHIP DESIGN
SHIP ENGINEERING
SHIP SYSTEMS ENGINEERING
OPERATION OF SHIPS
ENVIRONMENT PROTECTION**

ISO TC-8

SHIPS AND MARINE TECHNOLOGY

SUBCOMMITTEES:

SECRETARIAT

SC 7 - INLAND NAVIGATION VESSELS

RUSSIA

SC 8 - WINDOWS AND SIDE SCUTTLES

NETHERLANDS

SC 9 - LIFESAVING EQUIPMENT

JAPAN

SC 10 - DECK MACHINERY

ITALY

SC 15 - COMPUTER APPLICATIONS
IN SHIPBUILDING

NETHERLANDS

SC 18 - NAVIGATIONAL INSTRUMENTS AND SYSTEMS

JAPAN

SC 20 - SHIP'S BRIDGE LAYOUT
AND ASSOCIATED EQUIPMENT

NORWAY

SC 23 - GLOSSARY OF SHIPBUILDING TERMS

JAPAN

ISO TC-8

SHIPS AND MARINE TECHNOLOGY

WORKING GROUPS:

CONVENER

WG 19 -	LIFTING GEAR AND ACCESSORIES	GERMANY
WG 24 -	REVIEW OF EXISTING MARITIME STANDARDS	GERMANY
WG 25 -	INCINERATORS ON-BOARD SHIPS	USA
WG 26 -	SHIP MACHINERY	USA

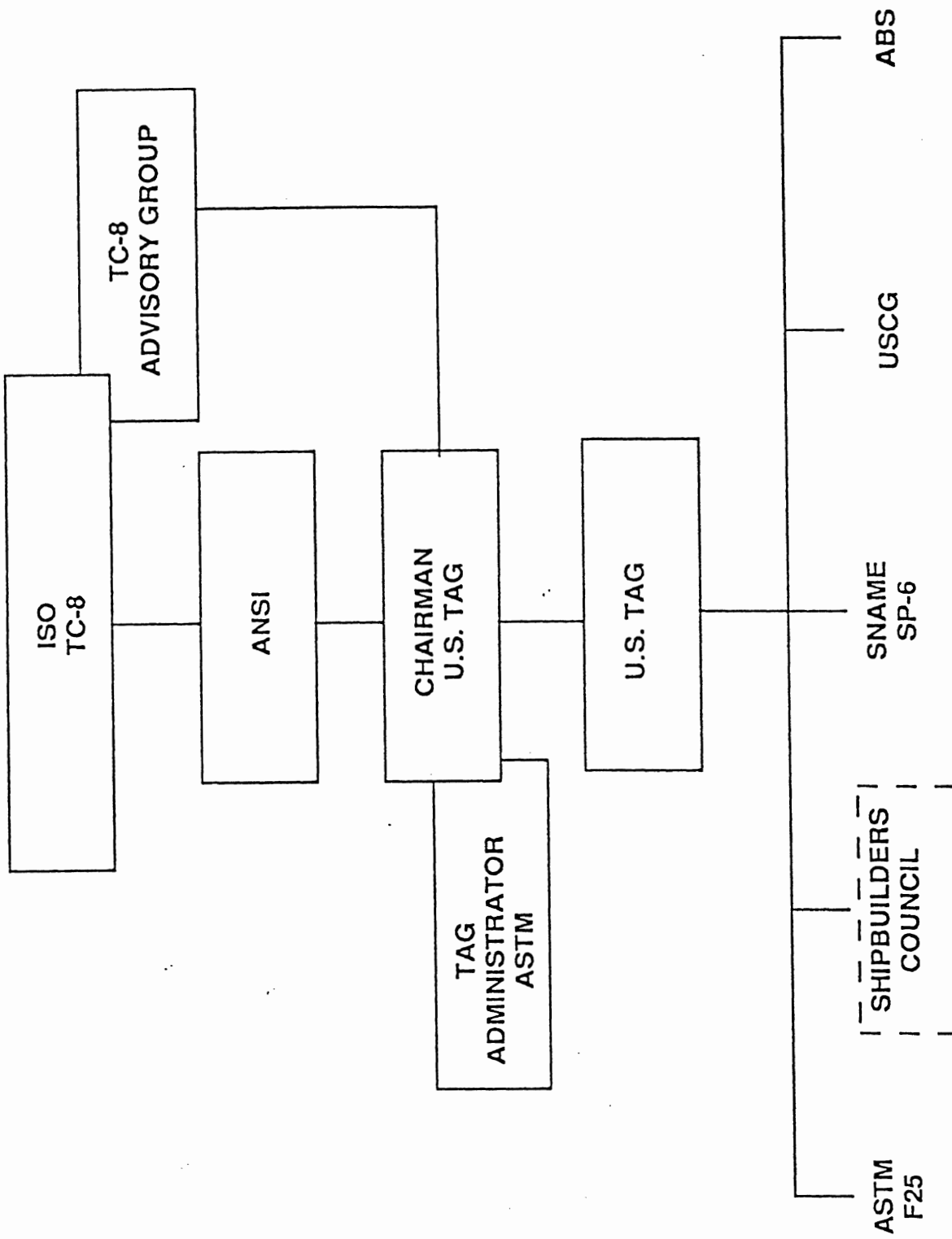
liaison with

TC 70 - DIESEL ENGINES

TC 115 - PUMPS

TC 192 - GAS TURBINES

OVERALL ISO LIAISON WITH IAPH IS CHAIRMAN, U.S. TAG (TC-8)



**U.S. TAG
ISO/TC-8**

C. PIERSALL,

CHAIRMAN

E. BARRETT,

**ASTM F 25.80,
SNAME SPC LIAISON**

T. HOPKINS,

WG 26

G. ASHE,

ABS

H. HIME,

**USCG, WG 25,
IMO LIAISON**

U.S. TAG PARTICIPATION

TC8	ADVISORY GROUP MEMBER	Chairman-Charles Piersall
SC 7	MEMBER (P) STATUS	Need Volunteer
SC 10	MEMBER (P) STATUS	Need Volunteer
SC 15	MEMBER (P) STATUS	Need Volunteer
SC 23	MEMBER (P) STATUS	Need Volunteer
WG 24	MEMBER	Charles Piersall/ RADM Tom Hopkins
WG 25	CONVENER	Howard Hime
WG 26	CONVENER	RADM Tom Hopkins

FOREIGN IMPACT

EC-92 = ISO STANDARDS TO BE USED
WHERE THEY EXIST

"VIENNA AGREEMENT" - CEN/ISO

HEAVY JAPANESE INVOLVEMENT -

CHAIRMAN TC-8

SECRETARIAT 3 SUBCOMMITTEES

CHAIR 25% ACTIVE WORKING GROUPS

JMSA REP RESIDES ON SITE IN NETHERLANDS

METRICATION!

