Report of MSC 92

The Maritime Safety Committee (MSC) held its 92nd session under the Chairmanship of Mr Christian Breinholt (Denmark) from 12th June to 21st June 2013. The MSC 92 was attended by following personnel representing the Indian delegation:

1. Capt. L.K. Panda, Principal Officer (Nautical), Directorate General of Shipping (Head of Delegation)
2. Capt. S.I. Abdul Kalam Azad, Nautical Surveyor, Directorate General of Shipping
3. Mr. Sandeep Beecha, Naval Adviser, High Commission of India,
4. Mr. Vijay Arora, Chief Surveyor, Indian Register of Shipping
5. Mr. S.M. Rai, Director (Technical), Indian National Shipowners' Association

Three Working Groups (WG), one Expert Group and one Drafting Group (DG) were established during the MSC 92:

WG 1 - Passenger Ship Safety
WG 2 - Goal-Based New Ship Construction Standards
WG 3 - Review and reform of the Organization, including application of the Committee's Guidelines
EG 1 - Capacity-building for the implementation of new measures
DG - Amendments to Mandatory Instruments

The following Working Papers have been referred towards preparation of the report

Working Papers

WP.1, Add.1 & Add.2 Draft report of MSC 92

WP.2 Preliminary assessments of proposals of new outputs by the Chairman

WP.3 Report of the Secretary-General to the Maritime Safety Committee on the evaluation of information communicated pursuant to regulation I/8, paragraph 3 of the STCW Convention, as amended

WP.4 Provisional terms of reference for the Working and Drafting Groups to be established during MSC 92

WP.5 Adoption of the Code for Recognized Organizations (RO Code) (text as adopted at MEPC 65)

WP.6 Review and Reform of the Organization (Outcome of MEPC 65)
The report briefs the outcome of the IMO’s Maritime Safety Committee’s 92nd meeting while referring to each agenda item.

**Agenda item 3: Consideration and adoption of amendments to mandatory instruments**

Following amendments to the mandatory instruments were adopted at this session of the MSC.

**A. Adopted SOLAS Amendments**

Revisions to the following Chapters/Regulations of SOLAS were adopted which are scheduled to enter into force on 1st Jan 2015.

1. **CHAPTER III - LIFE-SAVING APPLIANCES AND ARRANGEMENTS**

   **Part B Requirements for ships and life-saving appliances**

   **Regulation 19 – Emergency training and drills –**

   a) **Existing Paragraph 2.2 & 2.3 are amended to read as follows:**

   2.2 On a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 h, musters of newly-embarked passengers shall take place prior to or immediately upon departure. Passengers shall be instructed in the use of the lifejackets and the action to take in an emergency.

   2.3 Whenever new passengers embark, a passenger safety briefing shall be given immediately before departure, or immediately after departure. The briefing shall include the instructions required by regulations 8.2 and 8.4, and shall be made by means of an announcement, in one or more languages likely to be understood by the passengers. The announcement shall be made on the ship’s public address system, or by other equivalent means likely to be heard at least by the passengers who have not yet heard it during the voyage. The briefing may be included in the muster required by paragraph 2.2. Information cards or posters or video programmes displayed on ships video displays may be used to supplement the briefing, but may not be used to replace the announcement.
b) After existing paragraph 3.2, a new paragraph 3.3 is inserted as follows:

**Enclosed Space Entry & Rescue Drills** - Crew members with enclosed space entry or rescue responsibilities onboard all ships need to participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months.

c) Existing paragraphs 3.3 & 3.4 have been numbered as 3.4 & 3.5 respectively

d) A new paragraph 3.6 has been added as follows

3.6.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner taking into account, as appropriate, the guidance provided in the recommendations developed by the Organisation*.  
3.6.2 Each enclosed space entry and rescue drill shall include:
   .1 checking and use of personal protective equipment required for entry;
   .2 checking and use of communication equipment and procedures;
   .3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
   .4 checking and use of rescue equipment and procedures; and
   .5 instructions in first aid and resuscitation techniques

e) In paragraph 4.2, after subparagraph .4, the following new subparagraph is added:

".5 risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization*.  
(* Refer to the Revised Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.1050(27).)

f) In paragraph 5, after the words "fire drills," the words "enclosed space entry and rescue drills," are inserted.

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**The brief of amendments to Regulation 19 in respect of Emergency training and drills means**

**Muster & Briefing** – On passenger ships engaged on a voyage where passengers are scheduled to be on board for more than 24 hours, musters of and safety briefings with newly-embarked passengers should take place prior to or immediately upon departure. Currently, SOLAS requires such musters to take place within 24 hours after embarkation.

**Enclosed Space Entry** - Crew members with enclosed space entry or rescue responsibilities onboard all ships and high speed craft need to participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Drills should be planned and conducted using the required equipment and should take into account the newly approved Recommendations for entering enclosed spaces aboard ships as per resolution A.1050(27).

It is to be noted that MSC 91 had considered a proposal by DSC 17
to introduce mandatory carriage requirements for appropriate atmosphere testing instruments on board ships, and had agreed to include in the provisional agenda for DSC 18 on "Development of amendments to SOLAS and the relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships.

Thus presently there are no mandatory carriage requirements of the instruments for measuring the. The carriage requirements including the specification of such instruments will be discussed at DSC 18.

2. CHAPTER V - SAFETY OF NAVIGATION

Regulation 19 – Carriage requirements for shipborne navigational systems and equipment

a) In subparagraph 1.2.1, the words "1.2.2 and 1.2.3" are replaced with the words "1.2.2, 1.2.3 and 1.2.4".

b) In subparagraph 1.2.2, the word "and" at the end of the subparagraph is deleted and in subparagraph 1.2.3, the full stop "." is replaced with the word ";" and".

c) After the existing subparagraph 1.2.3, the following new subparagraph is added:

"4. be fitted with the system required in paragraph 2.2.3, as follows:
.1 passenger ships irrespective of size, not later than the first survey* after 1 January 2016;
.2 cargo ships of 3,000 gross tonnage and upwards, not later than the first survey* after 1 January 2016;
.3 cargo ships of 500 gross tonnage and upwards but less than 3,000 gross tonnage, not later than the first survey* after 1 January 2017; and
.4 cargo ships of 150 gross tonnage and upwards but less than 500 gross tonnage, not later than the first survey* after 1 January 2018.

The bridge navigational watch alarm system shall be in operation whenever the ship is underway at sea.

The provisions of paragraph 2.2.4 shall also apply to ships constructed before 1 July 2002.

d) After the new subparagraph 1.2.4, the following new paragraph is added:

"1.3 Administrations may exempt ships from the application of the requirement of paragraph 1.2.4 when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs 1.2.4.1 to 1.2.4.4."

* Refer to the Unified interpretation of the term first survey referred to in SOLAS regulations (MSC.1/Circ.1290)."

The brief of amendments to Regulation 19 – Carriage requirements for ship borne navigational systems and equipment relates to Bridge Navigational Watch Alarm System (BNWAS). The amendments correct the intended application of bridge navigational watch alarm systems (BNWAS) to ships constructed before 1 July 2002 as earlier the regulation if applied did not require BNWAS to be fitted to ships constructed before 1st July 2002. The new requirements provide the schedule for application dates for ships
constructed before 1st July 2002 based upon their GT in a phase manner as indicated in the Regulation. IRS had already applied the requirements for ships built before 1st July 2002. A further clause has been included whereby Administrations may exempt ships built before 1st July 2002 from the application of the above requirement when such ships will be taken permanently out of service within two years after the implementation date as specified above in respective subparagraphs.

3. CHAPTER XI-1 SPECIAL MEASURES TO ENHANCE MARITIME SAFETY

Regulation 1 – Authorization of recognized organizations

a) The existing text of Regulation 1 is replaced by with the following:

“The Administration shall authorize organizations, referred to in regulation I/6, including classification societies, in accordance with the provisions of the present Convention and with the Code for Recognized Organizations (RO Code), consisting of part 1 and part 2 (the provisions of which shall be treated as mandatory) and part 3 (the provisions of which shall be treated as recommendatory), as adopted by the Organization by resolution MSC. as may be amended by the Organization, provided that:
(a) amendments to part 1 and part 2 of the RO Code are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention;
(b) amendments to part 3 of the RO Code are amended adopted by the Maritime Safety Committee in accordance with its Rules of Procedure; and
(c) any amendments adopted by the Maritime Safety Committee and the Marine Environment Protection Committee are identical and come into force or take effect at the same time, as appropriate

Earlier Regulation required

Organization referred to in regulation I/6 shall comply with the Guidelines adopted by the Organization by resolution A.739(18), as may be amended by the Organization and the Specifications adopted by the Organization by resolution A.789(19), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.

The brief of amendment to this Regulation Authorization of recognized organizations is to make the Recognised Organisation Code (RO Code) mandatory. The requirement does not impact the Ship owners or ship builders. Similar amendments to MARPOL Annexes I and II were already adopted by MEPC 65 by resolution MEPC.238(65) making parts 1 and 2 of the RO Code mandatory under the provisions of the MARPOL Convention.
B. Adoption of amendments to Annex B of the protocol of 1988 relating to the International Convention on Load Lines, 1966, as amended: The amendments shall enter into force on 1\textsuperscript{st} January 2015.

1. ANNEX I Regulations for determining load lines Chapter I - General Regulation 2-1 – Authorization of recognized organizations ---- The existing text of Regulation 2-1 is replaced with the similar text as

CHAPTER XI-1 SPECIAL MEASURES TO ENHANCE MARITIME SAFETY Regulation 1 – Authorization of recognized organizations.

*The brief of amendment to this Regulation **Authorization of recognized organizations** is to make the Recognised Organisation Code ( RO Code ) mandatory.**

C. Adopted amendments to International Code of Safety for High Speed Craft (1994 & 2000 HSC CODE) Revisions to HSC Codes were adopted which are scheduled to enter into force on 1\textsuperscript{st} Jan 2015

1. CHAPTER 18 OPERATIONAL REQUIREMENTS

Amendments to Enclosed Space Entry & Rescue Drills were also adopted to the 1994 and 2000 HSC Codes reflecting similar changes made to SOLAS CHAPTER III - LIFE-SAVING APPLIANCES AND ARRANGEMENTS, Regulation 19 which were also adopted at this session and reflected under item A 1) b).

