INTERNATIONAL MARITIME ORGANIZATION

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REPORT OF THE MARITIME SAFETY COMMITTEE ON ITS EIGHTY-SIXTH SESSION

Attached are annexes 15 to 33 to the report of the Maritime Safety Committee on its eighty-sixth session (MSC 86/26).

LIST OF ANNEXES

ANNEX 15	DRAFT AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING APPLIANCES (LSA) CODE
ANNEX 16	DRAFT AMENDMENTS TO SOLAS CHAPTER III
ANNEX 17	DRAFT AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70))
ANNEX 18	DRAFT ASSEMBLY RESOLUTION ON ADOPTION OF THE GUIDELINES FOR SHIPS OPERATING IN POLAR WATERS
ANNEX 19	DRAFT SOLAS REGULATION ON CORROSION PROTECTION OF CARGO OIL TANKS OF CRUDE OIL TANKERS
ANNEX 20	DRAFT ASSEMBLY RESOLUTION ON ADOPTION OF AMENDMENTS TO THE SURVEY GUIDELINES UNDER THE HSSC, 2007 (RESOLUTION A.997(25))
ANNEX 21	DRAFT ASSEMBLY RESOLUTION ON ADOPTION OF AMENDMENTS TO THE CODE FOR THE IMPLEMENTATION OF MANDATORY IMO INSTRUMENTS, 2007
ANNEX 22	AMENDMENTS TO THE GUIDELINES ON THE ORGANIZATION AND METHOD OF WORK OF THE MARITIME SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE AND THEIR SUBSIDIARY BODIES (MSC-MEPC.1/CIRC.2)
ANNEX 23	DRAFT ASSEMBLY RESOLUTION ON THE ADOPTION OF THE CODE OF PRACTICE FOR INVESTIGATION OF CRIMES OF PIRACY AND ARMED ROBBERY AGAINST SHIPS
ANNEX 24	WORK PROGRAMMES OF THE SUB-COMMITTEES
ANNEX 25	PROVISIONAL AGENDAS FOR THE SUB-COMMITTEES
ANNEX 26	STATUS OF PLANNED OUTPUTS FOR THE 2008-2009 BIENNIUM AS CONTAINED IN RESOLUTION A.990(25) RELATING TO THE WORK OF THE COMMITTEE AND SUB-COMMITTEES
ANNEX 27	PROPOSALS FOR THE HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES FOR THE 2010-2011 BIENNIUM
ANNEX 28	STATEMENT BY THE DELEGATION OF INDIA

ANNEX 29 STATEMENTS BY THE DELEGATION OF GREECE

ANNEX 30 STATEMENTS BY THE DELEGATION OF TURKEY

ANNEX 31 STATEMENTS BY THE DELEGATION OF CYPRUS

ANNEX 32 STATEMENT BY THE DELEGATION OF SWEDEN

ANNEX 33 STATEMENT BY THE DELEGATION OF THE UNITED STATES

(See document MSC 86/26/Add.1 for annexes 1 to 14)

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ANNEX 15

DRAFT AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING APPLIANCES (LSA) CODE

CHAPTER IV
SURVIVAL CRAFT

1 In paragraph 4.2.2.1, the figure "75 kg" is replaced by the figure "82.5 kg".

2 In paragraph 4.2.3.3, the figure "75 kg" is replaced by the figure "82.5 kg".

3 In paragraph 4.3.3.3, the figure "75 kg" is replaced by the figure "82.5 kg".

4 In paragraph 4.4.7.6, after the existing subparagraph .1, the following new subparagraphs are inserted:

".2 the mechanism shall be designed so that the hook and locking mechanism remains fully closed under any operational conditions until it is deliberately caused to open by means of the operating mechanism.

.1 For designs utilizing a hook tail and cam, the mechanism shall continue to comply with this requirement through a rotation of the cam of up to 45° in either direction from its locked position;

.3 the mechanism shall be designed so that, when it is fully reset in the closed position, the weight of the lifeboat does not cause any force to be transmitted to the operating mechanism, which could cause the inadvertent release of the lifeboat;

.4 locking devices shall be designed so that they can not turn to open due to forces from the hook load;

.5 if a hydrostatic interlock is provided, it shall automatically reset upon lifting the boat from the water;"

5 In paragraph 4.4.7.6, the existing subparagraph .2 is replaced by the following:

".6 the mechanism shall have two release capabilities: normal (off-load) release capability and on-load release capability:

.6.1 normal (off-load) release capability shall release the lifeboat when it is waterborne or when there is no load on the hooks, and not require manual separation of the lifting ring or shackle from the jaw of the hook; and

.6.2 on-load release capability shall release the lifeboat with a load on the hooks. This release shall be so arranged as to release the lifeboat under any conditions of loading from no load with the lifeboat waterborne to a load of 1.1 times the total mass of the lifeboat when loaded with its full complement of persons and equipment. This release capability shall be

adequately protected against accidental or premature use. Adequate protection shall include special mechanical protection not normally required for off-load release, in addition to a danger sign. The release mechanism shall be provided with a hydrostatic interlock unless other means are provided to indicate that the boat is waterborne. To prevent a premature on-load release, on-load operation of the release mechanism shall require deliberate and sustained action or actions by the operator;"

6 In paragraph 4.4.7.6, the existing subparagraph .3 is renumbered as subparagraph .7 and the following new subparagraph .8 is inserted:

".8 all components of the hook unit, release handle unit, control cables or mechanical operating links and the fixed structural connections in a lifeboat shall be of material corrosion resistant in the marine environment without the need for coatings or galvanizing. Design and manufacturing tolerances shall be such that anticipated wear throughout the service life of the mechanism shall not adversely affect its proper functioning. Mechanical operating links such as control cables shall be waterproof and shall have no exposed or unprotected areas;"

7 In paragraph 4.4.7.6, the existing subparagraphs .4 to .9 are renumbered as subparagraphs .9 to .14, respectively.

8 In paragraph 4.4.7.6, in the renumbered subparagraph .13, the words "the load-bearing components of the release mechanism and" are inserted in the beginning and the words "of the release mechanism" after the words "the fixed structural connections" are deleted.

9 In paragraph 4.4.7.6, in the renumbered subparagraph .14, the references to paragraphs 4.4.7.6.2.2 and 4.4.7.6.3 are replaced by references to paragraphs 4.4.7.6.6.2 and 4.4.7.6.7.

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ANNEX 16

DRAFT AMENDMENTS TO SOLAS CHAPTER III

CHAPTER III
LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Regulation 1 – Application

1 The following new paragraph 1.5 is added after the existing paragraph 1.4:

"1.5 For all ships, not later than the first scheduled dry-docking after [date], lifeboat on-load release mechanisms not complying with paragraphs 4.4.7.6.3 to 4.4.7.6.5 of the Code shall be replaced with equipment that complies with the Code.[*]"

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[*] Refer to the guidelines to be developed by the Organization.

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ANNEX 17

DRAFT AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70))

PART 1
PROTOTYPE TESTS FOR LIFE-SAVING APPLIANCES

1 In paragraph 5.2.1, the figure "75 kg" is replaced by the figure "82.5 kg".

2 In paragraph 5.7, the figure "75 kg" is replaced by the figure "82.5 kg".

3 In paragraph 5.16.4, the figure "75 kg" is replaced by the figure "82.5 kg".

4 In paragraph 5.17.1, the figure "75 kg" is replaced by the figure "82.5 kg".

5 In paragraph 5.17.2.3, the figure "75 kg" is replaced by the figure "82.5 kg".

6 In paragraph 5.17.10.4, the figure "75 kg" is replaced by the figure "82.5 kg".

7 In paragraph 5.17.12, the figure "75 kg" is replaced by the figure "82.5 kg".

PART 2
PRODUCTION AND INSTALLATION TESTS

8 In paragraph 5.2, the existing subparagraph .4 is replaced by the following:

".4 the 10% overload to be 10% of the mass of the liferaft or rescue boat assembly together with its full equipment and complement of persons calculated at 82.5 kg per person;"

9 In paragraph 6.2.5, the figure "75 kg" is replaced by the figure "82.5 kg".

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ANNEX 18

DRAFT ASSEMBLY RESOLUTION

ADOPTION OF THE GUIDELINES FOR SHIPS OPERATING IN POLAR WATERS

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO that by MSC/Circ.1056-MEPC/Circ.399 the Maritime Safety Committee and the Marine Environment Protection Committee, recognizing the need for recommendatory provisions applicable to ships operating in Arctic ice-covered waters, additional to the mandatory and recommendatory provisions contained in existing IMO instruments, approved Guidelines for ships operating in Arctic ice-covered waters (hereinafter referred to as "the Guidelines"),

NOTING that the Maritime Safety Committee, at its seventy-ninth session, considered a request by the XXVIIth Antarctic Treaty Consultative Meeting (ATCM) to amend the Guidelines so that they are also applicable to ships operating in ice-covered waters in the Antarctic Treaty Area,

ACKNOWLEDGING that the Polar environment imposes additional demands on ship systems beyond the existing requirements of the International Convention for the Safety of Life at Sea (SOLAS), 1974 and the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 Protocol relating thereto (MARPOL 73/78), as amended,

RECOGNIZING the need to ensure that all such systems are capable of functioning effectively under anticipated operating conditions and provide an adequate level of maritime safety and pollution prevention, taking into account the challenges of Polar operations,

NOTING ALSO the need for a general update of the Guidelines to take account of technical, technological and regulatory developments since their approval in 2002,

CONSCIOUS OF the necessity to also give special consideration to all ships that only visit Polar waters at certain times of the year,

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee at its eighty-sixth session and the Marine Environment Protection Committee at its [fifty-ninth] session,

1. ADOPTS the Guidelines for ships operating in polar waters, as set out in the Annex to the present resolution;

2. INVITES all Governments concerned to take appropriate steps to give effect to the annexed Guidelines for ships constructed on or after [1 January 2011];

3. ENCOURAGES all Governments concerned to take appropriate steps to give effect to the annexed Guidelines for ships constructed before [1 January 2011] as far as is reasonable and practicable;

4. RECOMMENDS Governments to bring the annexed Guidelines to the attention of shipowners, ship designers, shipbuilders, ship repairers, equipment manufacturers and installers and all other parties concerned with the operation of ships in polar waters;

5. AUTHORIZES the Maritime Safety Committee and the Marine Environment Protection Committee to keep the annexed Guidelines under review and update them as necessary in light of experience gained in their application.

ANNEX

GUIDELINES FOR SHIPS OPERATING IN POLAR WATERS

PREAMBLE

GUIDE

Chapter 1 - General

PART A – CONSTRUCTION PROVISIONS

Chapter 2 - Structures
Chapter 3 - Subdivision and stability
Chapter 4 - Accommodation and escape measures
Chapter 5 - Directional control systems
Chapter 6 - Anchoring and towing arrangements
Chapter 7 - Main machinery
Chapter 8 - Auxiliary machinery systems
Chapter 9 - Electrical installations

PART B – EQUIPMENT

Chapter 10 - Fire safety
Chapter 11 - Life-saving appliances and survival arrangements
Chapter 12 - Navigational equipment

PART C – OPERATIONAL

Chapter 13 - Operational arrangements
Chapter 14 - Crewing
Chapter 15 - Emergency equipment

PART D – ENVIRONMENTAL PROTECTION AND DAMAGE CONTROL

Chapter 16 - Environmental protection and damage control

PREAMBLE

P-1 Introduction

P-1.1 Ships operating in the Arctic and Antarctic environments are exposed to a number of unique risks. Poor weather conditions and the relative lack of good charts, communication systems and other navigational aids pose challenges for mariners. The remoteness of the areas makes rescue or clean-up operations difficult and costly. Cold temperatures may reduce the effectiveness of numerous components of the ship, ranging from deck machinery and emergency equipment to sea suctions. When ice is present, it can impose additional loads on the hull, propulsion system and appendages.

P-1.2 Whilst Arctic and Antarctic waters have a number of similarities, there are also significant differences. The Arctic is an ocean surrounded by continents while the Antarctic is a continent surrounded by an ocean. The Antarctic sea ice retreats significantly during the summer season or is dispersed by permanent gyres in the two major seas of the Antarctic: the Weddell and the Ross. Thus there is relatively little multi-year ice in the Antarctic. Conversely, Arctic sea ice survives many summer seasons and there is a significant amount of multi-year ice. Whilst the marine environments of both Polar seas are similarly vulnerable, response to such challenge should duly take into account specific features of the legal and political regimes applicable to their respective marine spaces.

P-1.3 The Guidelines for ships operating in polar waters (hereinafter called "the Guidelines") are intended to address those additional provisions deemed necessary for consideration beyond existing requirements of the SOLAS and MARPOL Conventions, in order to take into account the climatic conditions of Polar waters and to meet appropriate standards of maritime safety and pollution prevention.

P-1.4 The Guidelines are recommendatory and their wording should be interpreted as providing recommendations rather than mandatory direction.

P-2 Principles

P-2.1 The Guidelines aim to promote the safety of navigation and to prevent pollution from ship operations in polar waters.

P-2.2 The Guidelines recognize that this is best achieved by an integrated approach, based on requirements in existing Conventions which cover the design, outfitting, crewing and operation of ships for the conditions which they will encounter.

P-2.3 The Guidelines take into account that Arctic and Antarctic conditions may include sea and glacial ice that can represent a serious structural hazard to all ships. This is the single most significant factor in Arctic and Antarctic operations and is reflected in many of the Guidelines' provisions.

P-2.4 The Guidelines address the fact that the polar environment imposes additional demands on ship systems, including navigation, communications, life-saving, main and auxiliary machinery, environmental protection and damage control, etc. They emphasize the need to ensure that all ship systems are capable of functioning effectively under anticipated operating conditions and provide adequate levels of safety in accident and emergency situations.[1]

P-2.5 In addition, the Guidelines recognize that safe operation in such conditions requires specific attention to human factors including training and operational procedures.

P-2.6 The basic requirements for structure, stability and subdivision, machinery, life-saving appliances, fire protection, ship routing, navigation systems and equipment, radio communication, pollution prevention equipment, liability and safety management systems, as applicable to the different types and sizes of ships which may undertake voyages in polar waters, are obtained from the relevant Conventions.

P-2.7 The standards expressed in the Guidelines have been developed to mitigate the additional risk imposed on shipping due to the harsh environmental and climatic conditions existing in polar waters. The Guidelines should be applied taking into account the nature of the operations that are envisaged.

P-2.8 Not all ships which enter the Arctic and Antarctic environment will be able to navigate safely in all areas at all times of the year. A system of Polar Classes has therefore been developed to designate different levels of capability. In parallel to the development of the Guidelines, the International Association of Classification Societies (IACS) has developed a set of Unified Requirements which, in addition to general classification society rules, address essential aspects of construction for ships of Polar Class.

P-2.9 The Guidelines are not intended to infringe on national systems of shipping control.

P-2.10 The Guidelines, recognizing the sensitive nature of polar waters, have the intention of providing high standards of environmental protection to address both accidents and normal operations.

[1] Refer to the Enhanced contingency planning guidance for passenger ships operating in areas remote from SAR facilities (MSC.1/Circ.1184).

GUIDE

G-1 Layout of the Guidelines

G-1.1 The Guidelines include general, construction, equipment and operational parts, presented in that order and subdivided into chapters.

G-1.2 This section provides definitions for important terms that are used exclusively within the Guidelines or where any term has more than one meaning in other applicable Conventions. Otherwise, terms have the meanings defined in the Convention(s) relevant to each chapter.

G-1.3 All parts and chapters of the Guidelines should be applied to Polar Class ships. All parts and chapters, with the exception of those dealing with purely construction issues (Part A), should be applied to all ships in polar waters. Each chapter notes any additional differentiation of provisions between ship classes specific to that chapter.

G-1.4 Guidance provided in Part A of the Guidelines is only intended for new Polar Class ships.

G-2 Key provisions

G-2.1 Only those ships with a Polar Class designation or a comparable alternative standard of ice-strengthening appropriate to the anticipated ice conditions should operate in polar ice-covered waters.