ISO/IEC STRATEGIC ADVISORY GROUP ON THE ENVIRONMENT (SAGE)

- **ORGANIZATIONAL MEETING 12 SEP 1991, GENEVA**
- **FOUR SUBGROUPS CREATED**
 - ENVIRONMENTAL LABELLING
 - ENVIRONMENTAL AUDITING
 - ENVIRONMENTAL MANAGEMENT SYSTEMS
 - ENVIRONMENTAL PERFORMANCE STANDARDS
- **THESE GROUPS COULD HAVE SIGNIFICANT IMPACT**
 - ESTABLISHING METHODS AND TECHNIQUES TO EVALUATE AND CHARACTERIZE ENVIRONMENTAL EFFECTS OF PRODUCTS FROM INDUSTRIES IN ALL SECTORS.
 - WILL INPUT TO ISO/IEC TECHNICAL COMMITTEES

ACTION FROM USA

- **ATTENDED TC-8 ADVISORY GROUP MEETING - 1991**
 - **U.S. ADDED TO MEMBERSHIP!**
- **CHAIR - 2 NEW WORKING GROUPS**
 - **SHIP MACHINERY**
 - **INCINERATORS**
- **PRINCIPAL STATUS ON 3 SUBCOMMITTEES**
(HOWEVER; REPS NEEDED)
- **WE NEED VOLUNTEERS - PARTICIPANTS**
- **WE DON'T NEED "RICE BOWLS" STUDYING THE PROBLEM**
- **WE NEED YOUR SUPPORT**

8 COMMANDMENTS OF STANDARDIZATION

- STANDARDIZATION MEANS SACRIFICE
- "THIS IS OUR STANDARD PRACTICE" IS NO ARGUMENT
- EACH PROPOSAL HAS TO BE JUDGED ON ITS OWN MERITS
- IF THE IDEAL SOLUTION CANNOT BE REACHED AT THIS MOMENT, WE MUST ADOPT BEST COMPROMISE
- IF YOU CANNOT MAKE DECISION FOR YOUR OWN COUNTRY, DO NOT CONDEMN THE OPINION OF OTHERS
- DO NOT INSIST ON DISCUSSING MATTERS OF MINOR IMPORTANCE
- DO NOT TRY TO CHANGE SEQUENCE OF PARAGRAPHS OR ARGUE ABOUT EDITORIAL ARRANGEMENTS
- STANDARDIZATION MEANS COOPERATION



International Standards Organization
U.S. Technical Advisory Group
Ships and Marine Technology (TC-8)



Chairman: CHARLES PIERSALL, AMADIS, Inc., (301) 934-4655
Member: GLENN ASHE, American Bureau of Shipping, (713) 873-0700
Member: EDWARD BARRETT, Military Sealift Command, (202) 433-0205
Member: HARLAN T. HALLER, Maritime Administration, (202) 366-5737
Member: HOWARD HIME, U.S. Coast Guard, (202) 267-0002
Member: RADM THOMAS HOPKINS, USN (Ret.), (703) 821-2826
Member: RICHARD THORPE, Shipbuilder's Council, (703) 276-1700

5/26

AI - Here's trip report for your files - Charlie

TO: Members, U.S. TAG, ISO(TC-8)

SUBJECT: Meeting of U.S. TAG Chairman, U.S. TAG Administrators, and U.S. Secretariats for ISO/TC, April 30, 1992, New York; Results of

ENCLOSURE: (1) Copy of Meeting Agenda
(2) Copy of Vugraphs and Presentation Material

The meeting was opened by Manny Peralta, Chairman of the Board, ANSI, who welcomed the TAG chairmen.

Dr. Larry Eicher, Secretary General, ISO together with Mr. J. Van Herp, Technical Director, CEN discussed the Vienna Agreement between ISO and CEN. Over 1000 ISO standards will be adopted directly by CEN with no change. As of 1991, 50% of the approximate 500 CEN standards were ISO. There are roughly 750 more in the pipeline. (I previously provided U.S. TAG members with copies of the Vienna Agreement). Dr. Eicher pointed out that DIN (Germany), AFNOR (France) and BSI (United Kingdom) will move their efforts to CEN (European Committee for Standardization), CENELEC (European Committee for Electrotechnical Standardization) and ETSI (European Telecommunications Standards Institute) under an umbrella body by the end of the 1990s. This means creation of basically a European Standard. Dr. Eicher said that every possible effort must be made to make those international standards starting right now!

Mr. Van Herp said that common guidelines for CEN/ISO should be completed in May 1992 and a common action plan for implementation should be completed in June 1992. As a matter of interest, he pointed out that ANSI is now officially permitted to comment on draft CEN Standards and the CEN Committee will advise on the disposition of those comments.

Mr. Van Herp stated that CEN priorities were as follows:

- 1st Priority - adopt existing ISO standards
- 2nd Priority - use of standards of associated bodies. (These are European established structures which can deliver an existing standard).

- 3rd Priority - look to ISO to do the work.
- 4th Priority - CEN uses an existing TC within CEN or creates a new TC in CEN.

The European Commission (EC) sets the target requirement for mandated standards they require; i.e., the EC says "there will be a standard on "X" and it will be done by "Y" date. If the work is transferred to ISO, CEN will provide five "P" members and request assignment of the "Project Leader." If ISO cannot meet the EC required date, then CEN will take the work back and do it. ISO can allocate work to CEN. If CEN has the action, ISO stops work. Conversely, if ISO has the action, CEN stops work.