D. Adopted amendments to the code for the construction and equipment of mobile offshore drilling units (MODU CODE) – Revision to the 1979 MODU Code, 1989 MODU Code and 2009 MODU Code and DSC Code should give effect by 1\textsuperscript{st} January 2015.

The amendments are in respect of

1. Procedure for entry into enclosed spaces which requires written procedures for entry into enclosed spaces should be provided which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization* (* Refer to the Revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27)).

2. Enclosed Space entry and rescue drills reflecting similar changes made to SOLAS CHAPTER III - LIFE-SAVING APPLIANCES AND ARRANGEMENTS, Regulation 19 which were also adopted at this session and reflected under item A 1) b).

*Amendments as indicated under C & D above in respect of 1994 and 2000 High-Speed Craft (HSC) Codes, the 1979, 1989 and 2009 Mobile Offshore Drilling Unit (MODU) Codes and the Dynamically Supported Craft (DSC) Code Amendments related to enclosed space entry and rescue drills were adopted in order to make the above codes correspond to the equivalent amendment to SOLAS Reg. III/19.
Since the 1979, 1989 and 2009 Mobile Offshore Drilling Unit (MODU) Codes and the Dynamically Supported Craft (DSC) Code are recommendatory in nature the Contracting Governments are invited to take appropriate steps to give effect to the amendments by 1st January 2015.

E. International Management Code for the safe operation of ships and for pollution prevention (International Safety Management (ISM) Code

PART A – IMPLEMENTATION

Revisions to following Clauses of the ISM Code were adopted which are scheduled to enter into force on 1st Jan 2015.

1) The existing paragraph 6.2 is replaced with the following

6. RESOURCES AND PERSONNEL

"6.2 The Company should ensure that each ship is:

.1 manned with qualified, certificated and medically fit seafarers in accordance with national and international requirements; and
.2 appropriately manned in order to encompass all aspects of maintaining safe operations on board*.
* Refer to the Principles of minimum safe manning, adopted by the Organization by resolution A.1047(27).

2) The following new paragraph 12.2 is inserted after existing paragraph 12.1 and the existing paragraphs 12.2 to 12.6 are renumbered as 12.3 to 12.7

12 COMPANY VERIFICATION, REVIEW AND EVALUATION

12.2 The Company should periodically verify whether all those undertaking delegated ISM-related tasks are acting in conformity with the Company’s responsibilities under the Code.

3) Footnotes

The following new paragraph is added to the foreword of the publication of the Code:

"The footnotes given in this Code are inserted for reference and guidance purposes and do not constitute requirements under the Code. However, in accordance with paragraph 1.2.3.2, all relevant guidelines, recommendations, etc. should be taken into account. In all cases the reader must make use of the latest versions of the referenced texts of the document specified in a footnote, bearing in mind that such texts may have been revised or superseded by updated material.

3.1 In paragraph 1.1.10, the following footnote is added after the words "Major non-conformity":

_____________
"Refer to the Procedures concerning observed ISM Code major non-conformities (MSC/Circ.1059-MEPC/Circ.401)

3.2 In paragraph 1.2.3.2, the following footnote is added after the word "account":

"Refer to the List of codes, recommendations, guidelines and other safety and security-related non-mandatory instruments MSC.1/Circ.1371)."

3.3 The following footnote is added at the end of the title of section 3:

"Refer to the Guidelines for the operational implementation of the International Safety Management (ISM) Code by Companies (MSC-MEPC.7/Circ.5)

3.4 The following footnote is added at the end of the title of section 4:

"Refer to the Guidance on the qualifications, training and experience necessary for undertaking the role of the Designated Person under the provisions of the International Safety Management (ISM) Code (MSC-MEPC.7/Circ.6)."

3.5 The following footnote is added at the end of the title of section 8:

"Refer to the Guidelines for a structure of an integrated system of contingency planning for shipboard emergencies, adopted by the Organization by resolution A.852(20), as amended."

3.6 The following footnote is added at the end of the title of section 9:

"Refer to the Guidance on near-miss reporting (MSC-MEPC.7/Circ.7)."

3.7 The following footnote is added at the end of the title of section 11:

"Refer to the Revised list of certificates and documents required to be carried on board ships (FAL.2/Circ.127, MEPC.1/Circ.[...]) and MSC.1/Circ.[...]),"

F. Adopted amendments to International Maritime Solid Bulk Cargoes (IMSBC) Code

1. Amendments (02-13) to the International Maritime Solid Bulk Cargoes (IMSBC) Code: A substantial number of amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code were adopted which are scheduled to enter into force on 1st Jan 2015. The amendments to the Code include

1.1 new requirements for the carriage of ‘Group A’ cargoes including:
1.1.1 shipper to provide the ship’s master a signed certificate or declaration of the TML indicating the result of the test for determining the TML, and a signed certificate or declaration of the moisture content that the moisture content is to the best of his knowledge and belief, the average moisture content of the cargo at the time the declaration is presented to the master.

1.1.2 The certificate/declaration issued in respect of moisture content should be by an entity recognized by the Competent Authority of the port of loading.

1.1.3 Shippers to have in place procedures for sampling, testing and controlling moisture content approved by the competent authority and their implementation should be checked by the Competent authority. Such approved procedures should be provided to the ships master. If the cargo is loaded on to the ship from barges, the shipper shall include procedures to protect the cargo on the barges from any precipitation and water ingress.

1.1.4 Shippers to facilitate access to stockpiles for inspection, sampling and testing by the ships nominated representative

*The aim is to ensure that the ship is provided with sufficient information and guidance on cargoes which may liquefy.*

F.2 Section 9.2.3 on materials hazardous only in bulk has been rewritten and individual schedules of following solid bulk cargoes were amended: Ammonium nitrate UN 1942, Ammonium nitrate-based fertilizer UN 2067, Ammonium nitrate-based fertilizer UN 2071, Ammonium nitrate-based fertilizer (non-hazardous), Calcium nitrate UN 1454, Calcium nitrate fertilizer, Charcoal, Ferrous metal borings, shavings, turnings or cuttings UN 2793, Metal sulphide concentrates, Peat moss, Sand, Seed cake, Seed cake (non-hazardous), Silicomanganese (low carbon) and Sulphur (formed, solid)

F.3 a number of new schedules added as indicated below:

<table>
<thead>
<tr>
<th>Material</th>
<th>Group</th>
<th>References</th>
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<tbody>
<tr>
<td>Aluminium Hydrate</td>
<td>A&amp; B</td>
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<tr>
<td>Aluminium Smelting/ Remelting By Products, Processed</td>
<td>A&amp; B</td>
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<td>Clinker Ash, Wet</td>
<td>A&amp; B</td>
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<tr>
<td>Coal Tar Pitch</td>
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<tr>
<td>Coarse Iron and Steel Slag and its mixture</td>
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<td>Crushed Carbon Anodes</td>
<td>C</td>
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<td>Grain Screening Pellets</td>
<td>C</td>
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<td>Granulated Nickel Matte ( less than 2% moisture content )</td>
<td>B</td>
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<td>Material Group References</td>
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<td>Gypsum Granulated</td>
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<td>Ilmenite ( Rock)</td>
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<td>Ilmenite ( Upgraded )</td>
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<td>Nickel Ore</td>
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<td>Sand, Heavy Mineral</td>
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<td>Silicon Slag</td>
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<td>Solidified Fuels</td>
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<td>Recycled Paper and Plastics</td>
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<td>Wood Torrefied</td>
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The amendments to the Code will be mandatory from 1 January 2015. **It was also agreed that Contracting Governments to the SOLAS Convention might apply the amendments to the IMSBC Code from 1\textsuperscript{st} January 2014, on a voluntary basis.** Following Circulars were also issued at this MSC 92.

<table>
<thead>
<tr>
<th>Circular No.</th>
<th>MSC Circular Details</th>
<th>Implementation Schedule</th>
</tr>
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<tbody>
<tr>
<td>MSC.1/ Circ.1452</td>
<td>Early implementation of amendments (02-13) to the International Maritime Solid Bulk Cargoes (IMSBC) Code. To implement the aforementioned amendments of the IMSBC Code (as soon as practicable), in particular on sections 4 in respect of Assessment of acceptability of consignments of safe shipment as detailed in D(1.1) and Section 8 in respect of test procedures for cargoes which may liquefy</td>
<td>Voluntary application date of 1 January 2014, of the amendments to the IMSBC (02-13) Code. The mandatory entry-into-force date is 1 January 2015.</td>
</tr>
<tr>
<td>MSC.1/ Circ.1453</td>
<td>Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the IMSBC Code and their conditions of carriage.</td>
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<tr>
<td>MSC.1/ Circ.1454</td>
<td>Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy.</td>
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<tr>
<td>MSC.1/ Circ.1395 Rev.1</td>
<td>Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective.</td>
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Circular No. | MSC Circular Details | Implementation Schedule
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 | system may be exempted) in respect of the following cargoes categorized into Group B in the IMSBC Code which are not combustible or constitute a low fire risk now amended to include Alumina Hydrate, Clinker Ash Wet, Coal Tar Pitch and Granulated Nickel Matte (less than 2% moisture content) | 
--- No changes to Table 2 (Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system is ineffective and for which a Fire Extinguishing System giving equivalent protection shall be available)

G. Adoption of amendments to the International Convention for Safe Containers (CSC), 1972: Revisions to Chapters 1& IV of Annex I – Regulations for the testing, inspection, approval and maintenance of containers were adopted which are scheduled to enter into force on 1st July 2014. The amendments are mainly on structural safety requirements concerning the following:
- Definitions of core terms as Acceleration of gravity, Load, Maximum operating gross mass or Rating, Maximum permissible payload and Tare and other related consequential amendments for example for the Safety Approval Plate;
- One door off stacking and racking strength;
- Test loadings and applied forces inter alia when lifting from corner fittings and any other additional methods and for racking and stacking and concentrated loads;
- Structurally sensitive components. The amendments are detailed in Annex 7 of WP.7.