G-2.2 The combination of hull structural design, material quality, subdivision and segregation measures prescribed in the Guidelines and supporting standards should be adequate to reduce the risk of human casualties, pollution incidents or ship losses to acceptably low levels of probability during prudent operations in polar waters.

G-2.3 No pollutants should be carried directly against the shell in hull areas at significant risk of ice impact. Operational pollution of the environment should be minimized by equipment selection and operational practice.

G-2.4 Key safety-related, survival and pollution control equipment should be rated for the temperatures and other conditions which may be encountered in the service intended.

G-2.5 Navigation and communications equipment should be suitable to provide adequate performance in high latitudes, areas with limited infrastructure and unique information transfer requirements.

G-2.6 Sea suction(s) should be capable of being cleared of accumulation of slush ice.

G-3 Definitions

For the purpose of the Guidelines, unless expressly provided otherwise, the terms used have the meanings defined in the following paragraphs. Terms used, but not defined in the Guidelines, are to be interpreted as they are defined in the relevant Conventions.

G-3.1 *Administration* means the Government of the State whose flag the ship is entitled to fly.

G-3.2 *Polar waters* includes both Arctic and Antarctic waters.

G-3.3 *Arctic waters* means those waters which are located north of a line from the latitude 58º00´0 N and longitude 042º00´0 W to latitude 64°37´0 N, longitude 035°27´0 W and thence by a rhumb line to latitude 67º03´9 N, longitude 026º33´4 W and thence by a rhumb line to Sørkapp, Jan Mayen and by the southern shore of Jan Mayen to the Island of Bjørnøya, and thence by a great circle line from the Island of Bjørnøya to Cap Kanin Nos and thence by the northern shore of the Asian Continent eastward to the Bering Strait and thence from the Bering Strait westward to latitude 60ºN as far as Il'pyrskiy and following the 60th North parallel eastward as far as and including Etolin Strait and thence by the northern shore of the North American continent as far south as latitude 60ºN and thence eastward along parallel of latitude 60ºN, to longitude 56º37´1 W and thence to the latitude 58º00´0 N, longitude 042º00´0 W (see figure 1).

G-3.4 *Antarctic waters* means those waters which are south of 60° S (see figure 2).

G-3.5 *Ice-covered waters* means polar waters where local ice conditions present a structural risk to a ship.

G-3.6 *COLREG* means the International Regulations for Preventing Collisions at Sea, 1972, as amended.

G-3.7 *Company* means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the shipowner.

G-3.8 *Conning position* means the stations in which the ship's steering control and devices for ahead or astern operations are located.

G-3.9 *Escort* means any ship with superior ice capability in transit with another ship.

G-3.10 *Escorted operation* means any operation in which a ship's movement is facilitated through the intervention of an escort.

G-3.11 *IACS* means the International Association of Classification Societies.

G-3.12 *Ice Navigator* means any individual who, in addition to being qualified under the STCW Convention, is specially trained and otherwise qualified to direct the movement of a ship in ice-covered waters.

G-3.13 *Icebreaker* means any ship whose operational profile may include escort or ice management functions, whose powering and dimensions allow it to undertake aggressive operations in ice-covered waters.

G-3.14 *International voyages* means voyages in international waters, as defined in chapter I of the 1974 SOLAS Convention, as amended.

G-3.15 *ISM Code* means the International Management Code for the Safe Operation of Ships and for Pollution Prevention, as amended.

G-3.16 *ICLL* means the International Convention on Load Lines, 1966.

G-3.17 *MARPOL* means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 Protocol relating thereto (MARPOL 73/78), as amended.

G-3.18 *Organization* means the International Maritime Organization.

G-3.19 *Polar Class* means the class assigned to a ship based upon IACS Unified Requirements.

G-3.20 *Polar Class ship* means a ship for which a Polar Class has been assigned.

G-3.21 *Pollutant* means any substance controlled by MARPOL which, if introduced into the sea, is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea.

G-3.22 *Recognized organization* means an organization recognized by an Administration in accordance with IMO resolutions A.739(18) and A.789(19).

G-3.23 *Ship* means any vessel required to comply with the 1974 SOLAS Convention.

G-3.24 *SOLAS* means the International Convention for the Safety of Life at Sea, 1974, as amended.

G-3.25 *STCW* means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended.

G-3.26 *Unified Requirements* means IACS Unified Requirements for Polar Class Ships (UR-I).

G-3.27 *WMO* means the World Meteorological Organization.

G-3.28 *Working liquids* means any substances that are pollutants used for the operation of the ship's machinery.

G-3.29 *2008 IS Code* means the International Code on Intact Stability, 2008, as adopted by resolution MSC.267(85).

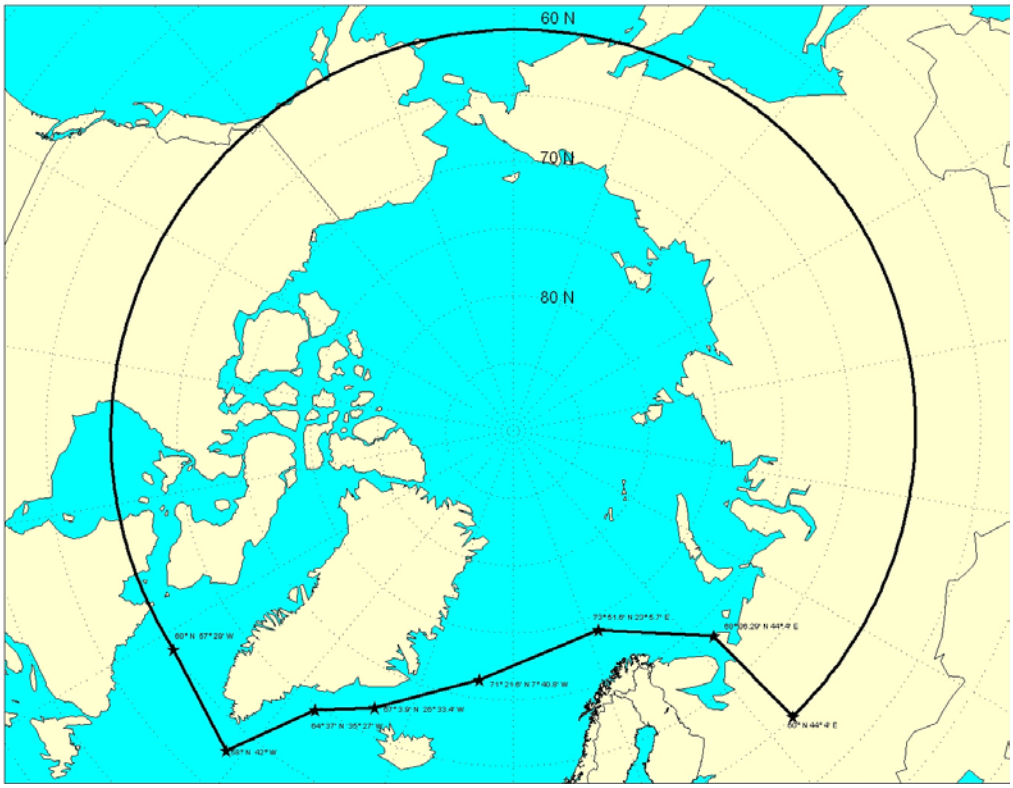

Figure 1 – Maximum extent of Arctic waters application (see paragraph G-3.3)[2]

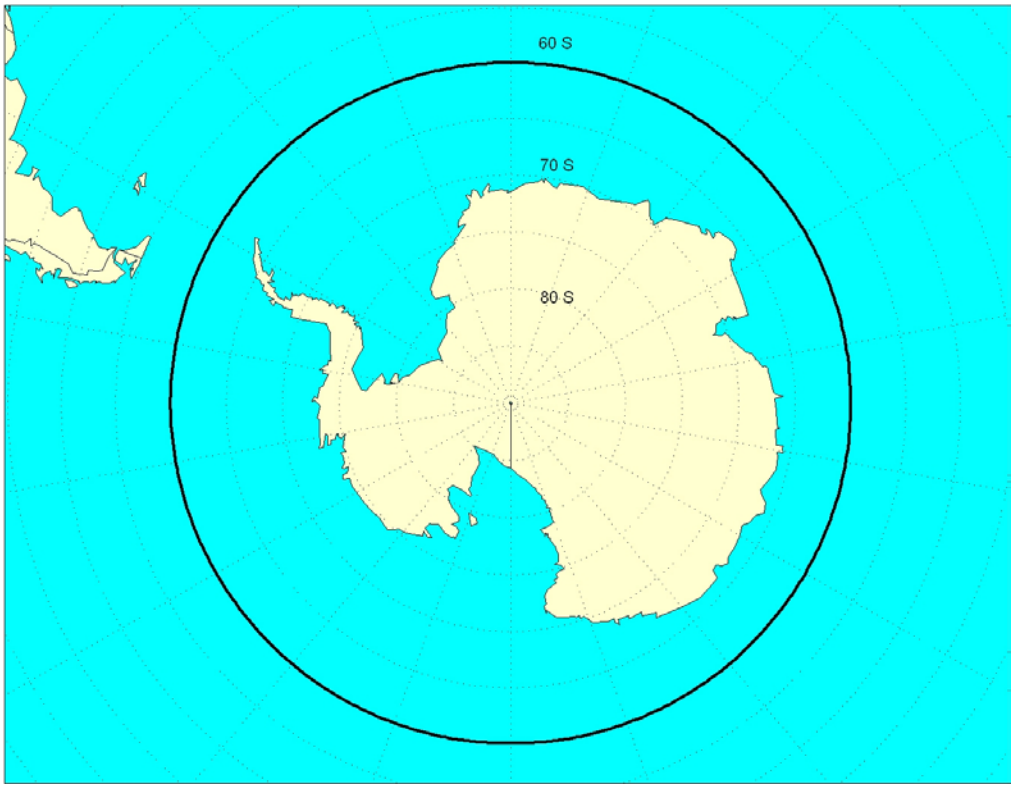

Figure 2 – Maximum extent of Antarctic Waters application (see paragraph G-3.4)[2]

[2] Maps are for illustrative purposes only.

CHAPTER 1
GENERAL

1.1 Application

1.1.1 Except where specifically stated otherwise, the Guidelines provide guidance for ships operating in Antarctic waters or while engaged in international voyages in Arctic waters.

1.1.2 Part A of the Guidelines provides guidance for new Polar Class ships.

1.1.3 Parts B and C of the Guidelines provides guidance for Polar Class and all other ships.

Table 1.1 – Class descriptions

POLAR CLASS	GENERAL DESCRIPTION
PC 1	Year-round operation in all ice-covered waters
PC 2	Year-round operation in moderate multi-year ice conditions
PC 3	Year-round operation in second-year ice which may include multi-year ice inclusions
PC 4	Year-round operation in thick first-year ice which may include old ice inclusions
PC 5	Year-round operation in medium first-year ice which may include old ice inclusions
PC 6	Summer/autumn operation in medium first-year ice which may include old ice inclusions
PC 7	Summer/autumn operation in thin first-year ice which may include old ice inclusions

Note: Ice descriptions follow the WMO Sea Ice Nomenclature.

1.1.4 All Polar Class ships and the equipment to be carried in accordance with the Guidelines should be designed, constructed and maintained in compliance with applicable national standards of the Administration or the appropriate requirements of a recognized organization which provide an equivalent level of safety[3] for its intended service. Special attention should be drawn to the need for winterization aspects. Ships intending to operate as an icebreaker are to receive special consideration.

1.1.5 The structures, equipment and arrangements essential for the safety and operation of the ship should take account of the anticipated temperatures.

[3] Refer to SOLAS chapter II-1 and to the IACS Unified Requirements for Polar Class Ships.

1.1.6 Special attention should be given to essential operating equipment and systems and safety equipment and systems. For example, the potential for ice building up inside the ballast tanks and sea chests should be considered. The life-saving and fire extinguishing equipment specified in part B of the Guidelines, when stored or located in an exposed position, should be of a type that is rated to perform its design functions at the minimum anticipated air temperature. In particular, attention is drawn to the inflation of life-saving equipment and the starting of engines in lifeboats and rescue boats.

1.1.7 Operations in polar waters should take due account of factors such as: ship class, environmental conditions, icebreaker escort, prepared tracks, short or local routes, crew experience, support technology and services such as ice-mapping, availability of hydrographic information, communications, safe ports, repair facilities and other ships in convoy.

1.1.8 Equipment, fittings, materials, appliances and arrangements may deviate from the provisions of the Guidelines provided that their replacement is at least as effective as that specified in the Guidelines.

1.1.9 The provisions of the Guidelines do not apply to any warship, naval auxiliary, other vessels or aircraft owned or operated by a State and used, for the time being, only on government non-commercial service. However, each State should ensure, by the adoption of appropriate measures not impairing operations or operational capabilities of such vessels or aircraft owned or operated by it, that such vessels or aircraft act in a manner consistent, so far as is reasonable and practicable, with the Guidelines.

1.2 Ice Navigator

1.2.1 All ships operating in polar ice-covered waters should carry at least one Ice Navigator qualified in accordance with chapter 14. Consideration should also be given to carrying an Ice Navigator when planning voyages into polar waters.

1.2.2 Continuous monitoring of ice conditions by an Ice Navigator should be available at all times while the ship is underway and making way in the presence of ice.[4]

[4] Refer to the Guidelines on voyage planning, as adopted by resolution A.893(21), and the Guidelines on voyage planning for passenger ships operating in remote areas, as adopted by resolution A.999(25).

PART A

CONSTRUCTION PROVISIONS

CHAPTER 2
STRUCTURES

2.1 General

2.1.1 All ships should have structural arrangements adequate to resist the global and local ice loads characteristic of their Polar Class[5].

2.1.2 Each area of the hull and all appendages should be strengthened to resist design structure/ice interaction scenarios applicable to each case.

2.1.3 Structural arrangements should aim to limit damage resulting from accidental overloads to local areas.

2.1.4 Polar Class ships may experience in-service structural degradation at an accelerated rate. Structural surveys should, therefore, cover areas identified as being at high risk of accelerated degradation, and areas where physical evidence such as coating breakdown indicates a potential for high wastage rates.

2.2 Materials

2.2.1 Materials used in ice-strengthened and other areas of the hull should be suitable for operation in the environment that prevails at their location.

2.2.2 Materials used in ice-strengthened areas should have adequate ductility to match the selected structural design approach.

2.2.3 Abrasion and corrosion resistant coatings and claddings used in ice-strengthened areas should be matched to the anticipated loads and structural response.

CHAPTER 3
SUBDIVISION AND STABILITY

3.1 General

Account should be taken of the effect of icing in the stability calculations in accordance with the 2008 IS Code.

3.2 Intact stability in ice

3.2.1 Suitable calculations should be carried out and/or tests conducted to demonstrate the following:

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[5] Refer to the IACS Unified Requirements for Polar Class Ships.

.1 the ship, when operated in ice within approved limitations, during a disturbance causing roll, pitch, heave or heel due to turning or any other cause, should maintain sufficient positive stability; and

.2 ships of Polar Classes 1 to 3 and icebreakers of all classes, when riding up in ice and remaining momentarily poised at the lowest stem extremity, should maintain sufficient positive stability.

3.2.2 Sufficient positive stability in paragraphs 3.2.1.1 and 3.2.1.2 means that the ship is in a state of equilibrium with a positive metacentric height of at least 150 mm, and a line 150 mm below the edge of the freeboard deck as defined in the applicable ICLL, is not submerged.

3.2.3 For performing stability calculations on ships that ride up onto the ice, the ship should be assumed to remain momentarily poised at the lowest stem extremity as follows:

.1 for a regular stem profile, at the point at which the stem contour is tangent to the keel line;

.2 for a stem fitted with a structurally defined skeg, at the point at which the stem contour meets the top of the skeg;

.3 for a stem profile where the skeg is defined by shape alone, at the point at which the stem contour tangent intersects the tangent of the skeg; or

.4 for a stem profile of novel design, the position should be specially considered.