A six month period is permitted for comments on a draft standard (called "Inquiry" by CEN, "DIS" by ISO). Subsequently a two month period is allocated for "YES/NO" votes with no comments. Then the final document is issued. It is important to note that if ISO is at the Working Group (WG) level and CEN is at the Technical Committee (TC) level, then it is too late to transfer from CEN to ISO; and vice versa!!

Procedures for accelerating standards development were discussed by Dr. Eicher. He pointed out that common ISO/IEC directives are in place, that new IEC procedures were under development and ISO would in all likelihood adopt these. There is a "fast track" method in existence in both ISO and IEC. The JTC-1 (Joint ISO/IEC Technical Committee on Information Technology) was using special procedures, i.e., whatever would expedite the process. Current IEC standards development is 30 months and ISO was approaching that as well. He reiterated that the Secretariat of a TC has the responsibility for promulgating the ISO standard in dual language (English and French).

Dr. Eicher reported that the ISO Ad Hoc Group in Organization was looking at improvement in the management of work and that a second group was looking at restructuring ISO to have a Board of Directors and for ISO to meet in general assemblies more frequently. The ISO had its major general assembly meeting in Madrid last October. It meets once every three years. In the intervening years, ISO operates under an 18 member elected council.

Mr. Dan Smith reviewed the March 10-12, 1992 meeting of the ISO Technical Board. His briefing charts are enclosed.

Mr. Jean-Paul Emard discussed concerns of JTC-1 TAG with overlapping responsibilities in ISO TAGs and ISO/IEC Joint TAGS. The need for constant liaison with TC's and their TAGs was obvious after a lengthy discussion. ISO TCs are functionally organized for the most part vice a system orientation.

The briefing charts for Ms. Schrotter's presentation on "Synchronization," Mr. Kushnier's presentation on "International Classification System," and Ms. Schrotter's presentation on "Status of ISO/IEC Proposed Code of Good Practice for Standardization and the Draft Code" are enclosed.

In addition to Ms Schrotter's briefing charts on "Synchronization," the ANSI procedures for "Synchronization" are enclosed. We are the accredited TAG for ISO (TC-8) and ASTM Committee F-25 is our accredited Standards Developer for Shipbuilding and Marine Technology standards. Other entities such as ASME, are accredited for specific product standards, e.g. Boiler/Pressure Vessel Codes.

The final item was unanimous agreement that the U.S. TAG Chairman would meet with the Secretary General, ISO at least every six months in New York. The next meeting will be in December 1992.



Charles H. Piersall, Jr.
Chairman

Copy to: Al Horsman,
 University of Michigan

Robert Schaffran,
U.S. Navy (DTRC)

April 30, 1992

Revised
Draft Agenda

Meeting of U.S. TAG Administrators and Chairmen for ISO/TCs and SCs; and U.S.
Held Secretariats of ISO/TCs and SCs

Thursday, April 30, 1992

10:00 a.m.

Deloitte and Touche
One World Trade Center
97th Floor
New York, NY

1. Opening of the meeting and introductions - Mr. L. Wills, Chairman,
International Advisory Committee
2. Review and update of Vienna agreement regarding the exchange of technical
information between ISO and CEN

Dr. L.D. Eicher, Secretary General, ISO
Mr. J. Van Herp, Director, Technical - CEN
3. Procedures for accelerating the development of International Standards -
Dr. L. Eicher
4. Report on ISO ad hoc group on organization - Dr. L. Eicher
5. Review of March 10-12, 1992 meeting of the ISO Technical Board -
Mr. D.W. Smith
6. JTC1 TAG Management Concerns with ISO TAGs and ISO/IEC JTAGs -
Mr. Jean-Paul Emard
7. Synchronization of national and international standards - Ms. F. Schrotter
8. International Classification System for Standards - Update on proposed
ICS, and its applications - Mr. Gary Kushnier
9. Open discussion of possible new mechanisms to cover emerging technologies
- Mr. Gary Kushnier
10. Status of ISO/IEC proposed Code of Good Practice for Standardization -
Ms. F. Schrotter
11. Any other business
12. Future meetings
13. Adjournment by 4:00 p.m.

HIGHLIGHTS

ISO TECHNICAL BOARD

(March 10 - 12, 1992)

- Proposal to Amend Vienna Agreement to Allow Parallel Voting of Standards Submitted to ISO by Recognized Standardizing Bodies for Adoption Not Accepted at This Time. Further Study Needed.
- ISO/IEC JTAG 2 - Image Technology: Request That Procedures Be Provided to Allow TCs/SCs Designated by JTAG 2 to Officially Comment on and Participate in the Resolution of Comments on New Work Item Proposals Was Not Accepted. Existing Procedure of Commenting Through Member Bodies on Technical Work Was Reaffirmed.
- Revised IEC/ISO Directives, Part 1, To Be Published in May 1992. The IEC-Approved Proposals for Radically Shortening Lead Time for Publication Will Be Shown on Separate Pages.

HIGHLIGHTS

ISO TECHNICAL BOARD

(March 10 - 12, 1992)

(Continued)

- **Technical Board Reaffirmed Its Decision That It Was the Responsibility of the TC/SC to Decide What Clauses of a Standard Were Normative or Informative.**
- **Existing Procedure Relating to the Impartiality of TC/SC Chairman Was Reconfirmed. Not Necessary for Chairman to Sign a Declaration of Impartiality.**
- **Future of ISO Technical Advisory Groups: A Proposal for an Intermediate Management Layer Between ISO/TAGs and the Technical Board was Not Accepted, Nor Was a Proposal to Delegate Some of the Technical Board's Management Responsibilities to ISO/TAGs.**

SYNCHRONIZATION

- **Synchronous national/international Adoption of International Standard**
- **Appropriate U.S. TAG and Accredited Standards Developer give early notification to ANSI of intent to adopt international standard**
- **Initial ANSI public review occurs at International CD ballot stage**

SYNCHRONIZATION

- **Comments referred to U.S. TAG Administrator and Accredited Standards Developer**
- **Comments received after U.S. position on CD has been formulated are considered when TAG formulates position on subsequent CD or DIS**
- **Additional public reviews conducted for each successive CD or DIS ballot period**

SYNCHRONIZATION

- **Upon completion of DIS ballot, if published international standard will not differ substantively from DIS text, formal submittal of candidate American National Standard is made**
- **If substantive changes are made to DIS text, another public review is conducted prior to formal submittal of candidate American National Standard**

January 15, 1990

ANSI Procedures for Synchronization of the National and International Standards Review and Approval Processes

Introduction

When it is the desire of an Accredited Standards Developer and Accredited Technical Advisory Group (TAG) to participate in the development of an International Standard with the intention of processing the ISO or IEC standard as an American National Standard the following procedures may be used in order to ensure that the national and international review and approval processes are synchronized to the greatest extent possible. The use of the procedures for synchronization of national and international standards is voluntary and an Accredited Standards Developer and/or an Accredited TAG may cease the processing of a draft American National Standard under these procedures at any time by providing written notification to ANSI.