H. Code for recognized organizations (Adoption of a New mandatory instrument) A new Code for Recognized Organizations (RO-Code) which provides a standard for the administrations of flag states to meet their obligations in recognizing, authorizing and monitoring Recognized Organizations and clarifies the responsibilities of flag states & ROs, and regulates minimum criteria against which organizations are assessed towards recognition and oversight by flag states was adopted. The RO Code was adopted with minor amendments compared to the version adopted at MEPC 65, regarding the terms "Mobile Offshore Unit" and "offshore installation" which were replaced with "Mobile Offshore Drilling Unit" with a view to provide clear and consistent text, as this term was defined in SOLAS regulations IX/1.7 & XI-2/1.1.5 and for the purpose of MARPOL, floating craft and fixed or floating platforms were included as part of the definition of the term "ship".
The Code will become mandatory upon the entry into force of the respective amendments to reg. XI-1/1 of the 1974 SOLAS Convention adopted by Res. MSC.350(92) and 1988 Load Lines Protocol adopted by Res. MSC.356(92). The previous references in SOLAS Reg. XI-1/1 to res. A.739(18), and res. A.789(19) will then be replaced with a reference to the RO Code.

The Code contains all applicable requirements for ROs in one single IMO mandatory instrument and is intended to assist in achieving harmonized and consistent global assessment and authorization of recognized organizations, including Classification Societies, and will be the quality standard applied for audits of ROs.

The Code will be mandatory and take effect on 1 January 2015 upon entry into force. The text of the code is set out in Annex 1 of WP7.

**Following declaration was made by Ireland & similar declaration was made at MEPC 65**

IRELAND considers that the RO CODE contains a set of minimum requirements on which States can elaborate and improve as appropriate for the enhancement of maritime safety and the protection of the environment.

In particular, as regards the RO CODE, IRELAND wishes to make clear that nothing in the said Code shall be construed to restrict or limit in any way the fulfilment of its obligations under the law of the European Union in relation to:

- the definition of "statutory certificates" and "class certificates";
- the scope of the obligations and criteria laid down for recognised organisations;
- the duties of the European Commission as regards the recognition, assessment and, where appropriate, the imposition of corrective measures or sanctions on recognised organisations.

In the case of an IMO audit, IRELAND will state that only compliance with those provisions of the relevant international conventions which IRELAND has accepted, including in the terms of this declaration, shall be verified.

However, Japan entered a ‘counter’ statement, which was co-sponsored by Angola, Antigua and Barbuda, Australia, the Bahamas, Belize, Canada, China, the Cook Islands, Dominica, India, Indonesia, Kenya, Kiribati, Liberia, Malaysia, the Marshall Islands, Mexico, New Zealand, Nigeria, Panama, the Republic of Korea, the Russian Federation, Singapore, the United Republic of Tanzania, the United States and Vanuatu. Following was stated in response to above Statement on the RO Code by representative of Govt. Of Japan.
Thank you Chairman.

This statement is made on behalf of the following members: the Bahamas, Japan, Liberia, the Marshall Islands, Singapore, Republic of Korea, Panama and the United States.

We are concerned with the ambiguous declaration of the RO Code just made by the delegation of Ireland to which a number of member states have associated it to. In particular, it is unclear whether in making reference to EU law those member states, as parties to SOLAS 74 and its Protocol, intend to uphold their obligations and responsibilities under the RO Code and III Code. Of particular concern is whether or not they intend to go beyond the provision of the implementation of the RO Code with respect to recognition and certification of RO’s for the survey and certification of ships outside of their jurisdiction on non EU-flagged ships.

The application of any extra provisions would contravene the harmonised implementation of IMO instruments and the III Code. Member States that seek to address issues not already covered by the RO Code, or any IMO instrument, should bring this issues to the Organisation for consideration. The full and effective implementation of the RO Code and the III Code would otherwise be jeopardised.

Furthermore, we state, in no uncertain terms, that ROs are performing their functions under the sole authority of laws, rules and regulations set down by the government of the Member State in order to ensure effective jurisdiction and control of ships flying its flag. In this regard, for any RO to operate with other requirements not set out by the government on whose behalf it operates would be an infringement of sovereignty of that government.

We all support the full implementation of the RO Code and III Code as it will enhance maritime safety, and particularly note that many of the member states now associated with the declaration of Ireland had a strong hand in promoting the development of the RO Code with the understanding of its benefit. In this regard, we all look forward to a clarification on the declaration from the delegation of Ireland and other Member States associated with it.

We would appreciate it if you would record this statement in the record.

UNQUOTE

I. Report of the Ad Hoc Working Group on the Consideration of the issue of the scope of application of amendments to SOLAS and related codes and guidelines in a holistic manner.

Following has been agreed
1. the four-year period for the entry into force of amendments to SOLAS and its related mandatory codes should be reinstated, allowing shorter
intervals under clearly defined exceptional circumstances, with adoption of amendments at each session of the Committee by different resolutions (with the same date of entry into force), as appropriate;
.2 the general application date of a chapter should only be changed if a comprehensive revision of the chapter was made and, after that, the application date of new requirements should be indicated under each new or amended regulation
.3 the guidance on drafting of amendments should be applicable to the entire SOLAS Convention and related mandatory codes;
.4 the Guidelines on the organization and method of work of the Committees should not be amended at this stage, with the understanding that this should be reconsidered in the future once the guidance on the drafting of amendments was finalized and tested, including the consideration of whether the application of the guidance could be expanded to other IMO instruments e.g. MARPOL; and
.5 to establish a Correspondence Group, under the co-ordination of the UK, to review and finalize the draft guidance on drafting of amendments to the SOLAS Convention and related mandatory codes (that, for the time being, will be a stand-alone document); review and finalize the draft roadmap for the implementation of the methodology for existing and future amendments; and submit a report to MSC 93, with the view to finalization of the above guidance and roadmap at that session

**Agenda Item 4: Measures to enhance maritime security**

1. Proposal submitted by Korea to draft new guidelines for Companies performing security activities in accordance with the ISPS Code did not gain sufficient support.

2. There was no other issue which required special attention at this time.

**Agenda Item 5: Goal – based new ship construction standards**

1. **Alternative/Equivalent Design Approval Guidelines**

   The most controversial issue was related to the applicability of the alternatives and equivalents option in IMO instruments. While SOLAS and other conventions allow the Administrations and Classification societies to approve equivalents and/or alternative design, the unified methods to verify the equivalency have not yet been globally established. Therefore, MSC90 agreed to develop guidelines for the approval of equivalents and alternatives based on Safety Level Approach (SLA), and a correspondence group (CG) was established to discuss this matter. MSC92 discussed the draft guidelines developed by the CG for finalization and approved them as non-mandatory guidelines to help achieve harmonization of the process both across different administrations and across the different IMO Conventions which allow alternatives or equivalents. The Committee confirmed that it was the prerogative of flag states to approve equivalents and alternatives, and therefore, the decision on the scope of application falls under their purview and should not be prescribed in the Guidelines.
It should be noted that these guidelines do not create new opportunities for alternatives and equivalents; they are intended to help harmonise the existing regimes and have been released as MSC Circular “Guidelines for the approval of alternatives and equivalents as provided for in various IMO instruments”. MSC.1/ Circ. 1455.

2. There was no activity on Goal Based Standard.

**Agenda Item 6 : Passenger Ship Safety**

In response to the Costa Concordia incident, which occurred in January 2012 in Italy, MSC90 discussed to enhance the safety measures for passenger ships. As a result, it was agreed to classify the countermeasures into two categories:

a) Operational safety measures to be implemented speedily (short-term measures) and

b) Safety measures to be implemented after the examination based on the outcome of the investigation (long-term measures)

At this session, based on the investigation report submitted from Italy, the previously issued voluntary measures as short-term measures at MSC91 (November 2012) as MSC.1/Circ.1446 Rev. 1( Recommended interim measures for passenger ship companies to enhance the safety of passenger ships) were reviewed and was further revised. The guidelines originally emphasized immediate actions the operators of passenger ships were encouraged to implement in their operational measures and now includes additional guidance notes in the Recommended Interim Measures and issued as revised Circular MSC.1/Circ.1446/Rev.2:

- Securing heavy objects --- A thorough deck-by-deck inspection is carried out to identify and secure potentially hazardous heavy objects.
- Harmonization of bridge navigational procedures -- Bridge navigational procedures should be harmonized as much as possible across the Company’s fleet
- Inclinometer data for the VDR -- Companies to investigate means of providing rolling motion data to the VDR.
- Passenger life jackets should be of similar design and arrangements are in order to ensure that lifejackets location is visible under all lighting conditions.
- Use of Video for passenger emergency instructions notices and emergency information cards

Further based on the Costa Concordia Casualty investigation report, several recommendations have been included in the revised action plan as long-term measures on passenger ship safety. Following actions including the preliminary recommendations have been agreed under long term work on passenger ship safety
• Before deciding on the need for double-skin protection of compartments containing vital propulsion and electrical equipment on new ships, additional information on the depth of damage penetration was needed in order that this proposal can be fully assessed as well as other solutions which might provide an equivalent safety level. Similarly, the proposal for the relocation of the UHF radio switchboard above the bulkhead deck on new and existing ships was not considered as further information on the type and extent of the inconvenient experienced were requested.

• Clarification on the application of SOLAS II-1/35 concerning the distribution of bilge pumps along the length of the ship and the need for the delivery and availability of additional bilge suction to drain flooding water is required.

• To review the redundancy of emergency power on existing ships which might be achieved by fitting a second emergency diesel generator located in another main vertical zone from the main source of electrical power is to be reviewed.

• To re-evaluate the wide separation of compartments containing ship’s essential systems (such as propulsion sets or main generators sets) in the light of the safe return to port (for new ships).

• To consider the installation of onboard stability computer or having access to shore-based support for existing ships in case of flooding.

• To expand the revision of damage stability regulations by the Sub-committee on Stability, Load Lines and Fishing Vessels Safety (SLF) to include consideration to limit the down flooding points on the bulkhead deck for passenger ships.

• To harmonize requirements set by Administrations by providing better guidance for determining whether the minimum number of embarkation ladders (one) on each side should be increased.

• To reconsider the mandatory principles on evacuation routes to the embarkation deck

• To reconsider technically justifiable proposals to raise the Required Subdivision Index 'R' towards survivability of passenger ships and review other aspects deemed relevant (e.g., length of the ship, number of persons onboard).

• To reconsider the adequacy of MSC.1/Circ.1380 "Guidance for watertight doors on passenger ships which may be opened during navigation".

• To review the adequacy of passenger ship specific safety training in the STCW Convention at the next session of the Sub-Committee on Standards of Training and Watch keeping (STW).