3.3 Stability in damaged conditions

3.3.1 All Polar Class ships should be able to withstand flooding resulting from hull penetration due to ice impact. The residual stability following ice damage should be such that the factor s_i, as defined in SOLAS regulation II-1/7.2, has $s_i = 1$ for all loading conditions.

3.3.2 The ice damage extent to be assumed when demonstrating compliance with paragraph 3.3.1 should be such that:

.1 longitudinal extent 0.045 of deepest ice waterline length if centred forward of the point of maximum beam on the waterline, and 0.015 of waterline length otherwise;

.2 transverse extent is 760 mm measured normal to the shell over the full extent of the damage;

.3 vertical extent the lesser of 0.2 of draft at the upper waterline[6], or of longitudinal extent;

.4 the centre of the ice damage may be located at any point between the keel and 1.2 times the deepest ice draft; and

[6] Refer to the IACS Unified Requirements for Polar Class Ships.

.5 the vertical extent of damage may be assumed to be confined between the keel and 1.2 times the deepest ice draft.

3.3.3 Damage as defined in paragraph 3.3.2 is to be assumed at any position along the side shell.

3.3.4 For ships of Polar Classes 6 and 7 not carrying polluting or hazardous cargoes, damage as defined in paragraph 3.3.2 may be assumed to be confined between watertight bulkheads, except where such bulkheads are spaced at less than the damage dimension.

3.4 Subdivision

3.4.1 Subject to paragraphs 3.4.2 and 3.4.3, no Polar Class ship should carry any pollutant directly against the outer shell. Any pollutant should be separated from the outer shell of the ship by double skin construction of at least 760 mm in width.

3.4.2 All Polar Class ships should have double bottoms over the breadth and the length between forepeak and afterpeak bulkheads. Double bottom height should be in accordance with the rules of the classification societies in force. Double bottoms should not be used for the carriage of pollutants except where a double skin construction complying with paragraph 3.4.1 is provided, or where working liquids are carried in way of main machinery spaces in tanks not exceeding 20 m^3 individual volume.

3.4.3 Double bottoms in ships of Polar Classes 6 and 7 may be used for the carriage of any working liquids where the tanks are aft of midships and within the flat of bottom.

3.4.4 All Polar Class ships with icebreaking bow forms and short forepeaks may dispense with double bottoms up to the forepeak bulkhead in the area of the inclined stem, provided that the watertight compartments between the forepeak bulkhead and the bulkhead at the junction between the stem and the keel are not used to carry pollutants.

CHAPTER 4
ACCOMMODATION AND ESCAPE MEASURES

4.1 General

4.1.1 All personnel accommodation should be designed and arranged to protect the occupants from unfavourable environmental conditions and minimize risk of injury during normal (including ice transiting or icebreaking) operations and emergency conditions.

4.1.2 All personnel accommodation, public spaces and the equipment installed in them should be designed so that each person making proper use of them will not suffer injury during normal open water operations, designed ice transiting modes of operation, and emergency manoeuvring conditions.

4.1.3 Ships of Polar Classes 1 to 5 inclusive should have sufficiently available and reliable facilities to maintain a life sustaining environment in the event of an emergency and/or of extended ice entrapment.

4.2 Public address systems and other safety items

4.2.1 The public address system and the general emergency alarm system should be audible over the loudest ambient noise level occurring during ice transiting, icebreaking or ramming.

4.2.2 Ships of Polar Classes 1 to 3 inclusive, icebreakers and ships intended to be used in the ramming mode should be designed with adequate provisions to ensure the safety of personnel using shower facilities. Such facilities should include non-slip decking, three rigid sides, handholds and insulation from exposed hot water pipes.

4.2.3 Galley facilities should be provided with grab rails projecting from the front on cooking equipment for use by the crew during ice operations.

4.2.4 Equipment designed to heat oil for cooking purposes such as deep fat fryers should be located in a position suitably separated from hotplates or other hot surfaces. Such appliances should also be secured to the deck or other fixed structure and provided with an oil tight lid or closure to prevent splashing or spillage during ice operations.

4.3 Escape measures

4.3.1 All means of escape from accommodation or interior working spaces should not be rendered inoperable by ice accretion or by malfunction due to low external ambient air temperatures.

4.3.2 All escape routes should be dimensioned so as not to hinder passage for persons wearing suitable polar clothing.

4.3.3 Escape routes should be designed to minimize the distance between their exit to an open deck and the survival equipment to which they lead.

CHAPTER 5
DIRECTIONAL CONTROL SYSTEMS

5.1 All Polar Class ships should be provided with directional control systems of adequate strength and suitable design to enable efficient operation in polar ice-covered waters.

5.2 For the purpose of this chapter, a directional control system includes any device or devices intended either as a primary or auxiliary means of steering the ship. The directional control system includes all associated power sources, linkages, controls and actuating systems.

5.3 Attention is drawn to the interaction between directional control systems and propulsion systems. Where such interaction occurs or where dual purpose components are fitted, the provisions of chapters 7 and 8 should also be complied with, as applicable.

CHAPTER 6
ANCHORING AND TOWING ARRANGEMENTS

6.1 General

All Polar Class ships should be capable of anchoring and providing limited assistance in the case of debilitating damage or breakdown, towards the prevention of a catastrophic loss or pollution incident. The capability of ships to provide assistance should be considered of prime importance, having due regard to the lack of repair facilities, the limited number of dedicated towing ships available and the response time that may be required by a dedicated towing ship to be able to provide effective assistance in polar ice-covered waters.

6.2 Anchoring arrangements

6.2.1 Ships of Polar Classes 1 to 5 inclusive and all icebreakers of all classes should, as far as is practicable, be designed to protect the anchor from being dislodged from its stowed position and from jamming or damaging the hull by direct impact with ice.

6.2.2 Anchoring systems should be provided with an independent means of securing the anchor so that the anchor cable can be disconnected for use as an emergency towing bridle.

6.3 Towing arrangements

6.3.1 All Polar Class ships designed to perform dedicated towing operations and all icebreakers should be equipped with line throwing apparatus in addition to that required for life-saving. This apparatus should be capable of delivering messenger lines for the transfer of towing equipment. Such line throwing apparatus should not be of the powder/rocket type, in order that it may be safely used to make a transfer to a tanker.

6.3.2 All Polar Class ships designed to perform dedicated towing operations should be provided with a quick release system, operable from the conning position.

6.3.3 Where fitted, close coupled bow to stern towing arrangements should comprise strengthened bow plating on the towed ship, appropriate towing slings, non-interfering positioning of bower anchors and disallowance of bulbous bows. In this case, arrangements should be provided for securing the anchor in the stowed position.

6.4 Emergency towing arrangements[7]

6.4.1 All Polar Class ships should be capable of receiving emergency towing assistance.

6.4.2 Where appropriate towing arrangements should facilitate connection and release of a towline and provide bollards, fairleads, and other components suitable for the size of ship on which they are fitted.

[7] Refer to the Guidelines for owners/operators on preparing emergency towing procedures (MSC.1/Circ.1255).

CHAPTER 7
MAIN MACHINERY

7.1 General

7.1.1 The design, rating, installation, operation and maintainability of shipboard engineering systems should be suitable for navigation in polar ice-covered waters[8].

7.1.2 In the event of damage, malfunction or failure of any machinery component, means should be provided to control and limit any resulting emission of pollutants to within the confines of the ship's hull.

7.1.3 Special attention should be drawn to the fact that harsh weather conditions often occur in polar waters and that the propulsion effect plays a significant role in relation to the steering ability.

7.1.4 The layout and construction of machinery essential for the safe operation of the ship should be such that repairs which can be affected using the resources on board may be completed safely and effectively. Ventilation systems should provide sufficient air at an appropriate temperature for the operation of machinery.

7.1.5 For Polar Class ships which may be laid up in polar waters, materials for all systems with the potential of polluting should be suitable for preventing pollution at the lowest ambient temperatures to which they may be subjected and should be suitable to avoid pollution and ensure safe operation on re-activation of the systems.

7.2 Main propulsion systems

7.2.1 The main propulsion machinery should be designed so that the effects of loads with the potential to damage the system are limited to those components which can be readily repaired, replaced or reset. The reliability and availability of the equipment and systems should be considered.

7.2.2 Main propulsion machinery and all auxiliary machinery essential to the propulsion system, should be:

.1 designed for loads and vibrations resulting from propeller/hull/rudder-ice interactions;

.2 located to provide protection from freezing spray, ice and snow; and

.3 designed to operate when the ship is inclined at any combined angle of heel or trim that may be expected during operations in ice.

7.2.3 Sterntube bearings, seals and main propulsion components located outside the hull should not leak pollutants. Non-toxic, biodegradable lubricants are not considered to be pollutants.

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[8] Refer to the IACS Unified Requirements for Polar Class Ships.

7.2.4 The installed propulsive power should be sufficient to ensure that the ship can navigate safely and with effective icebreaking capability, as appropriate, without risk of structural damage or pollution under the design ice, weather and anticipated operational conditions.

7.2.5 Piping and intake systems associated with the main propulsion plant and auxiliary machinery essential to the propulsion system should be designed so as not to be affected by the impact of the polar environment.

CHAPTER 8
AUXILIARY MACHINERY SYSTEMS

8.1 General

8.1.1 Equipment and systems should be designed so that personnel exposure to cold temperatures and other environmental hazards during normal operations including routine maintenance is minimized.

8.1.2 Ventilation systems should provide sufficient air for the operation of auxiliary machinery, air conditioning and heating purposes.

8.2 Materials

8.2.1 Materials used in equipment and systems should be suitable for operation in the environment which prevails at their location. In particular, equipment or systems which are essential for preventing pollution or for safe operation of the ship when:

.1 located outside and above the waterline in any ship operating condition; or

.2 in unheated locations inside,

should not be susceptible to brittle fracture within the range of operating conditions.

8.2.2 Essential equipment or systems required for the safe operation of the ship or systems required for preventing pollution, located within spaces which, upon failure of the primary heating system, could be subject to outside ambient air temperatures should be:

.1 provided with an independent source of heat; and

.2 fabricated from materials that will not be susceptible to brittle fracture under the anticipated loads and temperatures.

8.2.3 For Polar Class ships which may be laid up in polar waters, materials for all systems with the potential of polluting should be suitable for preventing pollution at the lowest ambient temperatures to which they may be subjected and should be suitable to avoid pollution and ensure safe operation on re-activation of the systems.

CHAPTER 9
ELECTRICAL INSTALLATIONS

9.1 Electrical installations should be subject to the provisions listed in chapters 4, 7 and 8 regarding design for operation in polar ice-covered waters and for the provision of emergency heat and power.

9.2 Precautions should be taken to minimize risk of supplies to essential and emergency services being interrupted by the inadvertent or accidental opening of switches or circuit breakers due to vibrations or accelerations during icebreaking operations.

9.3 Emergency power for communications equipment provided by battery should be provided with a means whereby the batteries are protected from extreme low temperatures.

9.4 Emergency power batteries including the reserve source of energy for the radio installation, including those stored in deck boxes, should be secured in a position where excessive movement is prevented during ice-transiting operations and explosive gas ventilation is not restricted by the accumulation of ice or snow.

9.5 Control systems based on computers and other electronic hardware installations necessary for the proper functioning of essential equipment should be designed for redundancy and resistance to vibration, dampness and low humidity.[9]

PART B

EQUIPMENT

CHAPTER 10
FIRE SAFETY

10.1 Fuel and other flammable fluid tanks and systems

Refuelling of ships should be carried out taking into account the special conditions imposed by low temperatures and ice conditions, where applicable.

10.2 Ventilation

Closing apparatus for ventilation inlets and outlets should be designed and located to protect them from ice or snow accumulation that could interfere with the effective closure of such systems.

10.3 Fire detection and extinguishing systems

10.3.1 Fire-extinguishing systems should be designed or located so that they are not made inaccessible or inoperable by ice or snow accumulation or low temperature such that:

[9] Such equipment should be approved in accordance with relevant international standards.

.1 equipment, appliances, systems and extinguishing agents should be protected from freezing for minimum temperature for the intended voyage;

.2 precautions should be taken to prevent nozzles, piping and valves of any fire-extinguishing system from becoming clogged by impurities, corrosion or ice build-up; and

.3 exhaust gas outlets and pressure vacuum arrangements should be protected from ice build-up that could interfere with effective operation.

10.3.2 Water or foam extinguishers should not be located in any position that is exposed to freezing temperatures. These locations should be provided with extinguishers capable of operation under such conditions.

10.4 Fire pumps and associated equipment for Polar Class ships

10.4.1 Where a fixed fire-extinguishing system or alternative fire-extinguishing system situated in a space separate from the compartment containing the main fire pumps utilizes its own independent sea suction, this sea suction should be capable of being cleared of accumulations of slush ice.

10.4.2 Fire pump(s) including emergency fire pump(s) should, wherever reasonable and practicable, be installed in heated compartment(s) and in any event should be adequately protected from freezing for minimum temperature for the intended voyage.

10.4.3 Isolating valves should be located so that they are accessible. Any isolating valves located in exposed positions should not be subject to icing from freezing spray. The fire main should be arranged so that external sections can be isolated and draining devices should be provided.

10.4.4 Hydrants should be positioned or designed to remain operable under all anticipated temperatures. Ice accumulation and freezing should be taken into account.

10.4.5 All hydrants should be equipped with an efficient two-handed valve handle.

10.5 Protection against ice build-up

Components of the fire-fighting system which may be exposed to icing which could interfere with the proper functioning of that component should be adequately protected.

10.6 Firefighters' outfits

10.6.1 Sufficient firefighters' outfits should be readily available to the accommodation area and elsewhere as appropriate. Such firefighters' outfits should be stored in warm positions as widely separated as practical.

10.6.2 In addition to the firefighters' outfits provided in accordance with paragraph 10.6.1, one spare firefighter's outfit should be provided. The spare outfit should be stored in a warm location on the ship.

CHAPTER 11
LIFE-SAVING APPLIANCES AND SURVIVAL ARRANGEMENTS

11.1 General

11.1.1 Adequate supplies of protective clothing and thermal insulating materials should be provided, taking into account the intended voyage.

11.1.2 Training in the use of all emergency equipment, as appropriate, should be included as an element of the operating procedures and drills described in chapter 13. Where appropriate, dedicated training equipment should be carried to avoid compromising the performance of the emergency equipment itself.

11.2 Categories of life-saving equipment

11.2.1 Ships operating in polar waters should carry life-saving appliances and survival equipment according to their environmental conditions of operation.

11.2.2 Personal survival kits (PSKs) as described in section 11.3 should be carried whenever a voyage is anticipated to encounter mean daily temperatures below 0°C.

11.2.3 Group survival kits (GSKs) as described in section 11.4 should be carried whenever a voyage is anticipated to encounter ice conditions which may prevent the lowering and operation of survival craft.

11.2.4 Sufficient PSKs and GSKs (as applicable) should be carried to cover at least 110% of the persons on board the ship.

11.2.5 Personal survival kits should be stored so that they may be easily retrieved in an emergency situation. Arrangements such as storage in dedicated lockers near the assembly stations may be considered.

11.2.6 Group survival kits should be stored so that they may be easily retrieved and deployed in an emergency situation. Any containers should be located adjacent to the survival craft and liferafts. Containers should be designed so that they may be easily moved over the ice and be floatable.

11.3 Personal survival kit (PSK)

11.3.1 A sample of the contents of a personal survival kit is listed in the table below.

Table 11.1
Contents of the personal survival kits

Equipment	Quantity
Clothing	
Head protection (VP)[10]	1
Neck and face protection (VP)	1
Hand protection – Mitts (VP)	1 pair
Hand protection – Gloves (VP)	1 pair
Foot protection – Socks (VP)	1 pair
Foot protection – Boots	1 pair
Insulated suit (VP)	1
Approved immersion suit	1
Thermal underwear (VP)	1 set
Miscellaneous	
Handwarmers	240 hours
Sunglasses	1 pair
Survival candle	1
Matches	2 boxes
Whistle	1
Drinking mug	1
Penknife	1
Handbook (Polar Survival)	1
Carrying bag	1

11.3.2 The following notice should be displayed wherever personal survival kits are stored:

NOTICE
CREW MEMBERS AND PASSENGERS ARE REMINDED THAT THEIR PERSONAL SURVIVAL KIT IS FOR EMERGENCY SURVIVAL USE ONLY. NEVER REMOVE ITEMS OF SURVIVAL CLOTHING OR TOOLS FROM THE PERSONAL SURVIVAL KIT CARRYING BAG – YOUR LIFE MAY DEPEND ON IT.