The American National Standard shall adopt in whole the International Standard, but may have an American National Standard cover. It may also include an appropriate explanatory foreword identifying the Accredited Standards Developer which processed the standard as an American National Standard and listing its membership at the time of the standard's adoption. Any references contained in the International Standard are primary and must remain unchanged in the American National Standard. However, an Accredited Standards Developer may submit in the foreword or another non-normative part of the American National Standard a list of standards which the Accredited Standards Developer has determined to be technically equivalent to the referenced International Standards. Similarly, the Accredited Standards Developer may include a list or conversion table of American units of measure equivalent to those in the International Standard.

NOTE:

The ISO or IEC designation may only be used in the designation of the American National Standard if there are no deviations from the International Standard.

Specific procedures to be followed are:

1. As soon as the determination is made that a given international project/standard will be a candidate for approval as an American National Standard, the appropriate US TAG and the ANSI Accredited Standards Developer shall notify ANSI. This notification shall include a PINS form for announcement in Standards Action and authorization for ANSI staff to submit the Committee Draft (CD) and draft International Standard (DIS) texts for national public review at the appropriate times.
2. Since technical changes can most readily be accommodated at the time of the international CD ballot, the initial ANSI public review shall occur at this time. When the CD is circulated for ballot, the responsible ANSI staff person will complete a BSR-8 form and the CD will be announced in Standards Action for a two month public review period. This action shall be taken immediately in order to permit the national and international comment/ballot periods to coincide. The Standards Action announcement shall request that comments be sent to the US TAG Administrator, with copies to the Accredited Standards Developer and the ANSI BSR center. Comments received within the specified national comment period shall be considered by the US TAG and the TAG shall notify the commentors as to the disposition of their comments. The TAG shall attempt to resolve all comments, working with the Accredited Standards Developer. It is recognized that comments may be received during the public review period but after the

**Guidelines for Using the ANSI Procedures for Synchronization of
National and International Standards Review and Approval Processes
Using the Canvass Method**

The following guidelines serve as an explanation of how the *ANSI Procedures for Synchronization of the National and International Standards Review and Approval Processes* are applied when an Accredited Standards Developer operating under the canvass method, and an Accredited TAG Administrator submit a standard to be processed simultaneously as an international and national standard.

1. Upon receipt by ANSI of the PINS and Waiver forms, an announcement of the intent to initiate canvass shall be placed in Standards Action.
2. When the CD is circulated for ballot, the responsible ANSI staff person will complete a BSR-8 form and the CD will be announced in Standards Action for a two month public review period. In addition, if the Canvass List has not been circulated to the relevant standards board(s) for review and comment it will be circulated at this time.
3. When the International DIS is circulated for ballot, ANSI staff will initiate another national two month public review period. In addition, the Accredited Standards Developer will be notified of the circulation of the DIS text and shall immediately conduct the Canvass Ballot.

INTERNATIONAL CLASSIFICATION FOR STANDARDS (ICS)

- **Is a Structure and Classification System for Standards.**
- **Applicable to Catalogs, Databases, Standing Orders Systems.**
- **Developed by ISO/INFACO Consultative Group on Classification.**
- **Approved by ISO Council April 1992. ISO Survey Confirms ISO Members Intention to Use the ICS.**

EMERGING TECHNOLOGIES

- In 1990, ISO/IEC Publishes "A Vision for the Future", Containing Recommendations of the ISO/IEC Presidents' Advisory Board on Technological Trends (ABTT).
- "Vision" Widely Distributed Within the ANSI Federation.
- Meeting Held in Conjunction with 1991 ANSI Annual Conference on ABTT Report to Publicize Efforts Regarding Emerging Technologies.
- Identify Areas of Emerging Technologies for Standardization.
- ANSI, ISO, IEC Mechanisms Available to Meet Identified Standards Needs.

ISO/IEC CODE OF GOOD PRACTICE

- **Draft circulated for Comments on 1991-10-15**

- **67 Replies received from:**

32 ISO Member Bodies

10 IEC National Committees

25 Other Organization

ISO/IEC CODE OF GOOD PRACTICE

Explicit Support Without Comments (18)

11 ISO Member Bodies

(Columbia, Ethiopia, Germany, Hungary, Islamic Republic of Iran, Malaysia, Poland, Saudi Arabia, South Africa, Tanzania, Thailand)

2 IEC National Committees

(Australia, Hungary)

5 Other Organizations

(COPANT, ICID, ICUMSA, IOOC, ISA)

ISO/IEC CODE OF GOOD PRACTICE

Explicit Support With Comments (20)

9 ISO Member Bodies

(Australia, Bangladesh, Bulgaria, Brazil, Italy, Libyan Arab Jamahiriya, Romania, Singapore, USA)

3 IEC National Committees

(Brazil, Romania, USA)

8 Other Organizations

(CIE, FID, IFLA, IIW, OIE OIML, UIC, WHO)

ISO/IEC CODE OF GOOD PRACTICE

Raise Objection to Content

2 ISO Member Bodies

(Belgium, Netherlands)

Will Not Participate for Constitutional Reasons

3 Other Organizations

(CEB, UNESCO, WIPO)

Will Comment Later

3 Other Organizations

(CAC, ITU/CCITT and CCIR, UN/ECE)