**Agenda item 7: Dangerous goods, solid cargoes and containers**

1. Adoption of amendments with regard to 1979, 1989 and 2009 MODU Codes and the DSC Code in respect of Enclosed space entry and rescue drills have been detailed under Agenda item 3.

2. The Committee approved
CSC.1/Circ.71 regarding *Guidelines for development of an approved continuous examination programme (ACEP)* and
CSC.1/Circ.138/Rev.1 regarding *Revised recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended.*

3. The Committee approved MSC circulars on
   Early implementation of amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code MSC.1/Cir.1452
   Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the IMSBC Code and their conditions of carriage MSC.1/Cir.1453
   Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy MSC.1/Cir.1454

**Agenda item 8: Fire Protection**

A. Following amendments to the mandatory instruments were approved at this session of the MSC 92 which are expected to be considered for adoption at MSC 93 (scheduled to be held in May 2014) and come into effect on 1st January 2016

1. **Draft amendments to SOLAS II-2/4.5.5.1.4 and II-2/16.3.3**
   &
2. **Draft amendments to Chapter 15 of FSS Code in respect of inert gas systems**
   To extend the scope of application of current requirements for the installation of inert gas systems (IGS) on tankers of 20,000 tonnes deadweight and upwards to tankers of 8,000 tonnes deadweight and upwards, and revision of the FSS Code Chapter 15 on Inert Gas System. The requirements are applicable only to **new ships**. There are some changes in operational requirements. There is consequential change to IBC Code.

3. **Draft amendments to Regulation II-2/3 and II-2/9.7 regarding fire resistance of ventilation ducts:**
   The amendments include significant changes in the ventilation duct arrangements, including fittings, connections, size etc. for **new passenger and new cargo ships.**

4. **Draft amendments to SOLAS II-2/10 concerning fire protection requirements for on deck cargoes for new ships.**
   This is enhanced on deck fire fighting arrangement and amendments require that ships with open-top container holds shall be provided with Water Mist Lance and Mobile Water Monitor (water canon).

   New ships designed to carry containers on the weather deck are to carry, in addition to the required fixed fire-extinguishing systems and appliances, at least one water mist lance consisting of a tube with a piercing nozzle.
which is capable of penetrating a container wall and producing water mist inside the container when connected to the fire main.

Ships carrying five or more tiers of containers on the weather deck shall carry, in addition to the minimum required, at least two mobile water monitors on ships with a breadth up to 30 m and at least four mobile water monitors on ships with breadth ≥ 30 m.

This accompanies an MSC Circular on Guidelines for the design performance, testing and approval of mobile water monitors used for the protection of on deck cargo areas of ships designed and constructed to carry five or more tiers of containers on or above the weather deck. The Circular will be approved at the next session of MSC so that it comes into effect at the same time as amendments to SOLAS Reg. II-2/10.

5. **Draft amendments to SOLAS II-2/13.4 concerning additional means of escape from machinery spaces for new passenger ships and cargo ships:**

Draft amendments require two means of escape from machinery control rooms and main workshops located within machinery spaces of Category A. Requirements are now specified for the means of escape via a continuous fire shelter to a safe position outside the machinery space from machinery control rooms and workshops located within machinery spaces for new passenger and cargo ships.

6. **Draft amendments to SOLAS Regulation II-2/1 and II-2/3 and the proposed new Regulation II-2/20-1 concerning requirements for ships carrying hydrogen and compressed natural gas vehicles for new ships.**

Draft amendments to SOLAS Regulations II-2/1 &3 and new SOLAS Regulation II-2/20-1 to regulate additional fire protection requirements for ships carrying hydrogen and compressed natural gas vehicles constructed on or after 1st January 2016. Additional safety measures for ventilation and gas detection are specified for vehicle carriers with vehicle and ro-ro spaces intended for carriage, as cargo, of motor vehicles with compressed hydrogen or compressed natural gas in their tanks for their own propulsion. Carriage requirements for portable atmosphere monitoring device will be applicable to all vehicle carriers.

7. **Draft amendments to SOLAS Regulation II-2/18 concerning helicopter landing areas on ro-ro passenger ships for new ships.** The amendments are considered as a consequence of MSC.1/Circ. 1431 – Guidelines for approval of helicopter facility foam fire fighting appliances. The amendments will be applicable to new ships and MODU’s constructed on or after 1st January 2016.
B. Following MSC Circulars were approved in respect of Unified Interpretations
B1 MSC.1/Circ.1456 on SOLAS chapter II-2 and the FSS and FTP Codes.

1. SOLAS chapter II-2 Carriage requirements for portable gas measurement and detection instruments.

1.1 Gas measurement and detection – portable instruments (SOLAS CHAPTER II-2 Regulation 2/4.5.7.1) This unified interpretations SC 149/Rev.2 concerning Gas Measurement and Detection – Portable instruments.

The requirement of regulation II-2/4.5.7.1 for one portable instrument for measuring oxygen and one for measuring flammable vapour concentrations, and spares for both, should be considered as being satisfied when a minimum of two instruments, each capable of measuring both oxygen and flammable vapour concentrations are provided on board. Alternatively, two portable instruments for measuring oxygen and two portable instruments for measuring flammable vapour concentrations could be provided on board.

1.2 Control stations on cargo ships – application to cargo ships (SOLAS Chapter II-2 Regulation II-2/7.5.5) This unified interpretations SC 250 concerning Fixed fire detection and fire alarm system provisions for control stations on cargo ships (Res. MSC.268(85), IMSBC Code)

As no reference to control stations is made for any of the protection methods provided in accordance with SOLAS regulations II-2/7.5.5.1, 7.5.5.2 and 7.5.5.3, control stations on cargo ships do not need to be covered by a fixed fire detection and fire alarm system.

1.3 Suction and discharge piping of emergency fire pumps which are run through the machinery space (SOLAS Chapter II-2 Regulation 10.2.1.4.1) This unified interpretations takes account of the IACS UI: SC 245/Corr.1 concerning arrangements of Suction and discharge piping of emergency fire pumps, which are run through the machinery space (SOLAS II-2/10.2.1.4.1)

1.3.1 "The valve" in the second sentence means "sea inlet valve".
1.3.2 In cases where suction or discharge piping penetrating machinery spaces are enclosed in a substantial steel casing, or are insulated to "A-60" class standards, it is not necessary to enclose or insulate "distance pieces", "sea inlet valves" and "sea-chests". For this purpose, the discharge piping means piping between the emergency fire pump and the isolating valve.
1.3.3 The method for insulating pipes to ""A-60" class standards" is that they are to be covered/protected in a practical manner by insulation material which is approved as a part of "A-60" class divisions in accordance with the FTP Code.
1.3.4 Where the sea inlet valve is in the machinery space, the valve should not be a fail-close type. Where the sea inlet valve is in the machinery space and is not a fail-open type, measures should be taken so that the valve can be opened in the event of fire, e.g. control piping, actuating devices and/or electric cables with fire resistant protection equivalent to "A-60" class standards.

1.3.5 In cases where main fire pumps are provided in compartments outside machinery spaces and where the emergency fire pump suction or discharge piping penetrates such compartments, the above interpretation should be applied to the piping.

1.4 **Protected Location of the fire main isolation valves in tankers fitted in the fire main at the poop front (SOLAS Regulation 10.2.1.4.4)**

The complete interpretation of the phrase "the isolation valves shall be fitted in the fire main at the poop front in a protected position" would be that the valve should be located:

- within an accommodation space, service spaces and control station; or
- at least 5 m aft of the aft end of the aftermost cargo tank in case the valve is located on the open deck; or
- if the above is not practical, within 5 m aft of the cargo area provided it is protected from the cargo area by a permanent steel obstruction.

1.5 **Application of requirement on the use of carbon dioxide or inert gas system for self-heating solid bulk cargoes (SOLAS Chapter II-2 Regulations 10.7.1.3 and 10.7.2)**

This self-heating phenomenon should be regarded as an emergency condition such that it is not necessary to provide a separate fixed carbon dioxide fire-extinguishing system or inert gas system dedicated to the control of the self-heating of the cargo within the cargo holds. The fixed carbon dioxide or inert gas fire-extinguishing system complying with the provisions of the FSS Code required by SOLAS regulations II-2/10.7.1.3 or II-2/10.7.2 may be used for this purpose. Fixed gas fire-extinguishing systems or inert gas systems installed on board dedicated exclusively to the protection of spaces other than cargo spaces should not be used for this purpose.

1.6 **Emergency exit hatches to open deck (SOLAS Chapter II-2 Regulation 13.1)** This unified interpretations SC 247 concerning provision of Emergency exit hatches to escape to the liferaft embarkation deck (open deck) (SOLAS Reg. II-2/13.1)

To facilitate a swift and safe means of escape to the lifeboat and liferaft embarkation deck, the following provisions should apply to overhead hatches fitted along the escape routes addressed by regulation II-2/13:

- the securing devices should be of a type which can be opened from both sides;
- the maximum force needed to open the hatch cover should not exceed 150 N; and
the use of a spring equalizing, counterbalance or other suitable device on the hinge side to reduce the force needed for opening is acceptable

2. FSS CODE

2.1 Controls for releasing carbon dioxide and activating the alarm in the protected space (Chapter 5, paragraphs 2.1.3.2 and 2.2.2) This unified interpretations SC 252; concerning Controls for releasing carbon dioxide and activating the alarm in the protected space (FSS Code 5.2.2.2).

a) The pre-discharge alarm may be activated before the two separate system release controls are operated (e.g. by a micro-switch that activates the pre-discharge alarm upon opening the release cabinet door as per paragraph 2.1.3.2). Therefore, the two separate controls for releasing carbon dioxide into the protected space (i.e. one control to open the valve of the piping which conveys the gas into the protected space and a second control used to discharge the gas from its storage containers) as per paragraph 2.2.2 can be independent of the control for activating the alarm.

b) A single control for activation of the alarm is sufficient.

c) The "positive means", referred to in paragraph 2.2.2.1 for the correct sequential operation of the controls, should be achieved by a mechanical and/or electrical interlock that does not depend on any operational procedure to achieve the correct sequence of operation.

3. FTP CODE

3.1 Test for vertically supported textiles and films (paragraphs 3.1.1 and 3.1.2 of Part 7 of Annex 1 and paragraph 6.2.2 of Appendix 1 to Part 7 of Annex 1)

The performance criteria for curtains, draperies of free-hanging product, as described in paragraphs 3.1.1 and 3.1.2, are also applicable with an edge application of the pilot flame.