11.3.3 Personal survival kits should not be opened for training purposes. Equipment for training purposes should be provided in accordance with paragraph 11.1.2.

11.4 Group survival kit (GSK)

11.4.1 A sample of the contents of the group survival kit is listed in the table below.

[10] VP means "vacuum packed".

Table 11.2
Contents of the group survival kits (GSK)

Equipment	Quantity
Group equipment	
Tents	1 per 6 persons
Air mattresses	1 per 2 persons
Sleeping bags (VP)[11]	1 per 2 persons
Stove	1 per tent
Stove fuel	0.5 litres per person
Fuel paste	2 tubes per stove
Matches	2 boxes per tent
Pan (with sealing lid)	1 per stove
Fortified health drinks	5 packets per person
Flashlights	1 per tent
Candles and holders	5 per tent
Snow shovel	1 per tent
Snow saw and snow knife	1 per tent
Tarpaulin	1 per tent
Foot protection – Booties	1 per person
GSK container	1
Spare personal equipment	(1 set per GSK container, which may be considered as part of the 110% as specified in paragraph 11.2.4)
Head protection (VP)	1
Neck and face protection (VP)	1
Hand protection – Mitts (VP)	1 pair
Hand protection – Gloves (VP)	1 pair
Foot protection – Socks (VP)	1 pair
Foot protection – Boots (VP)	1 pair
Insulated suit (VP)	1
Thermal underwear	1 pair
Handwarmers	1 set
Sunglasses	1
Whistle	1
Drinking mug	1

11.5 Lifeboats

11.5.1 All lifeboats should be either of the partially or totally enclosed type to provide adequate shelter from the anticipated operating environment.

11.5.2 The capacity of lifeboats should be evaluated with regard to operability, accessibility, seating capacity and overall space considering the needs of personnel wearing suitable polar clothing.

[11] VP means “vacuum packed”.

11.5.3 Any ice accretion should be regularly removed from the lifeboats and launching equipment to ensure ease of launching when required. An icing removal mallet should be available in the vicinity of the lifeboats.

11.5.4 All lifeboat engines should be equipped with a means to ensure they will start readily when required at the minimum anticipated operating temperature.

11.5.5 The lifeboat engine fuel oil should be suitable for operation in the minimum anticipated operating temperature.

11.5.6 Drinking water should be stored in containers that allow for expansion due to freezing.

11.5.7 Consideration should be given to the provision of additional emergency rations to account for high rates of energy expenditure under polar conditions.

11.6 Liferafts

11.6.1 Any ice accretion should be regularly removed from the liferafts, cradles and launching equipment to ensure ease of launching and inflation when required. An icing removal mallet should be available in the vicinity of the liferafts.

11.6.2 Ships should carry in a warm space in the vicinity of the liferafts manual inflation pumps that are proven to be effective in the anticipated air temperatures.

11.6.3 Air or other proven cold temperature gas should be used for the inflation of life-saving equipment according to their environmental conditions of operation.

11.6.4 Consideration should be given to the provision of additional emergency rations to account for high rates of energy expenditure under polar conditions.

11.7 Protection from wildlife

Consideration should be given to protection from wildlife in areas where encounters are likely.

CHAPTER 12
NAVIGATIONAL EQUIPMENT

12.1 Application

It should be noted that the provisions prescribed in this chapter are not to be considered in addition to the requirements of SOLAS chapter V. Rather, any equipment fitted or carried in compliance with the requirements of SOLAS chapter V may be considered as part of the recommended equipment complement detailed in this chapter. Unless specifically provided in this chapter, the performance standards and other applicable guidance for equipment and systems contained in this chapter should be applied in accordance with SOLAS chapter V, as amended.

12.2 Compasses

12.2.1 Magnetic variations in high latitudes may lead to unreliable readings from magnetic compasses.

12.2.2 Gyro-compasses may become unstable in high latitudes and may need to be shut down.

12.2.3 Companies should ensure that their systems for providing reference headings are suitable for their intended areas and modes of operation, and that due consideration has been given to the potential effects noted in paragraphs 12.2.1 and 12.2.2. For operations in polar waters, ships should be fitted with at least one gyro-compass and should consider the need for installation of a satellite compass or alternative means.

12.3 Speed and distance measurement

12.3.1 All ships should be fitted with at least two speed and distance measuring devices. Each device should operate on a different principle in order to provide both speed though the water and speed over ground.

12.3.2 Speed and distance measuring devices should provide each conning position with a speed indication at least once per second.

12.3.3 Speed and distance measurement device sensors should not project beyond the hull and should be installed to protect them from damage by ice.

12.4 Depth sounding device

All ships should be fitted with at least two independent echo-sounding devices which provide indication of the depth of water under the keel. Due account should be taken of the potential for ice interference or damage to any device designed to operate below the waterline.

12.5 Radar installations

12.5.1 All ships should be fitted with a total of at least two functionally independent radar systems. One of these should operate in the 3 GHz (10 cm, S-band) frequency range.

12.5.2 Radar plotting systems that may be installed should have the capability of operating in both the sea and the ground stabilized mode.

12.6 Electronic positioning and electronic chart systems

12.6.1 All ships should be provided with an electronic position fixing system.

12.6.2 A satellite system (GPS or GLONASS or equivalent) should be fitted on any ship intending to navigate in areas outside of reliable coverage by a terrestrial hyperbolic system.

12.6.3 Systems described in paragraphs 12.6.1 and 12.6.2 should provide input to allow for continuous representation of the ship's speed provided by a speed and distance measuring device according to paragraph 12.3, and the ship's course provided by a compass according to paragraph 12.2.

12.6.4 Where fitted, electronic charting systems should be able to use position input from systems compliant with paragraphs 12.6.1 and 12.6.2.

12.7 Automatic identification system (AIS)

All ships should be provided with automatic identification system (AIS).

12.8 Rudder angle indicator

12.8.1 Separate rudder angle indicators should be provided for each rudder on ships with more than one independently operable rudder.

12.8.2 In ships without a rudder, indication should be given of the direction of steering thrust.

12.9 Searchlights and visual signals

12.9.1 All ships operating in polar waters should be equipped with at least two suitable searchlights which should be controllable from conning positions.

12.9.2 The searchlights described in paragraph 12.9.1 should be installed to provide, as far as is practicable, all-round illumination suitable for docking, astern manoeuvres or emergency towing.

12.9.3 The searchlights described in paragraph 12.9.1 should be fitted with an adequate means of de-icing to ensure proper directional movement.

12.9.4 All ships that may be involved in an escort of more than one ship following in an ice track should be equipped with a manually initiated flashing red light visible from astern to indicate when the ship is stopped. This should be capable of use from any conning position. The flashing light should have a range of visibility of at least two (2) nautical miles. The colour and frequency of the flashing light should be according to standards given in COLREG. The horizontal and vertical arcs of visibility of the flashing light should be as specified for stern lights in COLREG.

12.10 Vision enhancement equipment

12.10.1 All ships should be fitted with a suitable means to de-ice sufficient conning position windows to provide unimpaired forward and astern vision from conning positions.

12.10.2 The windows described in paragraph 12.10.1 should be fitted with an efficient means of clearing melted ice, freezing rain, snow, mist and spray from outside and accumulated condensation from inside. A mechanical means to clear moisture from the outside face of a window should have operating mechanisms protected from freezing or the accumulation of ice that would impair effective operation.

12.10.3 All persons engaged in navigating the ship should be provided with adequate protection from direct and reflected glare from the sun.

12.10.4 All indicators providing information to the conning positions should be fitted with means of illumination control to ensure readability under all operating conditions.[12]

12.11 Ice routeing equipment

12.11.1 All ships should be provided with equipment capable of receiving ice and weather information charts.

12.11.2 All ships operating in polar waters should be fitted with equipment capable of receiving and displaying ice imagery.

PART C

OPERATIONAL

CHAPTER 13
OPERATIONAL ARRANGEMENTS

13.1 Documentation

All ships operating in polar waters should carry on board at all times a ship operating manual and training manual, as appropriate, for all Ice Navigators, as specified in paragraph 13.3.

13.2 Ship operational control

13.2.1 The ship should not be operated outside the worst intended conditions and design limitations which should be included in the operational guidelines.

13.2.2 All passenger vessels operating in polar waters should take account of the distance from search and rescue facilities and of the Enhanced contingency planning guidance for passenger ships operating in areas remote from SAR facilities (MSC.1/Circ.1184).

13.3 Operating and training manuals

Operating manual

13.3.1 The operating manual, or supplementary manual in the case of ships not normally operating in polar waters, should contain at least the following information on issues directly related to operations in such waters. With respect to contingency planning in the event that the ship suffers ice damage, the manual should conform to guidelines developed by the Organization:[13]

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[12] Refer to the Performance standards for the presentation of navigation-related information on shipborne navigational displays, as adopted by resolution MSC.191(79).

[13] Refer to the Guidelines for the structure of an integrated system of contingency planning for shipboard emergencies, adopted by resolution A.852(20).

Normal operation

.1 principal particulars of the ship;

.2 loading procedures and limitations including any applicable recommendations against carrying pollutants in tanks and compartments against the hull envelope, maximum operational weight, position of centre of gravity and distribution of load necessary for operation in polar waters;

.3 acknowledgment of changes in standard operating procedures for radio equipment and navigational aids applicable to Arctic and Antarctic operations;

.4 operating limitations for the ship and essential systems in anticipated ice conditions and temperatures;

.5 passage planning procedures accounting for anticipated ice conditions;

.6 deviations in standard operating procedures associated with operation of propulsion and auxiliary machinery systems, remote control and warning systems and electronic and electrical systems made necessary by operations in polar waters;

Risk management

.7 deviations in standard damage control procedures made necessary by operations in polar ice-covered waters;

.8 evacuation procedures into water, onto ice, or into a combination of the two, with due regard to chapter 11 of the Guidelines;

.9 information regarding the handling of the ship as determined in accordance with chapter 16 of the Guidelines (Environmental protection and damage control);

.10 maximum towing speeds and towing loads where applicable;

.11 procedures for checking the integrity of hull structure;

.12 description and operation of fire detection and fire-extinguishing equipment in a polar environment;

.13 details arising from the standards of chapter 3 of the Guidelines (Subdivision and stability) likely to be of direct practical use to the crew in an emergency; and

.14 guidance taking into account the results of any risk or failure analysis reports developed during the ship's operational history and its design limits and redundancy features.

Training manual

13.3.2 The training manual should cover all aspects of ship operation in polar waters listed below plus other related information considered necessary by the Administration:

.1 the Guidelines for ships operating in polar waters;

.2 ice recognition;

.3 navigation in ice; and

.4 escorted operation.

Instructions for drills and emergency instructions as detailed in section 13.4 should be incorporated as annexes to the manual.

13.3.3 The Company should ensure that any additional documentation referenced in the training manual and required to provide a full understanding of its contents is on board the ship when operating in polar waters.

13.4 Drills and emergency instructions

13.4.1 On board instruction and operation of the ship's evacuation, fire and damage control appliances and systems should include appropriate cross training of crew members with appropriate emphasis to changes to standard procedure made necessary by operations in polar waters.

13.4.2 *Evacuation*

13.4.2.1 Evacuation drill scenarios for crew members should be varied so that different emergency conditions are simulated, including abandonment into the water, onto the ice if appropriate, or a combination of the two.

13.4.2.2 Each evacuation craft drill should include:

.1 exercises in passenger control in cold temperatures as appropriate;

.2 checking that all personnel are suitably dressed;

.3 donning of immersion suits or thermal protective clothing by appropriate crew members;

.4 testing of emergency lighting for assembling and abandonment; and

.5 giving instructions in the use of the ship's life-saving appliances and in survival at sea, on the ice or a combination of both, as appropriate.

13.4.2.3 Rescue boat drills should be conducted as far as is reasonable and practicable with due consideration of the dangers of launching into polar ice-covered waters, if applicable.

13.4.2.4 Individual instructions may cover different parts of the ship's life-saving system, but all the ship's life-saving equipment and appliances should be covered within any period of one month on passenger ships and two months on cargo ships. Each member of the crew should be given instructions which should include but not necessarily be limited to:

.1 problems of cold shock, hypothermia, first-aid treatment of hypothermia and other appropriate first-aid procedures;[14] and

.2 special instructions necessary for use of the ship's life-saving appliances in severe weather and severe sea conditions on the ice or in a combination of water and ice cover.

13.4.3 ***Fire drills***

13.4.3.1 Fire drill scenarios should vary each week so that emergency conditions are simulated for different ship compartments, with appropriate emphasis on those changes to standard procedures made necessary by operations in polar waters and low temperatures.

13.4.3.2 Each fire drill should include elements required by SOLAS plus additional elements made necessary by operation in a polar environment.

13.4.4 ***Damage control***

Damage control drill scenarios should vary each week so that emergency conditions are simulated for different damage conditions with appropriate emphasis to those conditions resultant from operations in polar waters.

13.4.5 ***Survival kits***

13.4.5.1 Where PSK and/or GSK are fitted, additional kits for training and demonstration purposes should be provided in accordance with paragraph 11.3.3.

13.4.5.2 Training equipment should be maintained in good condition. A number of sewing kits and replacement parts (buttons, boot laces, etc.) should be kept on board for the purpose of minor repair to training kit items.

13.4.5.3 PSK and GSK inspections should be carried out no less frequently than on an annual basis.

CHAPTER 14
CREWING

14.1 General

14.1.1 The crewing of all ships in polar waters should take account of the provisions listed in this chapter, and also of the relative lack of shore and support infrastructure which may be available to assist in any operations.

[14] Refer to the Guide to cold water survival (MSC.1/Circ.1185).

14.1.2 Ice Navigators should be provided as noted in chapter 1.

14.1.3 All of the ship's officers and crew should be made familiar with cold weather survival by training or self-study of course material or publications addressing the measures set forth in section 13.4.

14.1.4 The ship's deck and engine officers should be trained in ship operations in ice-covered waters, as appropriate.

14.2 Ice Navigator qualifications and training

The Ice Navigator should have documentary evidence of having satisfactorily completed an approved training programme in ice navigation[15]. Such a training programme should provide knowledge, understanding and proficiency required for operating a ship in polar ice-covered waters, including recognition of ice formation and characteristics; ice indications; ice manoeuvring; use of ice forecasts, atlases and codes; hull stress caused by ice; ice escort operations; ice-breaking operations and effect of ice accretion on vessel stability. Qualifications of an Ice Navigator should include documentary evidence of having completed on-the-job training, as appropriate, and may include simulation training.

CHAPTER 15
EMERGENCY EQUIPMENT

15.1 Medical equipment

15.1.1 All ships should be provided with an adequate number of first-aid kits and equipment with contents suitable to the on board location and recognized provisions for personnel safety hazards of such locations.

15.1.2 With respect to the nature of the voyage, ship operations and the ability to communicate and obtain timely assistance of medical aid or medical evacuation, exemptions of certain medical equipment, medicines and facilities may be considered unreasonable or unnecessary.

15.1.3 Crews operating in polar waters should be provided with appropriate equipment and training to safely evacuate an individual in a medical emergency from the ship.

15.2 Reserve supplies

15.2.1 Special consideration should be given to the reserve supply of fuel and lubricants taking into account the effect of heavy ice on fuel consumption.

15.2.2 Single screw ships may require special consideration (redundancy) in remote areas where conditions impose a risk of damage to machinery components.

[15] Refer to the model course for Ice Navigation to be developed by the Organization.

15.3 Damage control and repair equipment

15.3.1 All icebreakers and ships of Polar Classes 1 to 5 should carry the following emergency equipment:

.1 portable gas welding and cutting equipment with a reserve of consumables; and

.2 portable electro-submersible pump of 100 tonnes/h capacity with a set of hoses.

