



CESS, Committee for Expertise of Shipbuilding Specifics (CESS) held its annual meeting in Long Beach, California, U.S.A., on 26th and 27th July, 2017, where the member associations, Japan, Europe, China, Korea and U.S.A., gathered to discuss key issues faced by the global shipbuilding industry. The meeting was hosted by the U.S.A. The delegates reviewed CESS's activities from the past year and the activities expected to come, and exchanged views to seek further cooperation in voicing common opinions on shipbuilding issues.

The overall review of those key issues included Ballast Water Management Systems, the Green House Gas issue (EEDI and Data Collection System), Goal Based Standards, Containership safety, ISO ship vibration standards, and others. The participants attention was drawn to the point that Active Shipbuilding Experts' Federation (ASEF), where shipbuilders' associations of China, Japan and Korea are the core members out of the total of 10 members, has been continuing their activities in the technical area, and are in the course of acquiring the consultative status with International Maritime Organization (IMO). (note: The Chairman was informed before the beginning of the second day of the meeting that ASEF was successful in having their application to IMO approved by its Council on 27 July, and this was reported to all the participants immediately) With this development, the activities of CESS were naturally combined with that of ASEF to some considerable extent. Further, particular developments took place between CESA SEA Europe and ASEF earlier in the year to establish a general cooperative framework. Additionally, ASEF activities were also supported by the Shipbuilding Council of America, with a dedicated network of communication established between them.

In recognition that ASEF can proceed with their own course of activities and that CESS may not take any duplicated or conflicting action, the participants agreed that the role of CESS should remain to act as a platform to share views and develop common positions on important issues, including regulatory matters. CESS will assist in this matter by communicating their opinion to counterpart organisations in the maritime industry, and ensuring that it can be done harmoniously in a complementary manner to the activities conducted by ASEF. The role of CESS was therefore reviewed in detail.

As the result, the participants agreed that CESS will remain as a JECKU committee, but will not be engaged with issues that are being handled by ASEF, but will cover specific roles which ASEF is not able to specifically handle, such as general follow up of Port State Control activities, any issues that will be incorporated into future JECKU agenda, and any issues not necessarily of pure technical nature.

An assessment on Port State Control activities as part of the Paris and Tokyo MOU's during 2016 was made. Further information was provided from U.S.A., on the port state control activities of the U.S. Coast Guard during the period. It was noted that all the regions were steadily carrying out their port state control activities as in previous years which suggests that the quality of the ships are generally improving. The report showed that the shipbuilding quality related deficiencies were kept at low levels, and that ship detentions have remained steady in relation to previous years. The ship types that are generally older, such as the reefer fleet and the general cargo fleet have shown above average detention rates as was noted from years before. An improvement of these detentions may be possible as the older ships will be replaced in the future by new ships or, other ship types.

CESS will report on its activities at the forthcoming meeting of the

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Press Release

JECKU (Shipbuilding) Top Executive Meeting scheduled to take place in Torrey Pines, California, U.S.A., on 16 November, 2017, where the CESS activities in the future as was discussed during this CESS annual meeting will be heard and decided.

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