B2. MSC.1/Circ.1457 on Unified interpretations of the 2000 HSC Code. This text is based on IACS UI HSC 8 concerning Protection of load bearing structures on high speed craft (HSC).

1. 2000 HSC Code as amended by Resolutions MSC.175(79) AND MSC.222(82)

1.1 Paragraph 7.4.1.3 – Fire-restricting materials

1 This paragraph is intended to apply to all enclosed spaces and open cargo and ro-ro decks, except as defined below.

2 Spaces considered as being of no fire risk and open decks (except open cargo and ro-ro decks) need not comply with this requirement. In this context, spaces of no fire risk are those containing no ignition sources and only insignificant combustible materials (in addition to the combustible hull structure). Lights and bilge alarm devices may be accepted in these spaces if smoke detection is provided.
3 Dedicated storage rooms for gas fire-extinguishing systems may also be considered as spaces of no fire risk.

4 Insulation systems approved as a 30 min or 60 min fire-resisting division, as per paragraph 7.2.1 of the Code, need not be qualified as a fire-restricting material, provided that the insulation is non-combustible, as per the International Code for Application of Fire Test Procedures (FTP Code).

5 The test qualifying fire-restricting materials does not specify how to test floors. The following methods may be applied:

1. for areas where a sprinkler system is not provided, a design with the deck of fibre-reinforced polymers covered by a non-combustible board or insulation faced with an approved floor covering according to the FTP Code, parts 2 and 5, may be accepted; and

2. for areas where a sprinkler system is provided, a floor design with a floor covering approved according to the FTP Code, parts 2 and 5, applied directly on the deck constructed of fibre-reinforced polymers, may be accepted.

1.2 Paragraph 7.4.2.3 – Protection of load bearing structures

6 Protection time - the structural fire protection time of main load bearing structures located within areas of major fire hazard (classified as A) and areas of moderate fire hazard (classified as B), and load bearing structures supporting control stations should, as a minimum, be the same as that required by tables 7.4-1 and 7.4-2 (as applicable), for the divisions enclosing the space where these supports are located. In accordance with paragraph 7.4.1.1, in no case should the structural fire protection time be less than 30 min.

7 Insulation - load bearing structures made of steel, other than those constituting the divisions dealt with in tables 7.4-1 and 7.4-2 (as applicable), need not be insulated.

8 Extent of structural fire protection – the structures considered should be all load-carrying structures within areas of major and moderate fire hazard (classified as A or B), as well as all structures (irrespective of where they are located), which are necessary to support control stations.

9 The vertical extent of structure supporting control stations should be considered all the way down to and including spaces within the hull(s). However, all structures within voids in the hull can be exempted from this consideration based on paragraph 7.4.2.1 (first part) of the Code.

10 Fire testing - approvals from the standard fire test according to the FTP Code, Annex 1, Part 11, for a bulkhead or deck of a given material can be applied for protection of pillars of the same material. The structural fire protection time should be considered to be the same as that achieved in the fire test.

11 Load case - when load carrying capability calculations are performed for an assumed fire within a space, all insulated or un-insulated steel structures, including pillars, as well as fire insulated aluminium and FRP structures in the space may be included; uninsulated aluminium and FRP structures should not be included. A single fire concept can be applied
where a fire is only presumed to originate in one enclosed space and not propagate to another enclosed space.

**Example:** Structures within a public space support a wheelhouse and a separate enclosed public space on the wheelhouse deck. Two load calculations should then be made:

.1 one presuming a fire below the wheelhouse; utilizing, in the load calculations uninsulated steel and insulated aluminium and FRP structures within the public space on the wheelhouse deck;
.2 another presuming fire within the public spaces on the wheelhouse deck; utilizing, in the load calculations, uninsulated steel and insulated aluminium and FRP structures within the public space below the wheelhouse.

**B3. MSC.1/Circ.1458 on Interpretation to the Revised Guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms (MSC/Circ.1165)**

1. The term "bilge area" (paragraph 3 of the annex to the Revised Guidelines) is defined as "Bilge area is the space between the engine room floor plates (perforated or non-perforated) or gratings and the bottom of the engine room.

**B4. MSC.1/Circ.1459 on Unified interpretation of the SOLAS Convention and the IBC and IGC Codes on the location of entrances, air inlets and openings in the superstructures and/or deckhouses of oil and chemical tankers and gas carriers**

1. Approved UI with a view to provide guidance on the uniform application of the requirements for the location of entrances, air inlets and openings in the superstructures and/or deckhouses of oil and chemical tankers and gas carriers, contained in SOLAS chapter II-2 and the IBC and IGC Codes.

"If, under the requirements of the SOLAS Convention, the IBC Code or the IGC Code1, owing to the design of a ship, it is impossible in practice, or unreasonable, to fulfil the requirements relating to the location of access doors, air inlets or other openings in superstructures and/or deckhouses, the Administration or recognized organization acting on its behalf may adopt alternative provisions provided that, as a consequence of doing so, no ignition source is located in the hazardous areas defined in publication IEC 60092-502, except for electrical installations that have the required protection and have been certified as safe under that standard."

**Agenda item 9: Radiocommunications and search and rescue**

The committee approved the following Circulars:
1. MSC.1/Circ1382/Rev.2 on Questionnaire on shore-based facilities for the Global Maritime Distress and Safety System (GMDSS)
2. MSC.1/Circ.1287/Rev.1 on amendments to resolution A.705(17), as amended, on Promulgation of Maritime Safety Information.

3. MSC.1/Circ.1288/Rev.1 on amendments to resolution A.706(17), as amended, on World-Wide Navigational Warning Service

4. MSC.1/Circ.1460 on Guidance on the validity of radiocommunications equipment installed and used on ships.

5. COMSAR.1/Circ.57 on Guidance on the use of the graph in figure N.14, appendix N of IAMSAR Manual, Volume II.

6. COMSAR.1/Circ.54/Rev.1 on audits of LRIT Data Centres and of the International LRIT Data Exchange Conducted by the LRIT Coordinator after 2013

7. SN.1/Circ.322 on providing information to seafarers on the display of AIS-SART, AIS Man Overboard and EPIRB-AIS devices.

**Agenda item 10: Bulk liquids and gases**

**A. Following amendments to the mandatory instruments were approved at this session of the MSC 92 which are expected to be considered for adoption at MSC 93 (scheduled to be held in May 2014) and come into effect on 1st January 2016**

1. **Draft amendments to the IBC Code**: The draft amendments are consequential change to the IBC Code emanating from the inerting requirements as a consequence of amendments to SOLAS Regulation II-2/4.5.5.1.4 on inert gas systems Draft amendments to SOLAS II-2/4.5.5.1.4 and II-2/16.3.3

2. **Draft revision to the IGC Code**: Comprehensive Revision of the IGC Code taking into account novel technologies and methodologies for transportation as well as upsizing of ships in relation to liquefied gas. The amendments are applicable to new gas carriers constructed on or after 1st January 2016.

**B. MSC 92 approved the following circular for circulation which has been also approved by MEPC 65 in May 2013.**

1. MSC-MEPC.5/Circ.7 on Guidance on the timing of replacement of existing certificates by revised certificates as a consequence of the entry into force of amendments to Chapters 17 & 18 of the IBC Code.

**C. Development of International Code for ships using gas as fuel (IGF)**

There were extensive discussions on the use of low flashpoint fuel. Currently SOLAS regulations II-2/4.2.1 and 4.2.2.3.2 prohibits use of
fuels of with flashpoints lower than 60\(^\circ\)C. MSC 92 considered proposals to reduce the flashpoint to 52\(^\circ\)C. Some members agreed to the proposal subject to additional precautions that would need to be taken. It was noted that the flashpoint of non-marine diesel fuels varies around the world, and these fuels may be needed to meet the requirements of the use of low sulphur fuel. The MSC noted that the work being done by the BLG sub-committee on the IGF Code would, eventually, cover low flashpoint fuels. In the meantime, and noting the urgency needed to get some regulations developed for the use of LNG as a fuel, the correspondence group on the IGF Code is developing text for SOLAS amendments to ensure that alternative arrangements are available for assessing low flashpoint fuels. MSC 92 decided to let BLG finalise the IGF Code and the associated SOLAS amendments to cover low flashpoint fuels. The committee requested member states to submit a proposal for a new work item in accordance with IMO procedures if member states concluded that further work was needed.

**Agenda item 11: Stability and load lines and on fishing vessels safety**

**A. Following resolutions were adopted**


**B. Approved Circular**

1. MSC.1/Circ.1461 on the Guidelines for verification of damage stability requirements for tankers.

**C. Following amendments to the Codes were approved at this session of the MSC 92 which are expected to be considered for adoption at MSC 93 (scheduled to be held in May 2014) and come into effect on 1\(^{st}\) January 2016**

1. Draft amendments to the Code for the Construction and equipment of ships carrying dangerous chemicals in bulk (BCH Code)

2. Draft amendments to the International Code for the Construction and equipment of ships carrying dangerous chemicals in bulk (IBC Code)
3. Draft amendments to the Code for existing ships carrying liquefied gases in bulk (EGC Code)

4. Draft amendments to the Code for the Construction and equipment of ships carrying liquefied gases in bulk (GC Code)

5. Draft amendments to the International Code for the Construction and equipment of ships carrying liquefied gases in bulk (IGC Code)

**All above amendments relate to Intact and Damage Stability Instruments:**

Amendments to the IBC Code and the IGC Code concerning carriage requirements for stability instruments on board chemical tankers and gas carriers (including existing vessels) were approved. (Amendments to MARPOL Annex I concerning oil tankers have been approved at MEPC65 and are expected to be adopted at MEPC66 (March 2014)).

Amendments to MARPOL Annex I and the IBC, BCH, IGC and GC Codes will require oil, chemical and gas tankers to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. The amendments are applicable to new and existing ships.

New tankers will need to comply on delivery and existing tankers will need to comply at the first scheduled renewal survey after 1 January 2016 but not later than 1 January 2021.

A stability instrument is not required for:

- tankers on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved
- tankers where stability is remotely verified by a means approved by the Administration
- tankers which are loaded within an approved range of loading conditions
- existing tankers provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements

An approved stability instrument does not replace the requirement for an approved Stability Booklet to be onboard. Instruments installed on existing tankers do not need to be replaced provided they are capable of verifying compliance with intact and damage stability.