15.3.2 Where built-up propellers are used, consideration should be given to the carriage of spare blades and of equipment facilitating removal and replacement.

PART D

ENVIRONMENTAL PROTECTION AND DAMAGE CONTROL

CHAPTER 16
ENVIRONMENTAL PROTECTION AND DAMAGE CONTROL

16.1 General

16.1.1 The following provisions concerning environmental protection and damage control equipment are made with due regard to the lack of waste reception and repair facilities, communications limitations, unique navigational and environmental hazards and limited response capabilities of available assistance in polar waters.

16.1.2 Procedures for the protection of the environment under normal operations should be included in the ship's operating manual as described in chapter 13, and those under accident conditions into the Shipboard Oil Pollution Emergency Plan (SOPEP) according to MARPOL. The procedures should be tailor-made to cover the remoteness and other environmental factors particular to Antarctic and Arctic waters.

16.1.3 Training and drills covering environmental protection and damage control procedures should be provided for crew members as specified in chapter 13.

16.2 Equipment and materials

16.2.1 All ships navigating in polar waters should be adequately equipped and their crews properly trained to provide effective damage control and minor hull repair.

16.2.2 All ships should have the capability to contain and clean up minor deck spills and contain minor over side spills. An inventory of such equipment should be included in the SOPEP, along with directions for safe use and guidelines to assist in determining when such use is warranted. The SOPEP should also establish personnel responsibilities for equipment deployment, oversight, maintenance and provide for crew training in equipment usage.

16.2.3 Damage control equipment, provided in accordance with paragraph 16.2.1, should be sufficient to enable a ship, as far as is practicable, to make temporary repairs to a minor hull breach or to take precautionary measures to prevent escalation of damage or flooding, so that the ship may proceed to a location where more substantial repairs can be effected.

16.2.4 Icebreakers and ships of Polar Classes 1 to 5 inclusive should be provided with material, tools and equipment capable of effecting more substantial repairs and damage control activities, as described in chapter 15.

16.2.5 Hoses and flexible pipes should be manufactured out of materials retaining adequate strength and elasticity characteristics at the minimum anticipated operating temperature.

16.2.6 All hoses used for transfer purposes from the ship to another ship or to shore should have the connection between the hose and the hose couplings made in an efficient and strong fashion to minimize the possibility of pollution due to failure of this connection. Couplings between hose sections should be capable of being securely locked together to prevent inadvertent disconnection.

16.3 Procedures for the protection of the environment under normal operations

Procedures for the protection of the environment under normal operations should take into account any applicable national and international rules and regulations and industry best practices related to operational discharges and emissions from ships, use of heavy grade oils, strategies for ballast water management, use of anti-fouling systems, and related measures.

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ANNEX 19

DRAFT SOLAS REGULATION ON CORROSION PROTECTION OF CARGO OIL TANKS OF CRUDE OIL TANKERS

CHAPTER II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

PART A-1
STRUCTURE OF SHIPS

Regulation 3-[11]
Corrosion protection of cargo oil tanks of crude oil tankers

1 Paragraph 3 shall apply to crude oil tankers of 5,000 tonnes deadweight and above:

.1 for which the building contract is placed on or after [*date of entry into force*]; or

.2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after [*date of entry into force*]; or

.3 the delivery of which is on or after [*date of entry into force*].

2 Paragraph 3 shall not apply to combination carriers as defined in regulation 1 of Annex I of MARPOL 73/78 or chemical tankers as defined in regulation 1 of Annex II of MARPOL 73/78. For the purpose of this regulation, chemical tankers also include chemical tankers certified to carry oil.

3 All cargo oil tanks of crude oil tankers shall be:

.1 coated during the construction of the ship in accordance with the Performance standard for protective coatings for cargo oil tanks of crude oil tankers, adopted by the Maritime Safety Committee by resolution MSC…(...), 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; or

.2 protected by alternative means of corrosion protection or utilization of corrosion resistance material to maintain required structural integrity for 25 years in accordance with the Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers adopted by the Maritime Safety Committee by resolution MSC…(...), 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.

4 The Administration may exempt a crude oil tanker from the requirements of paragraph 3 to allow the use of novel prototype alternatives to the coating system specified in paragraph 3.1, for testing, provided they are subject to suitable controls, regular assessment and acknowledgement of the need for immediate remedial action if the system fails or is shown to be failing. Such exemption shall be recorded on an exemption certificate.

5 The Administration may exempt a crude oil tanker from the requirements of paragraph 3 if the ship is built to be engaged solely in the carriage of cargoes and cargo handling operations not causing corrosion*. Such exemption and conditions for which it is granted shall be recorded on an exemption certificate.

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* Refer to the guidelines to be developed by the Organization.

ANNEX 20

DRAFT ASSEMBLY RESOLUTION

ADOPTION OF AMENDMENTS TO THE SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION, 2007

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO the adoption by:

(a) the International Conference on the Harmonized System of Survey and Certification, 1988, of the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, and the Protocol of 1988 relating to the International Convention on Load Lines, 1966, which, *inter alia*, introduced the harmonized system of survey and certification under the International Convention for the Safety of Life at Sea, 1974 and the International Convention on Load Lines, 1966, respectively;

(b) resolution MEPC.39(29), of amendments to introduce the harmonized system of survey and certification into the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 Protocol relating thereto (MARPOL 73/78);

(c) resolution MEPC.132(53), of amendments to introduce the harmonized system of survey and certification to the MARPOL Annex VI; and

(d) the resolutions given below, of amendments to introduce the harmonized system of survey and certification into:

(i) the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (resolutions MEPC.40(29) and MSC.16(58));

(ii) the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (resolution MSC.17(58)); and

(iii) the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) (resolutions MEPC.41(29) and MSC.18(58)),

RECALLING FURTHER that, by resolution A.997(25), it adopted the Survey Guidelines under the Harmonized System of Survey and Certification, 2007, with a view to assisting Governments in the implementation of the requirements of the aforementioned instruments,

RECOGNIZING the need for the Survey Guidelines to be further revised to take account of the amendments to the IMO instruments referred to above, which have entered into force or become effective since the adoption of resolution A.997(25),

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee, at its eighty-sixth session, and the Marine Environment Protection Committee, [at its fifty-ninth] session,

1. ADOPTS the amendments to Survey Guidelines under the Harmonized System of Survey and Certification, 2007, set out in the Annex to the present resolution;

2. INVITES Governments carrying out surveys required by the relevant IMO instruments to follow the provisions of the annexed amendments to Survey Guidelines;

3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Survey Guidelines under review and amend them as necessary;

4. REQUESTS FURTHER the Secretary-General to display on the Organization's website a consolidated working version of Survey Guidelines under the Harmonized System of Survey and Certification, 2009.

* * *

ANNEX

AMENDMENTS TO THE SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION, 2007

The struck-out text indicates deletions and the underlined text shows additions or changes, to the Survey Guidelines.

1 Amendments to **General – 1 Introduction** are as follows:

1.1.2 International Convention on Load Lines, 1966 (LLC 1966) ~~as amended~~ and as modified by its 1988 Protocol, as amended (LL 66/88~~/04~~);

1.2 These Guidelines contain amendments to statutory instruments which have entered into force up to and including 31 December 2009: (see appendix 1):

1.4.2 intervals between the periodical surveys of equipment covered by the Cargo Ship Safety Equipment Certificate are ~~alternatively~~ alternately two and three years instead of two years;

2 Amendments to **General – 4 Description of the various types of surveys** are as follows:

4.1.1.1 The initial survey, as required by the relevant regulations (see 2.8.1), should be held before the ship is put in service, or when a new instrument applies to an existing ship, and the appropriate certificate is issued for the first time.

4.1.2.1 The initial survey ~~before the ship is put into service~~ should include a complete inspection, with tests when necessary, of the structure, machinery and equipment to ensure that the requirements relevant to the particular certificate are complied with and that the structure, machinery and equipment are fit for the service for which the ship is intended.

4.6.2.1 The inspection of the outside of the ship's bottom and the survey of related items (see 5.1) should include an inspection to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended[1].

3 Amendments to the last five lines of the English text in **General – 5.2 Extending to five years a certificate issued for less than five years** are as follows:

"in accordance with SOLAS 74/88/04 regulation I/14(b)(ii), LLC 66/88/04 article 19(2)(b), MARPOL 90/04, Annex I, regulation 10.2.2, MARPOL 90/04 Annex II regulation 10.2.2, MARPOL Annex ~~VI~~ IV, regulation 8.2.2, MARPOL Annex VI regulation 9(2)(b), the IBC Code 83/90/04, regulation ~~1.5.6.6.2~~ 1.5.6.2.2, the IGC Code 83/90/04, regulation 1.5.6.2.2, the BCH Code 85/90/00, regulation 1.6.6.2.2."

[1] Refer to MSC.1/Circ.1223 "Guidelines for pre-planning of surveys in dry dock of ships which are not subject to the enhanced programme of inspections".

4 Amendments to the second sentence in **General – 5.8 Surveys required after transfer of the ship to the flag of another State** are as follows:

"When so requested, the Government of the State whose flag the ship was ~~formally~~ formerly entitled to fly is obliged to forward, as soon as possible, to the new Administration copies of certificates carried by the ship before the transfer and, if available, copies of the relevant survey reports and records, such as record of safety equipment and conditions of assignment for load line."

5 Amendments to the last paragraph in **General – 5.10 Inspection of the outside of the passenger ship's bottom** are as follows:

"If a survey in dry-dock is not completed within the maximum intervals referred to above, the Passenger Ship Safety Certificate shall cease to be valid until the survey in dry-dock is completed."

6 Amendments to the first sentence in **General – 5.11 Survey of radio installations** are as follows:

"The survey of the radio installations, including those used in life-saving appliances, should always be carried out by a qualified radio surveyor who has necessary knowledge of the requirements of the 1974 SOLAS Convention, the International Telecommunication Union's Radio Regulations and the associated performance standards for radio equipment."

7 Amendments to the last sentence in **General – 5.12 Survey of the automatic identification system (AIS)** are as follows:

"~~The survey of the automatic identification system should be carried out using suitable test equipment capable of performing all the relevant measurements required by these guidelines~~ The survey of the automatic identification system should be carried out using suitable test equipment capable of performing all the relevant measurements required by and in accordance with the Guidelines on Annual Testing of the Automatic Identification System (AIS) MSC.1/Circ.1252."

8 Amendments to **Annex 1 – 1 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY EQUIPMENT CERTIFICATE – 1.1 Initial surveys** are as follows:

(EI) 1.1.1.3 checking the provision, specification and arrangements of the fire fighters' outfits and emergency escape breathing devices – EEBDs – (SOLAS 74/00 regs. II-2/10.10, 13.3.4 and 13.4.3; FSSC ch. 3) (SOLAS 74/88 reg. II-2/17) (BCH Code Ch.III Part E);

(EI) 1.1.1.8 checking the provision of a fire-extinguishing system for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces (SOLAS 74/00 regs. II-2/10.6.3 and 10.6.4; FSSC chs. 5 and 7) (SOLAS 74/88 regs. II-2/18.7) (BCH Code Ch.III Part E);

(EI) 1.1.1.11*bis* checking navigation bridge visibility (SOLAS 74/00, reg. V/22);

(EI) 1.1.1.21 examining the plans for the positioning of, and the specification for, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea (COLREG) in force, ~~regs.~~ rules 20 to 24, 27 to 30 and 33);

(EI) 1.1.1.24*bis* checking the provision and specification of the long-range identification and tracking system (SOLAS 04, reg. V/19-1);

(EI) 1.1.3.3 examining the fire fighters' outfits and emergency escape breathing devices – EEBDs – (SOLAS 74/00 regs.II-2/10.10, 13.3.4 and 13.4.3; FSSC ch.3) (SOLAS 74/88 reg. II-2/17) (BCH Code Ch.III Part E);

(EI) 1.1.3.8 examining the fire-extinguishing system for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces and confirming that installation tests have been satisfactorily completed and that its means of operation are clearly marked (SOLAS 74/00 regs. II-2/10.6.3 and 10.6.4; FSSC chs. 4 to 7) (SOLAS 74/88 reg. II-2/18.7) (BCH Code Ch.III Part E);

(EI) 1.1.3.14 examining each survival craft, including its equipment. For liferafts provided for easy side to side transfer, verifying that they are less than 185 kg (SOLAS 74/88 reg. III/31; LSAC sections 2.5, 3.1 to 3.3 and 4.1 to 4.9) (SOLAS 74/00 reg. III/31.1);

(EI) 1.1.3.17 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/88 reg. III/ 14, 31; LSAC sections 2.5, 5.1 and 6.1);

(EI) 1.1.3.25 examining the provision and positioning and checking the operation of, as appropriate, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea (COLREG) in force, ~~regs.~~ rules 20 to 24, 27 to 30 and 33);

(EI) 1.1.3.28.13 transmitting heading device providing heading information to radar, plotting aids and automatic identification system equipment ~~and voyage data recorder~~;

(EI) 1.1.3.30 checking the record of the voyage data recorder annual performance test (SOLAS 74/00, reg. V/18);

(EI) 1.1.3.31*bis* checking that a valid conformance test report of the long-range identification and tracking system is available on board (SOLAS 04, reg. V/19-1);

(EI) 1.1.4.1 checking the deck foam system, including the supplies of foam concentrate, and testing that the minimum number of jets of water at the required pressure in the fire main is obtained (see (EI) 1.1.3.1) when the system is in operation (SOLAS 74/00, reg. II-2/10.8~~8~~; FSSC ch.15) (SOLAS 74/88, reg. II-2/61);

(EI) 1.1.5.6 confirming that the training manual and training aids for the life-saving appliances have been provided and are available in the working language of the ship (SOLAS 74/00, reg. III/35);

9 Amendments to **Annex 1 – 1 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY EQUIPMENT CERTIFICATE – 1.2 Annual surveys** are as follows:

(EA) 1.2.1.2*bis* checking the validity of the International Ship Security Certificate;

(EA) 1.2.1.23 confirming that the training manual and training aids for the life-saving appliances are ~~on board~~ available on board in the working language of the ship (SOLAS 74/00, reg. III/35);

(EA) 1.2.1.32 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg. 2), when applicable;

(EA) 1.2.2.3 confirming that the fire fighters' outfits and emergency escape breathing devices – EEBDs – are complete and in good condition and that the cylinders, including the spare cylinders, of any required self-contained breathing apparatus are suitably charged (SOLAS 74/00 regs. II-2/10.10, 13.3.4 and 13.4.3; FSSC ch. 3) (SOLAS 74/88 reg. II-2/17) (BCH Code Ch. III Part E);

(EA) 1.2.2.8 examining the fire-extinguishing systems for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces (SOLAS 74/00 regs. II-2/10.6.3 and 10.6.4; FSSC chs. 5 to 7) (SOLAS 74/88 reg. II-2/18.7) (BCH Code Ch.III Part E);

(EA) 1.2.2.15*bis* for lifecrafts provided for easy side to side transfer, verifying that they are less than 185 kg (SOLAS 74/00 reg. III/31.1)

(EA) 1.2.2.16 checking that the falls used in launching appliances have been ~~turned end for end in the previous 30 months and~~ periodically inspected and have been renewed as necessary in the past 5 years ~~or have been subject to periodic inspection and been renewed within 4 years~~ (SOLAS 74/00 reg. III/20);

(EA) 1.2.2.17 examining the embarkation arrangements and launching appliances for each survival craft. Each lifeboat should be lowered to the embarkation position or, if the stowage position is the embarkation position, lowered a short distance and, if practicable, one of the survival craft should be lowered to the water. The operation of the launching appliances for davit-launched liferafts should be demonstrated. ~~A check~~ Checking that the thorough examination of launching appliances, including the dynamic testing of the winch brake, and servicing of lifeboat and rescue boat on-load release gear, including free-fall lifeboat release systems, and davit-launched liferaft automatic release hooks has been carried out (SOLAS 74/00 regs. III/11, 12, 13, 16, 20 and 31; LSAC section 6.1);

(EA) 1.2.2.18 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/88 reg. III/14, 31; LSAC sections 2.5, 5.1 and 6.1);

(EA) 1.2.2.26 checking that the required navigation lights, shapes and sound signalling equipment are in order (International Regulations for Preventing Collisions at Sea (COLREG) in force, ~~regs.~~ rules 20 to 24, 27 to 30 and 33);

(EA) 1.2.2.29 checking the rotational deployment of MES (SOLAS 74/88, reg. III/20.8.2; LSAC section 6.2.2.2);

(EA) 1.2.2.31*bis* checking that a valid conformance test report of the long-range identification and tracking system is available on board, where fitted (SOLAS 04 reg. V/19-1);

10 Amendments to **Annex 1 – 2 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE – 2.1 Initial surveys** are as follows:

(CI) 2.1.1.7 examining the plans for the structural fire protection, including ventilation systems, in accommodation and service spaces, control stations and machinery spaces and oil fuel and lubricating oil systems (SOLAS 74/00, regs. II-2/~~4.4~~, 4.2.2, ~~4,2.2.3~~, 4.2.2.3, 4.2.2.4, 4.2.2.5, 4.4, 5.2, 5.3.1, 5.3.2, 6.2, 6.3, 7.5.5, 7.7, 8.2, 8.4, 9.2.1, 9.2.2, 9.3, 9.5, 9.7.1, 9.7.2, 9.7.3, 9.7.5.2, 11.2, 11.3, 11.4, 11.5 and 17) (SOLAS 74/88 regs .II-2/42 to 52 (except 45 and 51)).