ISO/IEC CODE OF GOOD PRACTICE

Issues Raised in Comments on ISO/IEC Code

- **Propose postponement, await results of GATT**
- **Work closely with GATT towards common code**
- **Need for separate code for application of standards**
- **Coherence of International Standards Activities is essential**

ISO/IEC CODE OF GOOD PRACTICE

- **Identify list of International Organizations at Apex of standards-making in their respective fields**
- **Priority should be given to International Standards where they exist**
- **Terminology concerns**
 - **Definitions**
 - **Use of “shall”, “should”**

ISO/IEC CODE OF GOOD PRACTICE

Specific Comments, Without Explicit Indication of Intention to Adhere (19)

8 ISO Member Bodies

(Austria, Denmark, Finland, India, Japan, Trinidad & Tobago, Turkey, United Kingdom)

4 IEC National Committees

(Austria, Denmark, France, Japan)

7 Other Organizations

(CEN, CENELEC, ETSI, ICAO, ICSH, IDF, IFCC)



International Standards Organization
U.S. Technical Advisory Group
Ships and Marine Technology (TC-8)



Chairman: CHARLES PIERSALL, AMADIS, Inc., (301) 934-4655
Member: GLENN ASHE, American Bureau of Shipping, (713) 873-0700
Member: EDWARD BARRETT, Military Sealift Command, (202) 433-0205
Member: HARLAN T. HALLER, Maritime Administration, (202) 366-5737
Member: HOWARD HIME, U.S. Coast Guard, (202) 267-0002
Member: RADM THOMAS HOPKINS, USN (Ret.), (703) 821-2826
Member: RICHARD THORPE, Shipbuilder's Council, (703) 276-1700

9 July 1992

Mr. A.W. Horsman, Jr.
Senior Engineering Research Associate
University of Michigan
Transportation Research Institute
2801 Baxter Road
Ann Arbor, Michigan 48109-2150

Subject: Trip Report for Attendance at First International
Conference on Ship Design, Production, Safety and
the Environment, Technical University of Delft,
Netherlands and Associated Meetings with ISO
Representatives, 30 May - 6 June 1992

Dear Mr. ^{al}Horsman:

I attended the subject conference where over 90 papers were presented on various related topics. The meeting was well attended by European nations, plus there were representatives from Asian nations, Russia and the United States.

In addition to attending the presentations, I visited with representatives of each of the exhibitors, which included suppliers, shipyards, and the European office of ABS.

Mr. van Dijk, the Danish member of the ISO (TC-8) Advisory Group (AG) and I visited with Mr. van Elk, Secretary to ISO (TC-8) at NNI. We discussed the upcoming ISO (TC-8) AG meeting in Odense, Denmark during 18 - 23 October 1992. We reviewed the United States inputs to JMSA for the codification of existing Maritime Standards. We discussed the ISO "FAST TRACK" status of the U.S. developed Standard on Incinerators on Board Ships which has already been adopted by IMO. I briefed Mr. van Elk on the status of the U.S. chaired Working Group (WG-26) on Ships Machinery and advised him that the United Kingdom had furnished a member to our group. We also discussed status of the glossary of shipbuilding terms that we are participating in development of with the Japanese, French, Germans, Danish, Dutch and Italians.

On a related ISO matter for TC-8, I met with Mr. Agata, the JMSA representative stationed in the Netherlands and discussed many of the same topics discussed with Mr. van Elk.

Mr. A.W. Horsman, Jr.
University Of Michigan
9 July 1992
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During the course of the conference, I introduced Mr. Rick Thorpe, SCA, to many of the international representatives that I have been working with including, but not limited to, Mr. van Dijk (General Manager, Odense Shipyard), Denmark; Professor S. Hengst (Conference Chairman, Netherlands Rep to ISO/TC-8 Advisory Group, Professor at Delft University of Technology), Netherlands; Mr. Agata (local JMSA rep who assists TC-8 Chairman, Dr. Taguchi), Japan and Dr. H. Engja (Trondheim), Norway.

During the visit, I spent many "off-duty" hours with Mr. van Dijk of Denmark discussing the Odense Shipyard, oil pollution standards, and other areas of mutual interest. He will be the "host nation" representative for the October 1992 AG meeting.

I was asked to join the Marine Engineering Working Group in the Academic Session. The university representatives were discussing education and research in the maritime field. Discussions also centered on past, present and future cooperation in education and research. Our working group chairman from Norway received his PhD at Purdue University. I was delighted to participate in the Marine Engineering Working Group, sharing ideas and common interests in my chosen field. Other groups discussed ship design and operations, production (from an academic perspective), strength and vibration, and hydromechanics. At the end of the session, each working group chairman summarized his group's discussions. The following universities participated:


- Technical University of Varna, Bulgaria
- University of Dvisburg, Germany
- University of Athens, Greece
- University of Genoa, Italy
- University of Naples, Italy
- University of Trondheim, Norway
- University of Madrid, Spain
- University of Glasgow, UK
- University of Newcastle upon Tyne, UK
- University of Strathclyde, UK
- Delft University of Technology, Netherlands

Mr. A.W. Horsman, Jr.
University of Michigan
9 July 1992
Page Three

Most interesting in this session was the close working relationship that exists in supporting the maritime industry and ports and harbors between the academic community and industry executives. The comment was made that the U.S. seems to do this well with its business schools.

In conclusion, the trip was worthwhile. I improved the interface for our Shipbuilders Council and I was able to conduct business with various ISO representatives in attendance. As an aside, I was able to take the abuse from our European colleagues on the U.S. "double hull tanker" unilateral stand.

I discussed this report with Georg Thomas earlier this week, over the telephone. Also, a copy of the papers presented will be provided to UMTRI, University of Michigan to be available to anyone having an interest.