7. Approved draft Assembly resolution on recommendation on the use of national tonnage in applying international conventions, with a view to adoption at A 28 (Annex 22 of MSC 92)

**Agenda item 12: Flag State Implementation**

**A. Following Circulars were approved**

1. FAL.2/Circ.127 - MEPC.1/Circ.817 - MSC.1/Circ.1462 on List of certificates and documents required to be carried on board ships, 2013 including the amendment to the "Note" in order to remove the wording that "All certificates to be carried on board must be originals".

The Committee concurred with the decision of MEPC 65 and endorsed the recommendation to FAL 38 that certificates carried on board have to be valid and drawn up in the form corresponding to the model required by the relevant international convention and that a certificate may also be considered as "original" or "authentic" while containing an "authorized" electronically applied signature or stamp.

The committee instructed the FSI (III) Sub-Committee to consider FAL.5/Circ.39 Interim Guidelines on Interim Guidelines for use of printed versions of electronic certificates in detail at its next session ie. FSI 39 and to report to the Committee. MEPC 65 has also established a correspondence group on the use of electronic record books under MARPOL and to report to FSI 39.

2. Assembly resolution on notification and circulation through GISIS for submission to Assembly 28 for adoption.

3. Assembly resolution on Guidelines to assist investigators in the implementation of the Casualty Investigation Code (Resolution MSC.255(84)) to revoke resolutions A.849(20) and A.884(21) for submission to the Assembly 28 for adoption.

4. MSC-MEPC.3/Cir. 4 on revised harmonized reporting procedures – Report required under SOLAS regulations I/21 and XI-1/6 and MARPOL Articles 8 and 12 to supersede MSC-MEPC.3/Circ.3.

5. MSC.1/Circ.1463 on Application of SOLAS regulations XII/3, XII/7 and XII/11 regarding proposal to clarify the meaning of “periodical survey” used in SOLAS XII with a meaning different from that in survey guidelines under the Harmonized Systems of Survey and Certification (HSSC), 2011 or the International Code on Enhanced programme of inspections during surveys of bulk carriers and oil tankers, 2011(2011 ESP Code).
6. Draft amendments to the Survey Guidelines under the Harmonized Systems of Survey and Certification (HSSC), 2011 (resolution A.1053(27)), which were derived from the amendments to the relevant IMO instruments entering into force up to and including 31 December 2013 together with the text of the draft Assembly resolution for submission to the Assembly 28, for adoption.

7. The 2013 non-exhaustive list of obligations under instruments relevant to the IMO instruments Implementation Code (III Code), for submission to the Assembly 28, for adoption.

8. Draft Assembly resolution for adoption at A28 on IMO Ship identification Number Scheme to revoke A600(15) to remove exemption of fishing vessels thus allowing voluntary application of IMO Ship identification Number Scheme to fishing vessels of 100GRT and above.

B. Following Unified interpretations were approved

1. MSC-MEPC.5/Circ.8 This text is based on IACS UIs SC 256 and MPC 100 in respect of application of regulations governed by the building contract date, the keel laying date and the delivery date for the requirements of the SOLAS and MARPOL Conventions.

*In order to determine the application of the mandatory requirements of SOLAS and MARPOL Conventions, it would be more appropriate and reasonable to use the completion date of the initial survey that is entered on the relevant certificates, rather than the date of the protocol of delivery and acceptance signed by both the builder and owner.*

Agenda item 13: Ship Design and equipment

A. Following amendments to the SOLAS Convention and associated Codes/Circulars were approved at this session of the MSC 92 which are expected to be considered for adoption at MSC 93 (scheduled to be held in May 2014) and come into effect on 1st January 2016

1. Draft amendments to SOLAS Chapter III Regulation 20 to make the guidelines mandatory concerning periodic servicing and maintenance of lifeboats & rescue boats, launching appliances and on-load release gear.

MSC 92 discussed mandatory provisions on periodic servicing and maintenance of lifeboats, launching appliances and on-load release. Requirements for Administration in flag states in relation to national equipment manufacturers were approved at this meeting. These mandatory provisions will be incorporated in SOLAS Chapter III and will help to ensure that national manufacturers of equipment will be certified for installation and use on board 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.

This accompanies MSC Circular on Guidelines on safety during abandon ship drills using lifeboats which was agreed in principle but will be approved at MSC 93 in conjunction with SOLAS amendment in respect of periodic servicing and maintenance of lifeboats & rescue boats, launching appliances and on-load release gear.

2. Draft amendments to the LSA Code concerning life jacket reference test devices (RTDs):
This accompanies draft amendments to the
2.1 Revised recommendation on testing of life saving appliances (Res. MSC81(70)) with a view to adoption at MSC 93 in conjunction with the adoption of above mentioned amendment to LSA Code; and
2.2 MSC Circular on Guidelines for validating the construction of a completed adult reference test device (RTD) for final approval at MSC 93 in conjunction with the adoption of the associated amendments to the LSA Code and the Revised Recommendation on testing of life-saving appliances.

3. Draft amendments to SOLAS Regulation II-1/29 concerning requirements for Steering Gear Trials:
Alternative methods of testing steering gear during sea trials are now introduced by draft amendments to SOLAS II-1/29 where it is impractical to test the ship at its deepest seagoing draught and running ahead at the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch of the propeller.

4. Draft amendments to 2011 ESP Code with regard to the consideration of amendments to the ESP Code in respect of paragraph 1.3.3 of annexes A and B of parts A and B of the 2011 ESP Code
Paragraph 1.3.3 should read as follows:

"1.3.3 Where the damage found on structure mentioned in paragraph 1.3.1 above is isolated and of a localized nature which does not affect the ship's structural integrity (as for example a minor hole in a cross-deck strip), consideration may be given by the surveyor to allow an appropriate temporary repair to restore watertight or weather tight integrity after evaluation of the surrounding structure and impose an associated condition of classification or recommendation with a specific time limit to complete the permanent repair and retain classification."
B. Following MSC Circulars were approved in respect of Unified Interpretations

1. MSC.1/Circ.1464 (Annex 1 of DE 57/25/Add.1) on unified interpretation of SOLAS chapters II-1 and XII, of the technical provisions for means of access for inspection (resolution MSC.158(78)) and of the performance standards for water level detectors on bulk carriers (resolution MSC.145(77)). This circular provides following interpretations:

1.1 SOLAS II-1/3-6 Access to and within spaces in the cargo area of oil tankers and bulk carriers
1.2 Resolution MSC.157(78) Technical provisions for means of access for inspections
1.3 SOLAS II-1/26 Machinery installations, dead ship conditions and service tank arrangements
1.4 SOLAS II-1/40 Electrical installations, general definitions of essential services
1.5 SOLAS II-1/41 Main source of electrical power and lighting systems
1.6 SOLAS II-1/42 and II-1/43 Emergency source of electrical power in passenger and cargo ships
1.7 SOLAS II-1/44 Starting arrangements for emergency generating sets
1.8 SOLAS II-1 Part B and Part B-1 Subdivision and damage stability, specifically doors in watertight bulkheads of passenger and cargo ships
1.9 SOLAS XII/9 Requirements for bulk carriers not being capable of complying with regulation 4.3 due to the design configuration of their cargo holds.
1.10 SOLAS XII/12 Hold, ballast and dry space water ingress alarms and their related performance standards (resolution MSC.145(77))
1.11 SOLAS regulation XII/13 Availability of pumping systems

2. MSC.1/Cir. 1465 (Annex 2 of DE 57/25/Add.1) on Unified interpretations of the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers (resolution MSC.215(82))

3. MSC.1/Circ. 1466 (Annex 4 of DE 57/25/Add.1) on unified interpretations on fall preventer devices (MSC.1/Circ.1392 and MSC.1/Circ.1327)


**Agenda Item 14: Training and Watch Keeping (Outcome of STW 44)**

1. The Committee concurred with the conclusion of STW 44 that
1.1 it was appropriate to include training and certification provisions for the Polar Code in chapter V of the STCW Convention and Code, and
1.2 that the appropriate instrument to include training and certification provisions for personnel on ships using gases or other low flash-point fuels was chapter V of the STCW Convention and Code and accordingly, that reference should be made in chapter 18 of the IGF Code to the appropriate provisions of STCW Convention and Code.

2. Following instruments prepared by STW 44 were approved for adoption 28th Assembly.

2.1 **Recommendations for the training, competency and fitness for duty of personnel on mobile offshore units (MOUs):**
Draft Assembly resolution on Recommendations for the training, and certification of personnel on mobile offshore units (MOUs).

2.2 **IMO Instruments Implementation Code:**

3. Following Circular were issued

3.1 **Amendments to STCW Code’s Vision requirements:**

3.2 **Approval of competent persons**
The Committee approved additional competent persons nominated by Governments (MSC 92/14/1), and issued an updated circular as MSC/Circ.797/Rev.24.

**Agenda item 15: Technical Cooperation activities relating to maritime safety and security**

1. The Committee noted the following that
1.1 31 regional and 45 global safety- and security-related activities implemented for the period January to December 2012 and the 29 regional and 34 global activities planned for 2013 under the Integrated Technical Co-operation Programme (ITCP) for the biennium.
1.2 Four-day workshop based on a manual developed in 2008 held from 12 to 15 March 2013, for 31 maritime security personnel from the Asian Pacific region hosted by Singapore, in collaboration with IMO and the Maritime Security Experts Subgroup (MEG-SEC) of the Asia-Pacific Economic Cooperation (APEC).
**Agenda item 16: Capacity building for the implementation of new measures**

**1. Assessment of capacity building implications for the implementation of new measures**

1.1 It was noted that no validated training existed for enabling seafarers and port personnel to improve the safe transport and operation procedures involving solid bulk cargoes and it was agreed that the development of such a training course should be considered by the DSC (CCC) Sub-Committee.

**Agenda item 17: Formal Safety Assessment**

1. It was noted that MSC 91 and MEPC65 had approved the following guidelines

1.1 Revised Guidelines for the Formal Safety Assessment (FSA) for use in the IMO Rule making process --- MSC-MEPC.2/Circ.12

1.2 Guidelines for the application of Human element analysing process (HEAP) to the IMO Rule making process --- MSC-MEPC.2/Circ.13.