(CI) 2.1.1.8 examining the plans for the structural fire protection, including ventilation systems, in cargo spaces (SOLAS 74/00 regs. II-2/5.2, 11.2, 11.3, 11.5, 19.3.8, 19.3.10, 20.2.1 and 20.3) (SOLAS 74/88 regs. II-2~~1~~/42 to 54);

(CI) 2.1.1.9 examining the plans for the means of escape (SOLAS 74/00 regs. II-2/13.2, 13.3.1, 13.3.3, 13.4.2 and 13.6; FSSC ch.13 paragraph 3) (SOLAS 74/88 reg. II-2~~1~~/45);

(CI) 2.1.1.10 examining the plans for the arrangements for gaseous fuel for domestic purposes (SOLAS 74/00 reg. II-2/4.3) (SOLAS 74/88 reg. II-2 ~~1~~/ 51);

(CI) 2.1.1.10*bis* examining the arrangements for the openings in the shell plating below the freeboard deck, (SOLAS 06 reg. II-1/15);

(CI) 2.1.1.11 examining the plans for helicopter facilities for ships fitted with such facilities (SOLAS 74/00 reg. II-2/18) (SOLAS 74/88 reg. II-2~~1~~/18.8);

(CI) 2.1.1.18 confirming that a corrosion prevention system is fitted in dedicated ballast water tanks of oil tankers and bulk carriers (SOLAS 74/04 reg. II-1/3-2).

(CI) 2.1.1.19 examining, for oil tankers and bulk carriers when appropriate, the Ship Structure Access Manual (SOLAS 74/00/02/04 reg. II-1/3-6(4));

(CI) 2.1.2.5 examining the plans of access to bow (SOLAS 74/00/04 reg. II-1/3-3);

(CI) 2.1.2.6 examining the plans for emergency towing, for tankers of not less than 20,000 tonnes deadweight (SOLAS 74/00/04 reg. II-1/3-4);

(CI) 2.1.2.7 checking the access to spaces in the cargo area of oil tankers (SOLAS 74/00, reg. II-1/12-2) (SOLAS 74/88/92 reg. II-1/12-2) (SOLAS 04, reg. II-1/3-6).

(CI) 2.1.1.1 examining the plans for the hull (SOLAS 74/88, regs. II-1/11, 12.1, 14, 18 and 19) (SOLAS 06, regs. II-1/9, 10, 11, 12, 16 and 16-1);

(CI) 2.1.1.2 examining the plans for the bilge pumping (SOLAS 74/88, reg. II-1/21) (SOLAS 05, reg. II-1/35-1);

(CI) 2.1.1.3 examining the stability information and the damage control plans (SOLAS 74/88/00, regs. II-1/22, 23-1 and 25) (SOLAS 06, regs. II-1/5, 5-1 and 19);

(CI) 2.1.3.1 confirming that the collision bulkhead is watertight up to the freeboard deck, that the valves fitted on the pipes piercing the collision bulkhead are operable from above the freeboard deck and that there are no doors, manholes, ventilation ducts or any other openings (SOLAS 74/88 reg. II-1/11) (SOLAS 06, reg. II-1/12);

(CI) 2.1.3.2 confirming that the subdivision bulkheads are constructed and tested as watertight up to the freeboard deck or margin line, as applicable (SOLAS 74/88 reg. II-1/14) (SOLAS 06, regs. II-1/10 and 11);

(CI) 2.1.3.3 confirming that each watertight door has been tested (SOLAS 74/88 reg. II-1/18) (SOLAS 06, reg. II-1/16);

(CI) 2.1.3.4 confirming that the arrangements for operating any watertight doors are generally in accordance with the requirements for passenger ships and carrying out similar tests, (see (PI) 5.1.2.5 to (PI) 5.1.2.7) (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13-1);

(CI) 2.1.3.5 confirming by a hose or flooding test the watertightness of watertight decks and trunks, tunnels and ventilators (SOLAS 74/88 reg. II-1/19) (SOLAS 06, reg. II-1/16-1);

(CI) 2.1.3.6 confirming that each bilge pump and the bilge pumping system provided for each watertight compartment is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);

(CI) 2.1.3.7 confirming that the drainage system of enclosed cargo spaces situated on the freeboard deck is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);

(CI) 2.1.3.8 conducting an inclining test, when this is required (SOLAS 74/88 reg. II-1/22) (SOLAS 06, reg. II-1/5);

(CI) 2.1.3.9 confirming that the machinery, boilers and other pressure vessels, associated piping systems and fittings are installed and protected so as to reduce to a minimum any danger to persons on board, due regard being given to moving parts, hot surfaces and other hazards (SOLAS 74/00 reg. II-2/4.2 (except 4.2.2.3.4 relating to remote closing of valves included in safety equipment)) (SOLAS 74/88 reg. II-1/26) ~~(SOLAS 74/88~~ and reg. II-2.15 (except ~~15.25~~ 15.2.5));

(CI) 2.1.3.45 confirming that precautions, taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces, are efficient (SOLAS 74/00 reg. II-2/4.2.2.3);

(CI) 2.1.3.46 confirming that the means of ascertaining the amount of oil contained in any oil tank are in good working condition (SOLAS 74/00 reg. II-2/4.2.2.3);

(CI) 2.1.3.48 confirming that forepeak tanks are not intended for carriage of oil fuel, lubrication oil and other flammable oils (SOLAS 74/00 reg. II-2/4.2.2.3);

(CI) 2.1.3.61*bis* confirming that dedicated sea water ballast tanks arranged in ships and double side skin spaces arranged in bulk carriers of 150 m in length and upward when appropriate have been coated in accordance with resolution MSC.215(82) (SOLAS 74/00/04 reg. II-1/3-2)

(CI) 2.1.3.62 confirming for oil tankers and bulk carriers, when appropriate, the provision of means of access to cargo and other spaces in accordance with the arrangements in the Ship Structures Access Manual (SOLAS 74/00/02/04 reg. II-1/3-6);

(CI) 2.1.4.6 confirming that access to bow is arranged in accordance with approved plans (SOLAS 74/00/04 reg. II-1/3-3);

(CI) 2.1.4.7 confirming, for tankers of not less than 20,000 tonnes deadweight, that emergency towing is arranged in accordance with approved plans (SOLAS 74/00/04 reg. II-1/3-4);

(CI) 2.1.4.8 confirming, ~~[for oil tankers to which the building contract is placed before 1/7/2008]~~ when appropriate that dedicated seawater ballast tanks have an efficient corrosion protection system such as hard coating (SOLAS 74/00/04 reg. II-1/3-2).

(CI) 2.1.6.1 confirming that the stability information and the damage control plans have been provided (SOLAS 74/88 regs.II-1/22 and 23-1) (SOLAS 06, regs. II-1/5-1 and 19);

(CI) 2.1.6.5 confirming, for oil tankers and bulk carriers when appropriate, that the Ship Structure Access Manual is on board (SOLAS 74/00/02/04 reg. II-1/3-6(4));

(CI) 2.1.6.7 confirming that a coating technical file reviewed by the Administration has been provided on board (SOLAS 74/00/04 reg. II-1/3-2)

11 Amendments to **Annex 1 – 2 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE – 2.2 Annual surveys** are as follows:

(CA) 2.2.1.2*bis* checking the validity of the International Ship Security Certificate;

(CA) 2.2.1.14 confirming that the stability information, including damage stability, where applicable, and the damage control plans are on board (SOLAS 74/88~~/00~~ regs.II-1/22, 23 and 25) (SOLAS 06, regs. II-1/5-1 and 19);

(CA) 2.2.2.3 examining the collision and the other watertight bulkheads as far as can be seen (SOLAS 74/88 regs.II-1/11 and 14) (SOLAS 06, regs. II-1/10, 11 and 12);

(CA) 2.2.2.4 examining and testing (locally and remotely) all the watertight doors in watertight bulkheads (SOLAS 74/88 reg. II-1/18) (SOLAS 06, reg. II-1/16);

(CA) 2.2.2.4*bis* examining the arrangements for closing openings in the shell plating below the freeboard deck (SOLAS 06 reg. II-1/15);

(CA) 2.2.2.5 examining each bilge pump and confirming that the bilge pumping system for each watertight compartment is satisfactory (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);

(CA) 2.2.2.6 confirming that the drainage from enclosed cargo spaces situated on the freeboard deck is satisfactory (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);

(CA) 2.2.2.34 for single hull, single hold cargo ships, examining the cargo hold water level detector and its audible and visual alarm (SOLAS 74/04 reg. II-1/23-3) (SOLAS 06, reg. II-1/25).

(CA) 2.2.1.19*bis* confirming that the suitable Material Safety Data Sheets are available on board

(CA) 2.2.1.23 confirming~~, for~~ that bulk carriers of 150 m in length and upwards of single skin construction designed to carry solid bulk cargoes having a density of 1,780 kg/m^3 and above, constructed before 1 July 1999, have, after the implementation date given in SOLAS 94/97 reg. XII/3, sufficient stability and strength to withstand flooding of the foremost cargo hold (SOLAS 74/97 regs. XII/3, 4, 5 and 6);

(CA) 2.2.1.28 confirming that the coating technical file is available on board when appropriate (SOLAS 74/00/04 reg. II-1/3-2)

(CA) 2.2.1.29 confirming that the maintenance of the protective coating is included in the overall ship's maintenance system (SOLAS 74/00/04 reg. II-1/3-2)

(CA) 2.2.1.30 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.

(CA) 2.2.2.4*bis* examining the arrangements for closing openings in the shell plating below the freeboard deck (SOLAS 06 reg. II-1/15);

(CA) 2.2.2.24 confirming, as far as practicable, that no changes have been made in the structural fire protection, examining any manual and automatic fire doors and proving their operation, testing the means of closing the main inlets and outlets of all ventilation systems and testing the means of stopping power ventilation systems from outside the space served (SOLAS 74/00 regs. II-2/4.4, 5.2, 5.3.1, 5.3.2, 5.3.2, 6.2, 6.3, 7.5.5, 7.7, 8.2, 8.3, 8.4, 9.2.1, 9.2.3, 9.3, 9.4.2, 9.5, 9.7.1, 9.7.2, 9.7.3, 9.7.5.2, 11.2, 11.3, 11.4, 11.5, 19.3.8, 19.3.10, 20.2.1 and 20.3) (SOLAS 74/88 regs. II-2/42 to 44, 46 to 50 and 52);

(CA) 2.2.2.29 confirming that new equipment containing asbestos was not fitted on board since last survey (SOLAS 74/00/04 reg. II-1/3-5);

(CA) 2.2.2.35 confirming that the coating system in dedicated SWB tanks in ships and double side skin spaces arranged in bulk carriers of 150 m in length and upward when appropriate is maintained and that maintenance, repair and partial recoating are recorded in the coating technical file (SOLAS 74/00/04 reg. II-1/3-2)

(CA) 2.2.3.13 examining access to bow arrangement (SOLAS 74/00/04 reg. II-1/3-3);

(CA) 2.2.3.14 examining the towing arrangement for tankers of not less than 20,000 tonnes deadweight (SOLAS 74/00/04 reg. II-1/3-4);

(CA) 2.2.3.15 confirming that the corrosion prevention system fitted to dedicated ballast water tanks of oil tankers and bulk carriers when appropriate is maintained (SOLAS 74/00/04 reg. II-1/3-2);

(CA) 2.2.4.1 the provisions of (CA) 2.2.3.~~1~~.

(CIn) 2.3.4.1 the provisions of (CA) 2.2.3.~~1~~.

(CR) 2.4.4.1 the provisions of (CA) 2.2.3.~~1~~.

12 Amendments to **Annex 1 – 2 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE – 2.4 Renewal surveys** are as follows:

(CR) 2.4.5 For the hull, machinery and equipment of cargo ships, concerning the additional requirements for bulk carriers the renewal survey should consist of ~~the provisions of (CI) 2.1.3.63.~~ the provisions of (CI) 2.1.3.63 and 2.1.3.64.

(CR) 2.4.6.~~5.1~~ after a satisfactory survey, the Cargo Ship Safety Construction Certificate should be issued.

13 Amendments to **Annex 1 – 4 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY RADIO CERTIFICATE – 4.1 Initial surveys** are as follows:

(RI) 4.1.1 For the radio installations, including those used in life-saving appliances, of cargo ships the examination of plans and designs should consist of:

(RI) 4.1.2.12 examining the radiotelephone distress frequency watch receiver (SOLAS 74/88 regs.IV/7 and 14), including:

(RI) 4.1.2.18.1 checking for correct operation on Channel 16 and one other by testing with another fixed or portable VHF installation (SOLAS 74/88 reg. IV/14);

(RI) 4.1.2.10.3 checking the off-air self-test program ~~programme~~;

(RI) 4.1.2.14.2 running the self-test program ~~programme~~ if provided;

(RI) 4.1.2.15.2 running the self-test program ~~programme~~ if provided;

(RI) 4.1.2.16.2 running the self-test program ~~programme~~ if provided;

14 Amendments to **Annex 1 – (R) Guidelines for surveys for the Cargo Ship Safety Radio Certificate** are as follows:

(RP) 4.2.1.2*bis* checking the validity of the International Ship Security Certificate;

(RP) 4.2.1.19 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2) when applicable.

