

## Use of fibre-reinforced plastics (FRP) within ship structures

### Background:

The candidates enable start their preparation for submissions had been given guidance for developing papers for submission to SDC based on the earlier released document.

It was also advised that the Teams will have to submit their paper as per the Role assigned to them, which details will be shared with them once the Registration process is completed. This document lists out the roles and additional information / guidance for the teams.

The Teams have to submit their paper as per the Role assigned to them in accordance with the Table below:

**TABLE:**

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
<b>Developed Nation</b>	<b>Developed Nation</b>	<b>Developing Nation</b>	<b>Developing Nation</b>	<b>NGO</b>
Large spending capability on manufacturing	Limited spending capability on manufacturing	Moderate spending capability on manufacturing	Large spending capability on manufacturing	International presence and very active both wrt environment and human element
Limited interest in Shipbuilding but some interest in industrial production	Large Interest in Shipbuilding and industrial production	Limited Interest in Shipbuilding and industrial production	Large Interest in Shipbuilding and industrial production	Not applicable
No facility for recycling but strong legislative compliance for responsible recycling	Limited facility for recycling and strong legislative compliance for responsible recycling	Limited facility for recycling and limited legislative compliance for responsible recycling	Large facility for recycling and moderate legislative compliance for responsible recycling	Extremely active for the aspect of responsible recycling
Limited R & D in the field of alternate materials	Large R & D in the field of alternate materials other than steel	Limited R & D in the field of alternate materials other than steel	Moderate R & D in the field of alternate materials other than steel	Extremely supportive of technological advances subject to environmentally sound practices
Limited R & D in the field of ship design	Large R & D in the field of ship design	Limited R & D in the field of ship design	Large R & D in the field of ship design	Not applicable
Has concern for impacts of any new technology	Has immense concern for impacts of any	Has limited concern for impacts of any	Has some concern for impacts of any	Has immense concern for impacts of any

on the ecosystem but relies on technology to deal with same	new technology on the ecosystem	new technology on the ecosystem	new technology on the ecosystem but relies on technology to deal with same	new technology on the ecosystem
Pollution of Sea impact on marine ecosystem / human health – highly concerned and vocal regarding same	Pollution of Sea impact on marine ecosystem / human health – highly concerned and vocal regarding same	Pollution of Sea impact on marine ecosystem / human health – highly concerned and vocal regarding same	Pollution of Sea impact on marine ecosystem / human health – highly concerned and vocal regarding same	Pollution of Sea impact on marine ecosystem / human health – highly concerned and vocal regarding same
Large coastline	Moderate coastline	Large coastline	Moderate coastline	Not applicable
Fishing fleet strength limited	Fishing fleet strength moderate	Fishing fleet strength low	Fishing fleet strength high	Not applicable

**Note:** In order to inject realism and relevance into the exercise, the table has been drawn up on the basis of various aspects which influence the stands taken by various ‘Parties’ at the International Maritime Organization (IMO)

#### General guidelines:

1. The circular MSC-MEPC.1/Circ.5 has been reviewed and the Rev 6 is now in force as MSC-MEPC.1/Circ.5/Rev.6 dated 6th May 2025 - ORGANIZATION AND METHOD OF WORK OF THE MARITIME SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE AND THEIR SUBSIDIARY BODIES (attached) to guide them about the working of the committees at IMO and also in that the PROCEDURES FOR PREPARATION AND SUBMISSION OF DOCUMENTS. With this revision in force MSC-MEPC.1/Circ.5/Rev.5 stands revoked.

#### Additional Guidance:

1. The Participants will additionally have guidance from Industry stalwarts (besides their own internal guides) who will act as Guides and be assigned to them. The Papers are to be prepared in the format similar to IMO (downloadable from the IMO website as a public user) and submitted as per schedule announced separately and available on the IMU website. After the last date of **Paper submission 1**, papers submitted by the Teams playing different roles will be shared, enabling participants playing a particular Role to understand the positions taken by the Teams playing other Roles, but not allowing them to see the Papers of teams playing the same role as their own. (For Example; the stream is having 40 participating teams for their topic, thus there will be eight teams per Role category. Now Teams of Role Category A would get to see all papers of category B, C, D & E, but not the papers of category A. The rationale behind such disclosure is to make the participants to understand the viewpoints of the other categories of the same topic. Noteworthy part of the competition is that the papers of participants of the same category of same topic will not be subjected to the disclosure within themselves).

2. **Length of papers:** There is no restriction on the length of papers so as to encourage participants to do intensive research. However, it is strongly recommended to keep the contents relevant to the topic. Irrelevant information, duplication of information, plagiarism & copyright infringement may attract negative marking and in severe cases, papers may get disqualified.
3. After understanding the viewpoints of teams with different roles of the same Topic, each team can insert modifications, if any, to the contents of their Paper submission 1 (already submitted) and can submit a modified paper highlighting the changes as their **Final Paper**, (length of Final paper should not exceed by 2 pages from original paper submission 1), within the time prescribed in the schedule.