2. MSC 92 reviewed the progress on Formal Safety Assessment Work in the FP and STW sub-committees in respect of under mentioned issues and noted that these developments as work in progress and should continue. The issues are:

2.1 FSA Study on crude oil tankers: Future sessions of FP will consider the subject of double-sheathed low pressure fuel pipes for fuel injection systems in engines for crude oil tankers;

2.2 FSA Study on sea transport of dangerous goods: Proposals have been invited to MSC 93 for a new unplanned output to amend the STCW Code to extend the scope of the competence “fight and extinguish fires” to address problems concerning water-reactive materials which, in most cases, could be extinguished with water, noting that the contents of model courses were based on the competences identified in the tables in the STCW Code, which would need to be amended.

2.3 The Committee requested the re-established the FSA Experts Group to report its outcome to MSC 93 under the agenda item on “Passenger ship safety”

**The above noted items give an indication of possible future regulatory changes.**

**Agenda Item 18: Piracy and armed robbery against ships**

1. The Committee noted and discussed the worsened security situation off the West Coast of Africa, in the Gulf of Guinea, and also the situation in
the waters off the coast of Somalia. No concrete decisions were made this time.

2. At MSC 91, ISO had reported on progress on the new ISO Publicly Available Specification (PAS) 28007 regarding the Rules for the Use of Force. ISO is in the process of developing the new ISO standard on Private Maritime Security Companies (PMSC) with guidance from IMO and guidance on rules on the use of force vide MSC.1/Circ.1443 on *Interim Guidance to private maritime security Companies providing privately contracted armed security personnel on board ships in the High Risk Area.* ISO was requested to continue its work and encouraged Member States to bring the PAS to the attention of their national standards bodies, and PMSCs, shipowners and other stakeholders to study and use this PAS as appropriate.

**Agenda Item 19: General cargo ship safety**

The Committee noted that MSC 93 will review the status report and analysis of the Risk Control Options (RCOs) relevant from the Committee to the relevant Subcommittee in respect of RCO 19 (Extended survey on general cargo ships) and RCO 20 (Port State control inspector training for general cargo ships) after further consideration at FSI 22.

**Agenda Item 20 : Implementation of instruments and related matters**

1. **Bridge Navigational Watch Alarm System – BNWAS auto-function**

1.1 SOLAS regulation V/19.2.2.3 requires the provision of a Bridge Navigational Watch Alarm System (BNWAS) which states that 1.1.1 "The bridge navigational watch alarm system shall be in operation whenever the ship is underway at sea".

1.2 SOLAS regulation V/18 requires BNWAS to conform to appropriate performance standards not inferior to those adopted by the Organization (i.e. Res. MSC.128(75)) and states vide para 4.1.1.1. that

1.2.1 The BNWAS should incorporate the following operational modes:

   a) Automatic (Automatically brought into operation whenever the ships heading or track control system is activated and inhibited when this system is not activated)

   b) Manual ON (In operation constantly)

   c) Manual OFF (Does not operate under any circumstances)"

1.3 At NAV 55 concerns were raised with respect to the use of the Automatic mode as stated in the performance standard and paragraph 20.19 of NAV 55/21 concluded as follows:

"...but SOLAS regulation V/19.2.2.3 required that the BNWAS was operational whenever the ship was underway at sea. The Automatic mode of the performance standard was therefore not usable on a ship compliant with the SOLAS Convention. It was considered that it
would not be possible to change the performance standards before the date at which the carriage requirements comes into force (1 July 2011). In order to conform with the performance standards, therefore, equipment would include the Automatic mode, despite that this operational mode should not be used on ships which are subject to the SOLAS Convention”.

2. At MSC 92 the matter was discussed and it was concluded that there exists a conflict between SOLAS requirement which requires BNWAS to be continually functioning while the ship is at sea and the performance standard which requires BNWAS to automatically switch off when the auto pilot is deactivated. It was agreed that the SOLAS requirement was overriding requirement and the discussion regarding automatic mode of performance standard of BNWAS has to be further considered at NAV 59 with a view to advice the Committee on the way forward at MSC 93.

Meantime Owners are requested to ensure that if the BNWAS installed on board does automatically switch off when the auto pilot is deactivated then procedures are in place to switch it on again while the ship is at sea. Ships should not be underway without a functioning BNWAS.

**Agenda Item 21: Relations with other Organisations**  No Comments

**Agenda Item 22: Review and reform of the Organization, including application of the Committee's Guidelines**

1. **Establishment of a working group**

   1.1 The Committee established a Working Group on Review and Reform of the Organization and instructed it, taking into account documents MSC 92/22 and MSC 92/INF.2, the outcome of MEPC 65 (MSC 92/WP.6) and decisions and comments made in plenary, to consider the proposals for the restructured sub-committees based on the annexes to document MSC 92/22 and finalize their:
   a) proposed names and terms of reference;
   b) provisional agendas for 2014, including their working, drafting and correspondence group arrangements
   c) biennial agendas for the 2014-2015 biennium; and
   d) proposed working arrangements for 2014, in particular the proposed intersessional working groups and the timetable of meetings for 2014.


   2.1 The Committee approved the report of the Working Group (MSC 92/WP.10) in general.

3. **Names & terms of reference of the restructured subcommittees**

   3.1 The IMO has been considering the review and reform of the sub-committes to facilitate efficient discussion and to reduce the cost. It was
proposed by the Secretary-General to rearrange the existing nine sub-committees as seven committees as shown below. This proposal was agreed by MEPC65 (May 2013) and MSC92. The final discussion will be conducted at the incoming IMO Assembly in November 2013 and Council in December 2013 which will be put in place and ready for 1 January 2014:

<table>
<thead>
<tr>
<th>New Sub-Committees</th>
<th>Relations to existing subcommittees</th>
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<tbody>
<tr>
<td>SDC: Ship Design and Construction</td>
<td>The following three sub-committees are rearranged into two:</td>
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<tr>
<td>SDC: Ship Design and Construction</td>
<td>(1) DE: Ship Design and Equipment</td>
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<td>(2) FP: Fire Protection</td>
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<tr>
<td></td>
<td>(3) SLF: Stability, Load Lines and Fishing Vessels Safety</td>
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<tr>
<td>PPR: Pollution Protection and Response</td>
<td>The following two sub-committees are rearranged into two:</td>
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<tr>
<td>CCC: Carriage of Cargoes and Containers</td>
<td>(1) BLG: Bulk Liquids and Gases</td>
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<td></td>
<td>(2) DSC: Dangerous Goods, Solid Cargoes and Containers</td>
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<tr>
<td>III: Implementation of IMO Instruments</td>
<td>FSI (Flag State Implementation) is renamed</td>
</tr>
<tr>
<td>NCSR: Navigation, Communications and Search and Rescue</td>
<td>The following two sub-committees are rearranged into one:</td>
</tr>
<tr>
<td></td>
<td>(1) NAV: Safety of Navigation</td>
</tr>
<tr>
<td></td>
<td>(2) COMSAR: Radio communications and Search and Rescue</td>
</tr>
<tr>
<td>HTW: Human Element, Training and Watch keeping</td>
<td>STW (Standards of Training and Watch keeping) is renamed.</td>
</tr>
</tbody>
</table>

3.2 In considering the proposed names and terms of reference of the restructured sub-committees, the Committee noted the following statements from the delegation of China with regard to the PPR Sub-Committee.

3.2.1 The delegation of China was of the view that paragraph 16 of the working group report conflicted with Article 38(a) of the IMO Convention, and caused misinterpretation of the term "pollution of the marine environment" contained in UNCLOS, and thus requested the deletion of paragraph 16. China was also of the view that the explanation included in the paragraph touched legal and policy issues and was beyond the mandate of the working group. The IMO Convention provided that the MEPC should perform functions for the prevention and control of marine pollution from ships and the Rules of Procedure of the MEPC allowed for the establishment of subsidiary bodies. Therefore, from a legal point of view, the terms of reference of subsidiary bodies of the MEPC shall strictly follow the functions specified by the IMO Convention, but the text
contained in paragraph 16 of the working group report went beyond the IMO Convention. The existing terms of reference of the BLG Sub-Committee clearly defined that the Sub-Committee considered issues for the prevention and control of marine pollution. The objective of the review and reform of the sub-committees was to reorganize the existing functions and responsibilities of sub-committees, not to expand the existing functions and responsibilities. Therefore, the task of the working group was to develop the terms of reference for each new sub-committee within the current framework of IMO sub-committees' responsibilities specified in their existing terms of reference, and the working group was not tasked and entitled to define what marine pollution or the marine environment was. It was the view of the delegation of China that the terms of reference of sub-committees originated from and should strictly follow the IMO Convention. Therefore, the delegation of China, supported by the delegations of Brazil, India and Peru opposed the text contained in paragraph 16 of the working group report (MSC 92/WP.10).

**Agenda Item 23: Work programme**

1. The Committee added the following new work programmes of the sub-committees, with target completion date in brackets, as follows:

1.1 HTW , CCC : Development of guidelines for ship owners and seafarers for proper implementation of relevant IMO instruments in relation to the carriage of dangerous goods in packaged form by sea (2015)

1.2 HTW : Development of a globally consistent format for the certificate of training and education issued under the STCW Convention (2015)

1.3 NCSR : Interconnection of NAVTEX and Inmarsat SafetyNET receivers and their display on Integrated Navigation Display Systems” (one session after 2015)

1.4 SDC 1: Review of conditions under which passenger ship watertight doors may be opened during navigation and prepare amendments to SOLAS regulation II-1/22 and MSC.1/Circ.1380 (two sessions after 2015)

1.5 SDC 1: Guidelines addressing the carriage of more than 12 industrial personnel on board vessels engaged on international voyages (2015).

**Agenda Item 24: Election of Chairman and Vice-Chairman for 2014**

Mr Christian Breinholt (Denmark) was re-elected as the Committee Chairman for 2014 and Captain M. Segar from Singapore Vice-Chairman.