15 Amendments to **Annex 1 – 4 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY RADIO CERTIFICATE – 4.3 Renewal surveys** are as follows:

(RR) 4.3.2 For the radio installations, including those used in radio life-saving appliances, ~~on~~ of cargo ships the renewal survey should consist of:

16 Amendments to **Annex 1 – 5 GUIDELINES FOR SURVEYS FOR THE PASSENGER SHIP CERTIFICATE – 5.1 Initial surveys** are as follows:

(PI) 5.1.1.1 examining the subdivision and stability (SOLAS 74/88/95 regs.II-1/4 to 8, 8-1, 8-2, 8-3, 13 and 16) (SOLAS 06, regs. II-1/8, 8-1, 14 and 18);

(PI) 5.1.1.2 examining the ballasting arrangements (SOLAS 74/88 reg. II-1/9) (SOLAS 06, reg. II-1/20);

(PI) 5.1.1.3 examining the arrangement of the bulkheads, their construction and the openings therein, including the disposition and means of operation of the watertight doors (SOLAS 74/88 regs.II-1/10, 14, and 15) (SOLAS 06, regs. II-1/10, 11 12 and 13);

(PI) 5.1.1.4 examining the arrangement of the double bottoms (SOLAS 74/88 reg. II-1/12) (SOLAS 06, reg. II-1/9);

(PI) 5.1.1.5 examining the arrangements for the openings in the shell plating below the margin line or the bulkhead deck as applicable, the construction of the watertight doors, sidescuttles, watertight decks, trunks, etc., and the watertight integrity above the margin line or the bulkhead deck as applicable (SOLAS 74/88 regs.II-1/17, 18, 19 and 20) (SOLAS 06, regs. II-1/15, 16, 16-1 and 17);

(PI) 5.1.1.6 examining the plans for the bilge pumping (SOLAS 74/88 regs.II-1/21 and 39) (SOLAS 05, reg. II-1/35-1);

(PI) 5.1.1.7 examining, when appropriate, the means of indicating the status of any bow doors and the leakage there from (SOLAS 74/88 reg. II-1/23-2) (SOLAS 06, reg. II-1/17-1);

(PI) 5.1.1.17 examining the plans for the fixed fire detection and alarm system, the crew alarm and the public address system or other effective means of communication (SOLAS 74/00 reg. II-2/12) (SOLAS 74/88 reg. II-2/40) (SOLAS 04 reg. II-2/7, 12);

(PI) 5.1.1.26 examining the plans for the positioning of, and the specification for, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea (COLREG) in force ~~regs~~. rules 20 to 24, 27 to 30 and 33);

(PI) 5.1.1.30*bis* checking for the provision and specification of the long-range identification and tracking system (SOLAS 04, reg. V/19-1);

(PI) 5.1.2.2 confirming the arrangements for ~~the~~ subdivision, including the ship's stability in the damaged condition, and checking the subdivision load lines (SOLAS 74/88 regs. II-1/4 to 8, 13 and 16) (SOLAS 06 regs. II-1/6, 7, 7-1, 7-2, 7-3, 8, 14, 18);

(PI) 5.1.2.3 checking the ballasting arrangements (SOLAS 74/88 reg. II-1/9) (SOLAS 06, reg. II-1/20);

(PI) 5.1.2.3*bis* confirming that dedicated sea water ballast tanks have an approved coating system when appropriate (SOLAS 74/00/04 reg. II-1/3-2);

(PI) 5.1.2.4 confirming the arrangement of the bulkheads, their construction and the openings therein, confirming that the collision bulkhead is watertight up to the freeboard deck, that the valves fitted on the pipes piercing the collision bulkhead are operable from above the freeboard deck and that there are no doors, manholes, ventilation ducts or any other openings, confirming that the other bulkheads, as required for the ship's subdivision, are watertight up to the bulkhead deck and confirming the construction of the watertight doors and that they have been tested (SOLAS 74/88 regs. II-1/10, 14, 15 and 18) (SOLAS 06, regs. II-1/10, 11, 12, 13 and 16);

(PI) 5.1.2.5 confirming that the watertight integrity has been maintained where pipes, scuppers, etc., pass through subdivision watertight bulkheads (SOLAS 74/88 reg. II-1/15) (SOLAS 06, regs. II-1/13);

(PI) 5.1.2.6 confirming that a diagram is provided on the navigating bridge showing the location of the watertight doors together with indicators showing whether the doors are open or closed and confirming that the watertight doors and their means of operation have been installed in accordance with the approved plans (SOLAS 74/88 reg. II-1/15) (SOLAS 06, regs. II-1/13);

(PI) 5.1.2.7 testing the operation of the watertight doors both from the navigating bridge in the event of an emergency and locally at the door itself (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13) and, in particular, that they are:

(PI) 5.1.2.8 confirming that the watertight doors and their indicating devices are operable in the event of a failure of the main and emergency sources of power (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);

(PI) 5.1.2.9 checking, when appropriate, any watertight doors, that are not required to be closed remotely, fitted in watertight bulkheads dividing 'tween deck spaces, and confirming that a notice is affixed concerning their closure (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);

(PI) 5.1.2.10 confirming that a notice is affixed to any portable plates on bulkheads in machinery spaces concerning their closure and, if appropriate, testing any power operated watertight door fitted in lieu (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);

(PI) 5.1.2.11*bis* confirming the arrangements for closing sidescuttles and their deadlights, also scuppers, sanitary discharges and similar openings and other inlets and discharges in the shell plating below the bulkhead deck (SOLAS 06 reg. II-1/13);

(PI) 5.1.2.12 confirming that valves for closing the main and auxiliary sea inlets and discharges in the machinery spaces are readily accessible and indicators showing the status of the valves are provided (SOLAS 74/88 reg. II-1/17) (SOLAS 06, reg. II-1/15);

(PI) 5.1.2.13*bis* confirming that gangway, cargo and fuelling ports fitted below the bulkhead deck can be effectively closed and that the inboard end of any ash or rubbish chutes are fitted with an effective cover; (SOLAS 06 reg. II-1/13);

(PI) 5.1.2.14 confirming by a hose or flooding test the watertightness of watertight decks and trunks, tunnels and ventilators (SOLAS 74/88 reg. II-1/19) (SOLAS 06, reg. II-1/16-1);

(PI) 5.1.2.15*bis* confirming the arrangements to maintain the watertight integrity above the bulkhead deck (SOLAS 06 regs. II-1/17, 17-1);

(PI) 5.1.2.16 confirming the arrangements for the bilge pumping and that each bilge pump and the bilge pumping system provided for each watertight compartment is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);

(PI) 5.1.2.17 confirming that the drainage system of enclosed cargo spaces situated on the freeboard deck is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);

(PI) 5.1.2.18 conducting an inclining test (SOLAS 74/88 reg. II-1/22) (SOLAS 06, reg. II-1/5);

(PI) 5.1.2.19 checking, when appropriate, the means of indicating the status of any bow doors and any leakage there from (SOLAS 74/88 reg. II-1/23-2) (SOLAS 06, reg. II-1/17-1);

(PI) 5.1.2.19*bis* confirming that the arrangement for monitoring special category spaces or ro-ro spaces, when fitted, is satisfactory (SOLAS 06 reg. II-1/23)

(PI) 5.1.2.38 confirming that the control system for the auxiliary steering gear, in the steering gear compartment and, if this gear is power-operated, from the navigating bridge, ~~are~~ is operating satisfactorily and that the latter is independent of the control system for the main steering gear (SOLAS 74/88 reg. II-1/29);

(PI) 5.1.2.73 confirming that all aspects of the installation of the structural fire protection, including the structure, fire integrity, protection of stairways and lifts, cabin balconies, openings in "A" and "B" Class divisions, ventilation systems and windows and sidescuttles, and the use of combustible material are in accordance with the approved plans (SOLAS 74/00/04 regs. II-2/4.4.4, 5.2, 5.3, 7.5, 7.8.2, 8.4, 8.5, 9, 10.6, 11, 13, 17, 20 and FSSC ch.13 sections 1 and 2) (SOLAS 74/88 regs. II-2/23 to 35);

(PI) 5.1.2.86 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/00/04 regs. III/21 and 26.3; LSAC section 5.1 and MSC/Circ.809);

(PI) 5.1.2.92 examining the provision and stowage of the distress flares and the line-throwing appliance, checking the provision and operation of onboard communications equipment and testing the means of operation of the general alarm system verifying that the general alarm system is audible in accommodation, normal crew working spaces and on open decks (SOLAS 74/88 reg. III/6);

(PI) 5.1.2.99 examining the provision and positioning and checking the operation of, as appropriate, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea in force, ~~regs~~. rules 20 to 24, 27 to 30 and 33);

(PI) 5.1.2.102*bis* checking that a valid conformance test report of the long-range and identification tracking system is available on board (SOLAS 04 reg. V/19-1);

~~(PI) 5.1.2.116 examining the radiotelephone distress frequency watch receiver (SOLAS 74, regs. IV/7 and 14), including:~~

~~(PI) 5.1.2.116.1 checking the mute/demute function;~~

~~(PI) 5.1.2.116.2 checking receiver sensitivity against known stations;~~

~~(PI) 5.1.2.116.3 checking the audibility of the loudspeaker;~~

(PI) 5.1.2.121 examining the 406 MHz satellite EPIRB (SOLAS 74/88 regs. IV/7 and 14), including:

(PI) 5.1.3.1 confirming that the stability information and damage control plans have been provided (SOLAS 74/88 regs. II-1/22 and 23) (SOLAS 06, regs. II-1/5-1, 19);

(PI) 5.1.3.2(*bis*) confirming that documented operating procedures for closing and securing the openings in special category spaces and ro-ro spaces are available on board (SOLAS 06 reg. II-1/23)

(PI) 5.1.3.4 confirming that the maintenance plans have been provided (SOLAS 74/88 reg. ~~II-1~~ II-2/14.2.2 and 14.3);

(PI) 5.1.3.5 confirming that the training manuals and the fire safety operational booklets have been provided (SOLAS 74/88 reg. ~~II-1~~ II-2/15.2.3 and 16.2);

(PI) 5.1.3.8 confirming that the training manual for the life-saving appliances has been provided and is available in the working language of the ship (SOLAS 74/00/04 reg. III/35);

(PI) 5.1.3.24 if possible, checking the emission on operational frequencies, coding and registration on the 121.5 MHz homing signal without transmission of distress call to the satellite system;

(PI) 5.1.2.114.3 checking the off-air self test program ~~programme~~ ;

(PI) 5.1.2.118.2 running the self-test program ~~programme~~ if provided;

(PI) 5.1.2.119.2 running the self-test program ~~programme~~ if provided;

(PI) 5.1.2.120.2 running the self-test program ~~programme~~ if provided;

17 Amendments to **Annex 1 – 5 GUIDELINES FOR SURVEYS FOR THE PASSENGER SHIP CERTIFICATE – 5.2 Renewal surveys** are as follows:

(PR) 5.2.1.2*bis* checking the validity of the International Ship Security Certificate;

(PR) 5.2.1.13*bis* confirming that the opening and the closing and locking of side scuttles positioned below the bulkhead deck are being recorded in the log-book (SOLAS 06 reg. II-1/13, 22);

(PR) 5.2.1.14 confirming that the closure of the cargo loading doors and the opening and closing of any doors at sea required for the operation of the ship or the embarking and disembarking of passengers are being recorded in the log-book (SOLAS 74/88 reg. II-1/20-1) (SOLAS 06, reg. II-1/22);

(PR) 5.2.1.15 confirming that the stability information and damage control plans are readily available (SOLAS 74/88 regs.II-1/22 and 23) (SOLAS 06, regs. II-1/5-1 and 19);

(PR) 5.2.1.16 confirming from the log-book entries that the openings required to be closed at sea are being kept closed and that the required drills and inspections of watertight doors, etc., are being carried out (SOLAS 74/88 regs. II-1/24 and 25) (SOLAS 06, regs. II-1/21 and 22);

(PR) 5.2.1.16(*bis*) confirming that documented operating procedures for closing and securing the openings in special category spaces and ro-ro spaces are available on board (SOLAS 06 reg. II-1/23)

(PR) 5.2.1.18 confirming that the fire control plans are permanently exhibited or, alternatively, that emergency booklets have been provided and a duplicate of the plans or ~~that~~ the emergency booklet is available in a prominently marked enclosure external to the ship's deckhouse (SOLAS 74/88 reg. II-2/20);

(PR) 5.2.1.26 confirming that the training manual and training aids for the life-saving appliances ~~are~~ is available on board in the working language of the ship (SOLAS 74/00/04 reg. III/35);

(PR) 5.2.1.29 confirming that a table or curve of residual deviations for the magnetic compass is available ~~has been provided~~ and that a diagram of the radar installations shadow sectors is displayed (SOLAS 74/00 reg. V/19);

(PR) 5.2.1.35 confirming the provisions of (PI) 5.1.3.11 to (PI) 5.1.3.16;

(PR) 5.2.1.40 checking that the annual test has been carried out for the Satellite EPIRB and, if applicable, that shore-based maintenance has been carried out at intervals not exceeding five years (SOLAS 74/04 reg. IV/15);

(PR) 5.2.1.42 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg. 2), when applicable.

(PR) 5.2.2.2 examining the arrangements for subdivision, including the ship's stability in the damaged condition, and checking the subdivision load lines (SOLAS 74/88 regs.II-1/4 to 8, 13 and 16) (SOLAS 06, regs. II-1/8, 14 and 18);

(PR) 5.2.2.3 checking the ballasting arrangements (SOLAS 74/88 reg. II-1/9) (SOLAS 06, regs. II-1/20);

(PR) 5.2.2.3*bis* confirming that dedicated sea water ballast tanks have been coated in accordance with resolution MSC.215(82) when appropriate (SOLAS 74/00/04 reg. II-1/3-2)

(PR) 5.2.2.3*ter* confirming that the maintenance of the protective coating is included in the overall ship's maintenance system (SOLAS 74/00/04 reg. II-1/3-2)

(PR) 5.2.2.4 examining the collision and other watertight bulkheads required for the ship's subdivision (SOLAS 74/88 regs.II-1/10, 14, 15 and 18) (SOLAS 06, regs. II-1/10, 11, 12, 13 and 16);

(PR) 5.2.2.5 confirming that the watertight integrity has been maintained where pipes, scuppers, etc., pass through subdivision watertight bulkheads (SOLAS 74/88 reg. II- 1/15) (SOLAS 06, reg. II-1/13);

(PR) 5.2.2.6 confirming that a diagram is provided on the navigating bridge showing the location of the watertight doors together with indicators showing whether the doors are open or closed (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);

(PR) 5.2.2.7 testing the operation of the watertight doors both from the navigating bridge in the event of an emergency and locally at the door itself (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13) and, in particular, that they are:

(PR) 5.2.2.8 confirming that the watertight doors and their indicating devices are operable in the event of a failure of the main and emergency sources of power (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);

(PR) 5.2.2.9 checking, when appropriate, any watertight doors that are not required to be closed remotely, fitted in watertight bulkheads dividing 'tween deck spaces, and confirming that a notice is affixed concerning their closure (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);

(PR) 5.2.2.10 confirming that a notice is affixed to any portable plates on bulkheads in machinery spaces concerning their closure and, if appropriate, testing any power-operated watertight door fitted in lieu (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);

(PR) 5.2.2.11*bis* examining the arrangements for closing side scuttles and their deadlights, also scuppers, sanitary discharges and similar openings and other inlets and discharges in the shell plating below the bulkhead deck (SOLAS 06 reg. II-1/15);

(PR) 5.2.2.12 confirming that valves for closing the main and auxiliary sea inlets and discharges in the machinery spaces are readily accessible and indicators showing the status of the valves are provided (SOLAS 74/88 reg. II-1/17) (SOLAS 06, reg. II-1/15);

(PR) 5.2.2.13*bis* confirming that gangway, cargo and fuelling ports fitted below the bulkhead deck may be effectively closed and that the inboard ends of any ash or rubbish chutes are fitted with an effective cover (SOLAS 06 reg. II-1/15);

(PR) 5.2.2.14 examining the arrangements to maintain the watertight integrity above the margin line or the bulkhead deck as applicable(SOLAS 74/88 reg. II-1/20) (SOLAS 06, reg. II-1/17);

(PR) 5.2.2.15 examining the arrangements for the bilge pumping and confirming that each bilge pump and the bilge pumping system provided for each watertight compartment is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);

(PR) 5.2.2.16 confirming that the drainage system of enclosed cargo spaces situated on the freeboard deck is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 06, reg. II-1/35-1);

(PR) 5.2.2.17(*bis*) confirming, that the arrangement for monitoring special category spaces or ro-ro spaces, when fitted, is satisfactory (SOLAS 06 reg. II-1/23)

(PR) 5.2.2.42 confirming the operation of the ventilation for the machinery spaces (SOLAS 74/88 ~~78~~, reg. II-1/35);

(PR) 5.2.2.43 confirming that the measures to prevent noise in machinery spaces are effective (SOLAS 74/~~78~~ 88 reg. II- I/36);

(PR) 5.2.2.44 confirming that the engine-room telegraph giving visual indication of the orders and answers both in the machinery space and on the ~~navigating~~ navigation bridge is operating satisfactorily (SOLAS 74/88, reg. II-1/37);