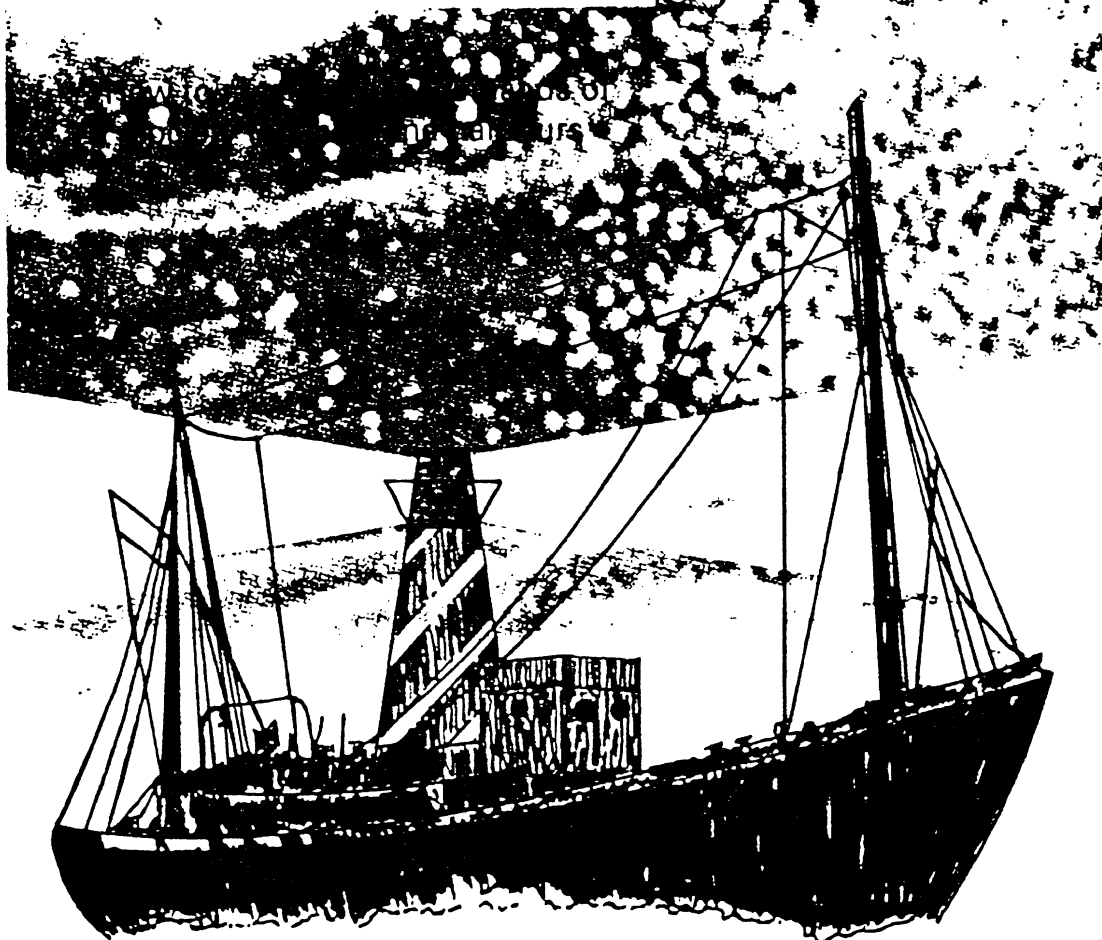
Charles H. Piersall, Jr.
Chairman, U.S. TAG
ISO/TC-8

Copy to: U.S. TAG Members
to ISO (TC-8)

CHP/ecw

First Joint Conference on
*Marine Safety and
Environment*
Ship Production

1 - 5 June 1992



Delft University of Technology, The Netherlands

Marine Safety and Environment

In 1992 Delft University of Technology celebrates its 150 years anniversary. On this occasion the Department of Marine Technology is organizing a conference that will give an indication of expected developments in Marine Technology with regard to Safety and Environment. World-wide distinguished experts, including some of the Delft University, will discuss aspects related to the demands of society for ship operation, -design, -production and harbours.

Shipping is accounting for more than 70% of the volume of all cargo carried across the world and is acting as a well developed, relatively safe, transportation system. Ships are calling at ports in all continents, but the shipping business is faced with the differences and constraints which are part of any world wide business activity.

Nowadays more and more emphasis is placed on logistics, technology, safety for people and protection of the environment. At the same time accidents appear to remain inescapable and are endangering the environment, one of the reasons to organize this conference.

Ship Production

Simultaneously a part of the conference will deal with matters related to ship production. The shipbuilding industry may be faced with quality requirements which are influencing the production cost and hence the price of ships. At the same time delivery times have to be reduced and methods for standardization and faster production have to be developed.

How to solve these problems

Naval architects and marine engineers will have to solve the above mentioned problems taking into consideration the demands for safety and environment.

In our opinion it is possible to make a step forward by taking an integrated view. To assess the state of the art in ships and shipping technology, policy makers and specialists in the shipbuilding and shipping business should be aware of the challenges and the impact on research and development. Particularly in those fields which are interrelating business and safety/environment.

Interesting for

Therefore, the conference is addressing policy makers, researchers, educators, designers and builders, financial and economical experts, working in:

- ports and harbours
- transfer and handling of cargo
- ship operations
- universities
- design, building and maintenance of ships
- insurance and classification
- governmental and regulatory bodies.

Challenge

The conference is to take up the challenge of a co-ordinated approach to the safety of ships with a particular view on the environment, using the most advanced technologies, e.g. expert systems, simulation and ship automation.

Preliminary Programme

Monday June 1, 1992

Registration from 11.00 hours, luncheon, Plenary Session, Opening of the Conference, Presentation of views by Authorities in relation to "The Marine Business World and the Environment".

Early evening

Ice breaking party, Concert "The sea in music".

Tuesday June 2, 1992

In 2 parallel sessions the following subjects will be presented: Ports, Environment and Safety; Ships Standardization and Safety; Safety in Ship design.

Afternoon

Two parallel sessions: Moored Vessels and Transshipment in Ports; Port Quality Control; Probabilistic Approach in Ship design; Maintainability, Reliability and Safety.

Wednesday June 3, 1992

Two parallel sessions: Quality Assurance in Shipbuilding; Construction and Materials; Ship Automation; Training and Simulation.

Afternoon

Visit to the Port of Rotterdam, Demonstration of the new "Vessel Traffic Management System", Boattrip through the Port.

Evening

Conference dinner

Thursday June 4, 1992

Two parallel sessions: Shipbuilding Technology; Regulations, Safety and Environment; Quality Assurance in ship operation and Manning; High Speed Vessels and Safety.