**Agenda Item 25 : Any other Business**  No Comments made
**Agenda Item 26: Consideration of the report on its 92nd session**

1.1 The Assembly, at its twenty-eighth session will:

.1 consider and adopt the draft Assembly resolution on Use of national tonnage in applying international conventions (Annex 22);
.2 consider and adopt the draft Assembly resolution on Notification and circulation through Global Integrated Shipping Information System (GISIS) (Annex 26);
.3 consider and adopt the draft Assembly resolution on Guidelines to assist investigators in the implementation of the Casualty Investigation Code (resolution MSC.255(84)) (Annex 27);
.4 consider and adopt the draft Assembly resolution on Amendments to the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2011 (Annex 28);
.5 consider and adopt the draft Assembly resolution on 2013 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code) (Annex 29);
.6 consider and adopt the draft Assembly resolution on IMO Ship Identification Number Scheme to revoke resolution A.600(15) (Annex 30);
.7 consider and adopt the draft Assembly resolution on Recommendations for the training, competency and fitness for duty of personnel on mobile offshore units (MOUs) (Annex 37);
.8 note the approved restructuring of the sub-committees for the 2014-2015 biennium, which has resulted in the reduction of their numbers from 9 to 7, taking into account the outcome of C 110 on the matter (Annex 40).

1.2 The Council, at its 110th session, will:

.1 note the adoption, by the Committee, of amendments to the 1974 SOLAS Convention and mandatory codes and resolutions related thereto; amendments to the 1972 CSC and the 1988 Load Lines Protocol, as well as approval/adoption of non-mandatory instruments
.2 note the action taken by the Committee on issues related to passenger ship safety
.3 note for budgetary planning purposes the approved restructuring of the sub-committees for the 2014-2015 biennium, which has resulted in the reduction of their number from 9 to 7 (Annex 40);
.4 endorse the unplanned output agreed at the session for inclusion in the current High-level Action Plan and priorities for the 2012-2013 biennium (Annexes 41 and 42);
.5 note the report on the status of planned outputs for the 2012-2013 biennium (Annex 43);
.6 endorse the proposed High-level Action Plan of the Organization and priorities for the 2014-2015 biennium for matters under the purview of the Maritime Safety Committee (Annex 44);
.7 note the updated post-biennial agenda of the Maritime Safety Committee (Annex 45);
.8 endorse the intersessional meetings approved for 2013 and 2014.
.9 note that, for budgetary planning purposes, the proposed number of meeting weeks for the coming biennium will be reduced from 25 to 21 planned meeting-weeks, for inclusion in the Secretary-General’s relevant budget proposals for the biennium 2014-2015

1.3 The Marine Environment Protection Committee, at its sixty-sixth session will:

.1 note the concurrent adoption, by resolution MSC.349(92), of the Code for Recognized Organizations (Annex 1)
.2 note the concurrent decision that survey and certification of fire protection of incinerator and waste stowage spaces should be covered by the SOLAS Convention
.3 note the concurrent endorsement of the decisions taken by BLG 17 regarding the outcome of ESPH 18
.4 note the concurrent approval of the draft amendments to the IBC Code (Annex 16)
.5 note the concurrent approval of MSC-MEPC.5/Circ.7 on the Guidance on the timing of replacement of existing certificates by revised certificates as a consequence of the entry into force of amendments to chapters 17 and 18 of the IBC Code
.6 note the concurrent approval of FAL.2/Circ.127-MEPC.1/Circ.817-MSC.1/Circ.1462 on “List of certificates and documents required to be carried on board ships”
.7 note the concurrent decision that certificates carried on board have to be valid and drawn up in the form corresponding to the model where required by the relevant international convention and that a certificate may also be considered as "original" or "authentic" while containing an "authorized" electronically applied signature or stamp
.8 note the concurrent approval of the draft Assembly resolution on Notification and circulation through Global Integrated Shipping Information System (GISIS) (Annex 26);
.9 note the concurrent approval of the draft Assembly resolution on Guidelines to assist investigators in the implementation of the Casualty Investigation Code (resolution MSC.255(84)) (Annex 27);
.10 note the concurrent approval of MSC-MEPC.3/Circ.4 on "Revised harmonized reporting procedures – Reports required under SOLAS regulations I/21 and XI-1/6, and MARPOL, articles 8 and 12", to supersede MSC-MEPC.3/Circ.3
.11 note the concurrent approval of the draft Assembly resolution on 2013 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code) (Annex 29);
.12 note the concurrent approval of MSC-MEPC.5/Circ.7 on Unified interpretation of the application of regulations governed by the building contract date, the keel laying date and the delivery date for the requirements of the SOLAS and MARPOL Conventions
.13 note the decision to request the Secretariat to prepare a document for consideration at MSC 93, setting out any proposed revisions to the Committee’s Guidelines (MSC-MEPC.1/Circ.4/Rev.2) as a consequence of the revision of the Guidelines on the organization and method of work of the
Facilitation Committee (FAL.3/Circ.209), as approved by FAL 38, so that the Committee may take a decision on the matter

1.14 note the concurrent approval of the names and terms of reference of restructured sub-committees (Annex 40);

1.15 note the concurrent approval of the biennial agendas for 2014-2015 and the provisional agendas for the respective first sessions of the restructured sub-committees (Annexes 41 and 42);

1.16 note the action taken regarding changes to the procedures for the review of casualty reports by sub-committees;

1.17 note the concurrent approval for the intersessional meetings of the ESPH and Polar Code Working Groups

1.18 note that, due to the short time period between MEPC 65 to MSC 92, the detailed technical consideration of matters related to the threshold value for asbestos was referred to SDC 1, for consideration under its agenda item on "Any other business", with a view to it advising MSC 93 accordingly

1.4 The Facilitation Committee, at its thirty-ninth session will:

1.1 note the concurrent approval of FAL.2/Circ.127-MEPC.1/Circ.817-MSC.1/Circ.1462 on "List of certificates and documents required to be carried on board ships"

1.2 note that concurrent decision that certificates carried on board have to be valid and drawn up in the form corresponding to the model where required by the relevant international convention and that a certificate may also be considered as "original" or "authentic" while containing an "authorized" electronically applied signature or stamp

1.3 note the decision to instruct the III Sub-Committee to consider FAL.5/Circ.39 in detail at its first session and advise MSC 93 accordingly

1.4 note the approval of the draft Assembly resolution on Notification and circulation through Global Integrated Shipping Information System (GISIS)

1.5 note that Contracting Governments which had not yet completed the questionnaire annexed to MSC-FAL.1/Circ.2 were urged to submit the information to the Organization at their earliest convenience

1.6 note the decision to request the Secretariat to prepare a document for consideration at MSC 93 setting out any proposed revisions to the Committee's Guidelines (MSC-MEPC.1/Circ.4/Rev.2) as a consequence of the revision of the Guidelines on the organization and method of work of the Facilitation Committee (FAL.3/Circ.209), as approved by FAL 38, so that the Committee may take a decision on the matter
List of Resolutions adopted at MSC 92

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**MSC.1/Circ.1452** Early implementation of amendments (02-13) to the International Maritime Solid Bulk Cargoes (IMSBC) Code

**MSC.1/Circ.1453** Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the IMSBC Code and their conditions of carriage

**MSC.1/Circ.1454** Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes that may liquefy

**MSC.1/Circ.1395/Rev.1** Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective

**MSC.1/Circ.1455** Guidelines for the approval of alternatives and equivalents as provided for in various IMO instruments

**MSC.1/Circ.1446/Rev.2** Recommended interim measures for passenger ship companies to enhance the safety of passenger ships

**MSC.1/Circ.1456** Unified interpretations of SOLAS chapter II-2 and the FSS and FTP Codes

**MSC.1/Circ.1457** Unified interpretation of the 2000 HSC Code, as amended by resolutions MSC.175(79) and MSC.222(82)

**MSC.1/Circ.1458** Interpretation of the revised guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms (MSC/Circ.1165)

**MSC.1/Circ.1459** Unified interpretations of the SOLAS Convention and the IBC and IGC Codes

**MSC.1/Circ.1382/Rev.2** Questionnaire on shore-based facilities for the Global Maritime Distress and Safety System (GMDSS)

**MSC.1/Circ.1287/Rev.1** Amendments to resolution A.705(17), as amended, on Promulgation of Maritime Safety Information

**MSC.1/Circ.1288/Rev.1** Amendments to resolution A.706(17), as amended, on World-Wide Navigational Warning Service

**MSC.1/Circ.1460** Guidance on the validity of radiocommunications equipment installed and used on ships
MSC.1/Circ.1461 Guidelines for verification of damage stability requirements for tankers
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List of certificates and documents required to be carried on board ships, 2013
MSC.1/Circ.1463 Application of SOLAS regulations XII/3, XII/7 and XII/11
MSC.1/Circ.1464 Unified interpretations of the provisions of SOLAS chapters II-1 and XII, the technical provisions for means of access for inspections (resolution MSC.158(78)) and of the performance standards for water level detectors on bulk carriers (resolution MSC.145(77))
MSC.1/Circ.1465 Unified interpretation of the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers (resolution MSC.215(82))
MSC.1/Circ.1466 Unified interpretations on fall preventer devices (MSC.1/Circ.1392 and MSC.1/Circ.1327)
MSC.1/Circ.1467 Unified interpretation of SOLAS regulation II-1/26.3
MSC.1/Circ.1468 Unified interpretation of paragraph 1.1.4 of the LSA Code
MSC.1/Circ.1164/Rev.12 Promulgation of information related to reports of independent evaluation submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that Parties are giving full and complete effect to the relevant provisions of the Convention
MSC.1/Circ.797/Rev.24 List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code

Other circulars

MSC-MEPC.5/Circ.7 Guidance on the timing of replacement of existing certificates by revised certificates as a consequence of the entry into force of amendments to chapters 17 and 18 of the IBC Code
MSC-MEPC.5/Circ.8 Unified interpretation of the application of regulations governed by the building contract date, the keel laying date and the delivery date for the requirements of the SOLAS and MARPOL Conventions
MSC-MEPC.3/Circ.4 Revised harmonized reporting procedures – Reports required under SOLAS regulations I/21 and a XI-1/6, and MARPOL, articles 8 and 12
DSC.1/Circ.71 Guidelines for development of an approved continuous examination programme (ACEP)
CSC.1/Circ.138/Rev.1 Revised recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended
COMSAR.1/Circ.57 Guidance on the use of the graph at figure N.14, appendix N of IAMSAR Manual, Volume II
COMSAR.1/Circ.54/Rev.1 Audits of LRIT Data Centres and of the International LRIT Data Exchange Conducted by the LRIT Coordinator
SN.1/Circ.322 Information on the display of AIS-SART, AIS Man Overboard and EPIRB-AIS devices
STCW.7/Circ.20 Interim guidance on colour vision testing

V. Arora