Afternoon

Two parallel sessions: Information Technology and Communication; Expert systems. What are the Implications for Education in Marine Technology?
Paneldiscussion: Presentation of Draft Conclusions
Closure ceremony

Friday June 5, 1992

Excursions

Parallel & ladies-programme will be organized.

Reply Card Marine Safety and Environment

Surname

First Names

Affiliation

Address

Postal Code

City

Country

Telephone

Telefax

- I wish to receive further details
 I will attend the conference

D-6

Reply Card Ship Production

Surname

First Names

Affiliation

Address

Postal Code

City

Country

Telephone

Telefax

- I wish to receive further details
 I will attend the conference

Queries to be answered

- Is a co-ordinated world wide approach possible and effective?
- Should the role of the IMO receive more and better support?
- Can the environmental requirement be brought at a commonly accepted international level for shipping?
- How to define safety of ships?
- Do the safety and environmental requirements for ship operation, design and construction, meet the same understanding from all maritime branches?
- How to enforce the same safety requirements world-wide?
- What is the effect of the development of technology such as expert systems on the ship crew?
- Can we meet the demands by improving education and training methods?

Many problems have not yet been tackled and it is the wish of the Delft University of Technology that the Conference may add a few steps forward in solving the problem of an integrated approach of safety and environmental protection.

The conclusions of this Conference will be reported to the European Commission and the appropriate international and governmental organizations.

General Information

Location	Auditorium Delft University of Technology, Delft, The Netherlands
Date	1 - 5 June 1992
Language	Conference language will be English
Inquiries	Congress Office ASD Mrs. Ria Komen-Zimmerman P.O. Box 40 2600 AA Delft Telephone 31 15 120234 Telefax 31 15 120250
Sponsors	Industry Governmental bodies Learned Societies Port of Rotterdam West European Cooperation on Maritime Technology (WEMT)



International Standards Organization
U.S. Technical Advisory Group
Ships and Marine Technology (TC-8)



CHARLES H. PIERSALL, Chairman
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11 November 1992

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RICHARD THORPE
SCA
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Mr. Georg Thomas
NSRP Program Manager
Peterson Builders, Inc.
101 Pennsylvania Avenue
Sturgeon Bay, Wisconsin 54235

Subject: Report of the ISO TC-8 Advisory Group (AG) Meeting
(and related meetings) in Odense, Denmark, 16-23 October 1992

- Enclosure:
- (1) Chairman's Opening Remarks
 - (2) List of Participants ISO/TC-8 AG Meeting
 - (3) Work Program of ISO/TC-8
 - (4) Recommendations of 18th Meeting of TC-8 AG
 - (5) Review of Existing Maritime Standards (8 AG N 384)
 - (6) Incinerators on-board Ships (8 AG N 380)
 - (7) Glossary of Terms for Ships and Marine Technology (8 AG N 395)
 - (8) Report of WG 26 Ship Machinery (8 AG N 385)
 - (9) Title and Scope ISO/TC-8 Regarding ISO/TC-67 - Offshore Structures (8 AG N 383)
 - (10) CEN/TC15 "Inland Navigation Vessels" (8 AG N 387)
 - (11) CEN/TC 300 "Shipbuilding" (8 AG N 388) & (8 AG N 371)
 - (12) Briefing by Mr. F. Abram, ISO Central Secretariat on the Strategy Advisory Group for the Environment (SAGE).


Dear Mr. Thomas:

I attended the recent ISO TC-8 Advisory Group (AG) Meeting, as the U.S. Representative to the AG and was joined by Mr. Thomas Hopkins, convener of WG 26 on Ship Machinery, and Mr. Rick Thorpe, Shipbuilders Council, guest observer. Both Messrs. Hopkins and Thorpe are members of the U.S. TAG so the United States was well represented.

In addition to the scheduled AG meetings, I held separate discussions with the Chairman and other members of the AG both prior to and following the formal meeting period. The Chairman requested that the United States join with the Netherlands and Denmark representatives in establishing an "Editing Subcommittee" for TC-8. I agreed and the Chairman established the group at the opening of the meetings. Following the AG meeting I met at the home of Mr. van Dijk on Thursday together with Mr. van Elk

Mr. Georg Thomas
11 November 1992
Page Two

for the purpose of establishing an ad-hoc group for long range planning of TC-8. That group consists of Mr. van Dijk (Denmark), Mr. Hengst (Netherlands) and Mr. van Elk (TC-8 Secretariat) as well as myself. Among our first efforts will be to produce a complete set of standards based to the maximum extent possible on existing, nationally accepted, standards. It is our intent to publish this set of standards in the form of a handbook. It will be essential to recruit a project leader for each standard so that these can be produced as fast as possible. It is our intent to stay ahead of CEN and other regional bodies in this effort.

During the AG meeting, our host arranged for numerous briefings and tours of the Odense Steel Shipyard. These were most informative and the extent of modern technology applications was most impressive. Odense shipyard concentrates its efforts on steel work and the assembly of brought-in components. They rely heavily on their contractors and suppliers for delivering their products and services as specified, on time and in the correct quality. Many suppliers and subcontractors perform work directly in the shipyard. With heavy use of robotics, CAD, CAM and CIM, most of the work goes directly from engineering on CAD to the actual construction, cutting and welding by automation. Testing of equipment before delivery is guided by, but not limited to, ISO 9003 "Quality Systems."

In recognition of the quality work performed by Odense Shipyard, Mr. Thorpe, as a separate, but related matter, entered into discussions with the Shipyard at the request of Mr. Schaffran, DTRC, on the feasibility of procuring the Danish standards for use by U.S. industry.

The USSR has been the Secretariat to ISO TC-8/SC-7 (Inland Navigation Vessels). We have been asked to investigate possibility of U.S. leadership here. To this end, we will be contacting senior representatives of AWO to solicit their voluntary acceptance by AWO for the Secretariat to SC-7. This is most important at this time because of the recent establishment and activity of CEN/TC-15. Perhaps the most significant impact would be to U.S. suppliers of equipment to these vessels worldwide.

The proposed ISO standard on Incinerators, enclosure (6), was well received by the members and praised for its technical content. With only minor editorial change to emphasize metric units, the draft will now move to a vote by the member countries and continue to follow the "fast track" procedure. Mr. Howard Hime, our USCG representative on the U.S. TAG, is to be commended along with his associate, Mr. Wayne Lundy, for the outstanding effort in preparing this standard for which the U.S. received such praise. They have also created this document as an IMO standard. Great job!

Mr. Georg Thomas
11 November 1992
Page Three

The report of WG-26, enclosure (8), was made by Tom Hopkins. We have continued to receive volunteers worldwide for this effort and now have roughly 20 volunteers. A fine effort by Tom Hopkins and the U.S. is now applauded by our foreign colleagues of the AG for revitalizing ISO efforts in Ship Machinery.

The effort to create a glossary of terms, enclosure (7), is well underway. The U.K changed their position at the AG meeting and are now active participants.

The review of existing maritime standards, enclosure (5), was discussed at the AG meeting and its work continues. The Danish are now submitting english revision for inclusion of their standards. The U.S. will be expanding our efforts with many relevant standards from various U.S. standards bodies to be included as offered by Howard Hime to us.

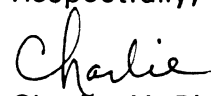
Both CEN TCs will bear close watching, enclosures (10) and (11), to be sure that the U.S. position is not weakened by an effort separate from ISO. The CEN TC chairman is the German representative to the ISO TC-8 AG and is most anxious to keep the CEN effort consistent with and supportive of ISO TC-8.

The United States has been requested to host the next AG meeting in Washington, D.C. in October 1993. Mr. Thorpe, as well as other TAG members, will be working with me for funding as well as program development.

The last item of interest is enclosure (12). This briefing was made by Mr. Francois Abram, Central Secretariat of ISO, Geneva. The activity developing by environmentalists is one that must be properly addressed in our efforts or we will find a separate group which could have devastating effects on all industrial products worldwide.

In closing, I would like to note that we are most pleased that we have added a ship-owner/operator representative and a maritime union representative to the U.S. TAG. The ISO TC-8 addresses itself to ship management and operations and such a participant on our U.S. team will provide us insight to those concerns. ISO TC-8 has a well established liaison with ILO and thus our maritime union representative will help us greatly in matters of crew sizing, habitability and other human factors. Mr. Carl Seiberlich, Vice President at American President Lines, is our owner/operator member and Mr. Ed Kelly of District 2, MEBA is our maritime union member.

Respectfully,



Charles H. Piersall, Jr.
Chairman

cc: U.S. TAG members
Mr. Schaffran, DTRC



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ISO/TC 8 Advisory Group
Title: Ships and marine technology

Secretariat: NNI (Netherlands)

Draft agenda for the 18th meeting of the Advisory Group of ISO/TC 8
Odense (Denmark), 1992-10-19/22

- | | | |
|-----|---|--|
| 1 | <u>Opening of the meeting</u> | |
| 2 | <u>Roll call of participants</u>
- Preliminary list of participants
- Membership of ISO/TC 8 Advisory Group | AG N 374
AG N 375 |
| 3 | <u>Election of editing committee</u> | |
| 4 | <u>Adoption of draft agenda</u> | AG N 373 |
| 5 | <u>Report of the 17th meeting of AG</u>
- Recommendations
- Updated list of recommendations
- Strategic Policy Statement
- Working Procedures | AG N 361
AG N 360
AG N 372
N 787
N 788 |
| 6 | <u>Annual report ISO/TC 8 for 1991</u>
- Participation in ISO/TC 8 | N 792
AG N 376 |
| 7 | <u>Title and scope of ISO/TC 8</u> | AG N 369,383 |
| 8 | <u>Report on working groups and work items
directly under ISO/TC 8</u>

- Revision ISO 484/1 and 2 (workitem CO.02/1 and 2)
- Revision ISO 5778 (workitem 00.20)
- Revision ISO 8861 (workitem 21.05) | AG N 377 |
| 8.1 | WG 19 Lifting gears and accessories
- ISO 8147 - ILO - safe working load | |
| 8.2 | WG 20 Weather tight single-leaf steel doors
- Revision ISO 6042 | |

8.3	WG 21 Aluminium shore gangways for seagoing vessels - Revision ISO 7061	
8.4	WG 22 Filling connection for drinking water tanks on ships - Revision ISO 5620	
8.5	WG 23 Piping systems - Identification colours for the content - Revision ISO/R 508	
8.6	WG 24 Review of existing maritime standards	
8.7	WG 25 Incinerators on board ship	AG N 380
8.8	WG 26 Ship machinery	
9	<u>Report on sub-committees</u>	AG N 378
9.1	SC 7 Inland navigation vessels	
9.2	SC 8 Windows and side scuttles	
9.3	SC 9 Lifesaving equipment - Escape route and marking standards	AG N 381
9.4	SC 10 Deck machinery	
9.5	SC 15 Computer applications in shipbuilding	
9.6	SC 18 Advanced navigational instruments and systems	
9.7	SC 20 Ships' bridge layout and associated equipment	
10	<u>Programme of work</u> - Complete work (including Outstanding items)	AG N 379
10.1	Priority rating questionnaire ?	
10.2	Appointment of project editors and project leaders ?	
10.3	Proposals for new work - Fire resistant class-A doors - Draught Survey	AG N 364,367 N 790
11	<u>Structure of ISO/TC 8</u>	
11.1	Establishment of ISO/TC 8/SC 23 Glossary of terms for ships and marine technology	

12	<u>Liaisons</u> - Liaisons ISO/TC 8 and sub-committees	?
12.1	Guidelines for implementation of the Vienna Agreement	AG N 368
12.2	Result of PQ-procedure in CEN	AG N 382
12.3	CEN/TC 15 Inland navigation	
12.4	CEN/TC 300 shipbuilding	AG N 362, 366, 371
12.5	IMO	
12.6	IACS	
12.7	ISO/TC 67	AG N 363, 369
13	<u>New Directives ISO/IEC</u>	AG N 365, 370
14	<u>Subsequent meeting ISO/TC 8 Advisory Group</u>	
15	<u>Any other business</u>	
16	<u>Approval of recommendations</u>	
17	<u>Closure of meeting</u>	

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Ships and Marine Technology (TC-8)

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