(PR) 5.2.2.56 examining the fire pumps and fire main and the disposition of the hydrants, hoses and nozzles and the international shore connection and checking that each fire pump, including the emergency fire pump, can be operated separately so that two jets of water are produced simultaneously from different hydrants at any part of the ship whilst the required pressure is maintained in the fire main (SOLAS 74/00 reg. II-2/10.2; FSSC chs.2 and 12) (SOLAS 74/88 regs. II-2/4 and 19);

(PR) 5.2.2.60*bis* examining, when applicable, the fire-extinguishing arrangements in cabin balconies (SOLAS 74/00 reg. II-2/10.6.1);

(PR) 5.2.2.61 examining the provision of fire-extinguishing systems for the spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces (SOLAS 74/00 regs. II-2/10.6.3 and 10.6.4; FSSC chs.5, 6 and 7) (SOLAS 74/88 ~~ch.II-2~~ reg. II-2/15.2.5);

(PR) 5.2.2.63 examining and testing, as far as practicable, any fire detection and fire alarm arrangements in machinery spaces, if applicable, accommodation and service spaces and control spaces (SOLAS 74/00 reg. II-2/~~2~~7 (except 7.5.5, 7.6 and 7.9); FSSC ch.9) (SOLAS 74/88 regs. II-2/11, 12, 13, 13-1, 14, 36 and 41);

(PR) 5.2.2.63*bis* examining and testing, where applicable, any fire detection and fire alarm arrangements on cabin balconies. (SOLAS 74/00 reg. II-2/7.10);

(PR) 5.2.2.66 confirming, as far as practicable, that no changes have been made in the structural fire protection, including the structure, fire integrity, protection of stairways and lifts, cabin balconies, openings in "A" and "B" Class divisions, ventilation systems and windows and side scuttles, and the use of combustible material (SOLAS 74/00/04 regs. II-2/5.2, 5.3, 6, 8.2, 8.5, 9.2.1, 9.2.2, 9.3, 9.4.1, 9.5, 9.6 (except 9.6.5), 9.7 and 11 (except 11.6)) (SOLAS 74/88 regs. II-2/11, 16, 18, 23 to 35 and 37);

(PR) 5.2.2.69 examining and testing the main inlets and outlets of all ventilation systems and ~~proving~~ checking that the power ventilation is capable of being stopped from outside the space served (SOLAS 74/00 reg. II-2/5.2.1) (SOLAS 74/88 regs. II-2/16 and 32);

(PR) 5.2.2.78 checking the requirement for passenger ships carrying more than 36 passengers and constructed before 1 October 1994 (SOLAS 74/88/~~91~~ 92, regs. II-2/41-1 and 41-2);

(PR) 5.2.2.80 checking that the falls used in launching have been ~~turned end for end in the previous 30 months and~~ periodically inspected and have been renewed in the past 5 years ~~or have been subject to periodic inspection and been renewed within 4 years~~ (SOLAS 74/96/04 reg. III/20);

(PR) 5.2.2.82 examining the embarkation arrangements and launching appliances for each survival craft. Each lifeboat should be lowered to the embarkation position or, if the stowage position is the embarkation position, lowered a short distance and, if practicable, one of the survival craft should be lowered to the water. The operation of the launching appliances for davit launched liferafts should be demonstrated. ~~A check~~ Checking that the thorough examination of launching appliances, including the dynamic testing of the winch brake, and servicing of lifeboat and rescue boat on-load release gear and davit-launched liferaft automatic release hooks has been carried out (SOLAS 74/96/04 regs. III/11, 12, 13, 15, 16, 20, 21 and 23; LSAC sections 6.1 and 6.2);

(PR) 5.2.2.83 checking the rotational deployment of MES (SOLAS 74/88 reg. III/20.8.2 ; LSAC section 6.2.2.2);

(PR) 5.2.2.84 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/88/04 regs. III/14, 17, 21, 26.3 and 34);

(PR) 5.2.2.92 examining the line-throwing appliance and checking that its rockets and the ship's distress signals are not out of date, ~~and examining and checking the operation of on board communications equipment~~ (SOLAS 74/96 regs. III/6, 18 and 35; LSAC sections 3.1 and 7.1);

(PR) 5.2.2.92*bis* examining and checking the operation of onboard communications equipment, and verifying that the general alarm system is audible in accommodation, normal crew working spaces and on open decks (SOLAS 74/96 regs. III/6, 18 and 35; LSAC sections 3.1 and 7.1);

(PR) 5.2.2.95 checking that the required navigation lights, shapes and sound signalling equipment are in order (International Regulations for Preventing Collisions at Sea in force (COLREG), ~~regs~~. rules 20 to 24, 27 to 30 and 33);

(PR) 5.2.2.98*bis* checking that a valid conformance test report of the long-range identification and tracking system is available on board, where fitted (SOLAS 04 reg. V/19-1);

(PR) 5.2.2.102 the provisions of (PI) 5.1.2.~~127~~125 to (PI) 5.1.2.~~130~~128

18 Amendments to **Annex 2 – (L) Guidelines for surveys for the International Load Line Certificate** are as follows:

(LI) 1.1.1.3 determining the freeboard, including specifying and the consideration of the conditions of assignment for the freeboard (LLC 66/88/~~05~~ 03, regs. 11 to 45).

(LI) 1.1.2.8 examining the scuppers, inlets and discharges (LLC 66/88/03 reg. 22);

(LA) 1.2.1.2*bis* checking the validity of the International Ship Security Certificate;

(LA) 1.2.1.15 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg. 2), when applicable.

(LA) 1.2.2.10 examining the means provided to minimize water ingress through the spurling pipes and chain lockers (LLC 66/88/03, reg. 22-2).

19 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.1 Initial surveys** are as follows:

(OI) 1.1.1.6 confirming that requirements regarding capacity and protection of oil fuel tanks are complied with (MARPOL 90/04 Annex I reg. 12A).

(OI) 1.1.2.12 examining, for oil tanker of 5,000 tonnes deadweight and above delivered after 1 February 2002, the intact stability. (MARPOL 90/04 Annex I reg. 27);

(OI) 1.1.6.9 confirming, for oil tankers of 5,000 tonnes deadweight and above delivered on/after 1 February 2002, that the intact stability has been approved (MARPOL 90/04 Annex I reg. 27);

(OI) 1.1.6.10 confirming, for oil tankers of 5,000 tonnes deadweight and above, that arrangements are in place to provide prompt access to shore-based damage stability and residual structural strength computerized calculation programs~~me~~ (MARPOL 90/04 Annex I reg. 37.4).

20 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.2 Annual surveys** are as follows:

(OA) 1.2.1.15 checking ~~from~~ the certificates for the type approval of the oil filtering equipment (MARPOL 90/04 Annex I regs. 14 and 15);

(OA) 1.2.1.19 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg. 2), when applicable.

(OA) 1.2.2.7 confirming that for oil tankers of 5,000 tonnes deadweight and above delivered on/after 1 February 2002 the loading conditions and intact stability information, in an approved form, is on board (MARPOL 90/04 Annex I reg. 27)~~.~~;

(OA) 1.2.4.15 confirming for oil tankers of 5,000 tonnes deadweight and above that arrangements are in place to provide prompt access to shore-based damage stability and residual structural strength computerized calculation programmes (MARPOL 90/04 Annex I reg. 37.4).

(OA) 1.2.3.3 confirming the segregation of oil fuel and water ballast systems and that the arrangements prohibit the carriage of oil in forepeak tanks or in spaces forward of the collision bulkhead~~s~~ (MARPOL 90/04 Annex I reg. 16);

(OA) 1.2.4.12 examining the piping systems associated with the discharge of dirty ballast or oil-contaminated water including the part flow system, if fitted (MARPOL 90/04 Annex I reg. 30);

21 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.3 Intermediate surveys** are as follows:

(OIn) 1.3.3.3 examining the oil content meter (15 ppm alarm and bilge monitor) for obvious defects, deterioration or damage and checking the record of calibration of the meter when done in accordance with the manufacturer's operational and instruction manual (MARPOL 90/04 Annex I reg. 14).

(OIn) 1.3.4.2 examining the oil discharge monitoring and control system and the oil content meter for obvious defects, deterioration or damage, and ~~to check~~ checking the record ~~or~~ of calibration of the meter when done in accordance with the manufacturer's operational and instruction manual (MARPOL 90/04 Annex I reg. 31);

(OIn) 1.3.4.4.3 examining at least two selected cargo tanks for the express purpose of verifying the continued effectiveness of the installed crude oil washing and stripping systems. If the tank cannot be gas-freed for the safe entry of the surveyor, an internal examination should not be conducted. In this case

this examination may be conducted in conjunction with the internal examination of cargo tanks required in (~~Cm~~ CIn) 2.3.3.3 in Annex 1;

22 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.4 Renewal surveys** are as follows:

(OR) 1.4.4.12 confirming for oil tankers of 5,000 tonnes deadweight and above that arrangements are in place to provide prompt access to shore based damage stability and residual structural strength computerized calculation programs~~mes~~ (MARPOL 90/04 Annex I reg. 37.4).

23 Amendments to **Annex 3 – 2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS SUBSTANCES IN BULK** are as follows:

2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS LIQUID SUBSTANCES IN BULK

(NI) 2.1.2.2 conducting the water test for assessing the stripping quantity, as required (MARPOL73/78/90/04 Annex II reg. 12 and App.5);

(NA) 2.2.1.17 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg. 2), when applicable.

(NA) 2.2.2.6 confirming that the ventilation equipment for residue removal is as approved (MARPOL 90/04 Annex II reg. 13 and App.7);

(NA) 2.2.2.8 examining any additional requirements listed on the International Certificate for the Carriage of Noxious Liquid Substances in Bulk.

24 Amendments to **Annex 3 – SURVEY GUIDELINES UNDER THE MARPOL CONVENTION – 2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS SUBSTANCES IN BULK – 2.4 Renewal surveys** are as follows:

(NR) 2.4.2.3 conducting the water test for assessing the stripping quantity, as required (MARPOL 73/78/90/04 Annex II reg. 12 and App. 5);

~~(NR) 2.4.2.8 confirming that means are provided in the common discharge piping to isolate openings provided above the waterline (MARPOL 73/78/90 Annex II);~~

25 Amendments to **Annex 3 – (S) Guidelines for surveys for the International Sewage Pollution Prevention Certificate** are as follows:

(SR) 3.2.1.14 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg. 2), when applicable.

(SR) 3.2.2.3 confirming that a procedure for discharge of animal effluent is implemented on board (MARPOL 73/78/07 Annex IV reg. 11.1.1)

26 Amendments to **Annex 3 – 4 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE AND THE NO_X TECHNICAL CODE** are as follows:

(AA) 4.2.1.2*bis* checking the validity of the International Ship Security Certificate;

(AA) 4.2.1.10 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg. 2), when applicable.

(AA) 4.2.2.2.7 confirm that there is a record of fuel changeover, this record should take form of a log-book as prescribed by the Administration (regulation ~~14.6~~ 14(6) of Annex VI)*;

* If not prescribed by the Administration, this information could be contained in the engine room log-book, the deck log-book, the official log-book, the oil record book or a separate log-book solely for this purpose.

(AA) 4.2.2.3.1 confirm that no new installation or equipment except those covered by (AA) 4.2.2.3.2 have been fitted to the ship after 19 May 2005. (regulation ~~12.1~~ 12(1) of Annex VI);

(AA) 4.2.3.1 after a satisfactory survey, endorsing the ~~International Prevention of Air Pollution Certificate~~ International Air Pollution Prevention Certificate;

(A~~i~~In) 4.3.3.1 after a satisfactory survey, endorsing the ~~International Prevention of Air Pollution Certificate~~ International Air Pollution Prevention Certificate;

(AR) 4.4.3.1 after satisfactory survey the ~~International Prevention of Air Pollution Certificate~~ International Air Pollution Prevention Certificate; should be issued.

27 Amendments to **Annex 4 – 1 GUIDELINES FOR THE SURVEYS FOR THE INTERNATIONAL CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK AND THE CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK – 1.1 Initial surveys** are as follows:

(DI) 1.1.1.2 examining the plans for the ship type, location of the cargo tanks, cargo containment, materials of construction, cargo temperature control, cargo tank vent systems, continuous monitoring of the concentration of flammable vapours, environmental control, electrical installations, fire protection and fire extinction, instrumentation and the provision, specification and stowage of the equipment for personnel protection (IBC Code 83/90/00, chs.2, 4, 6, 7, 8, 9, 10, 11, 13 and 14)

(DI) 1.1.2.21*bis* examining the system for continuous monitoring of the concentration of flammable vapours and confirming that the installation tests have been satisfactorily completed (IBC Code 83/90/00, ch.11);

(DI) 1.1.2.28 confirming that sampling points or detector heads are located in suitable positions in order that potentially dangerous leakages are readily detected (IBC Code 07 Ch.11.1.4, BCH Code Ch.IIIE 3.13)

28 Amendments to **Annex 4 – 1 GUIDELINES FOR THE SURVEYS FOR THE INTERNATIONAL CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK AND THE CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK – 1.2 Annual surveys** are as follows:

(DA) 1.2.1.2*bis* checking the validity of the International Ship Security Certificate;

(DA) 1.2.1.21 confirming that compatibility information to material of construction, protective linings and coating is provided on board. (IBC Code 83/04 Ch 6) (BCH Code 85/90/00, ch.IIG);

(DA) 1.2.1.22 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg. 2), when applicable.

(DA) 1.2.2.10 examining, as far as practicable, the cargo tank vent system, including the pressure/vacuum valves and secondary means to prevent over- or under-pressure and devices to prevent the passage of flame (IBC Code 83/90/00 ch.8 and ~~,~~ MSC.102(73), MEPC.79(43)~~, ch.8~~) (BCH Code 85/90/00 ch.IIE and MEPC.80(43), ~~ch.IIE~~);

(DA) 1.2.2.16*bis* confirming that the system for continuous monitoring of the concentration of flammable vapours is satisfactory (IBC Code 83/90/00, ch.11);

(DA) 1.2.2.21 confirming that sampling points or detector heads are located in suitable positions in order that potentially dangerous leakages are readily detected (IBC Code 07 Ch.11.1.4, BCH Code Ch.IIIE 3.13)

29 Amendments to **Annex 4 – 2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL CERTIFICATE OF FITNESS FOR THE CARRIAGE OF LIQUEFIED GASES IN BULK** are as follows:

(GI) 2.1.2.11.2 Cargo control and monitoring systems such as level gauging; equipment, temperature sensors, pressure~~s~~ gauges, cargo pump room and compressors, and proper control of cargo heat exchanges, if operating;

(GI) 2.1.2.12 examining the hull for cold spot~~s~~ following the first loaded voyage (IGC Code 83/90/00, ch. 4);

(GI) 2.1.2.27.7 ducts from gas-dangerous spaces are not led through accommodation, service and machinery spaces and control stations, except when (GI) 2.1.2.~~30~~ 33 applies;

(GI) 2.1.2.28 examining, and confirming the satisfactory operation of, the arrangements for the mechanical ventilation of spaces normally entered other than those covered by (GI) 2.1.2.~~24~~ 27(IGC Code 83/90/00, ch. 12);

(GA) 2.2.1.2*bis* checking the validity of the International Ship Security Certificate;

(GA) 2.2.1.17 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg. 2), when applicable.

(GA) 2.2.2.28 examining, and confirming the satisfactory operation of, the arrangements for the mechanical ventilation of spaces normally entered other than those covered by (GI) 2.1.2.~~24~~ 27 (IGC Code 83/90/00, ch. 12);

30 Amendments to **Appendix 1 – SUMMARY OF AMENDMENTS TO MANDATORY INSTRUMENTS REFLECTED IN THE SURVEY GUIDELINES UNDER HSSC** are as follows:

SOLAS 1974	up to and including the 2006 amendments (MSC 216(82) Annex 1 and 2) ~~up to and including the 2004 amendments (Res. MSC.170(79) and Res. MSC.194(80))~~
MARPOL	up to and including the 2006 amendments (resolution MEPC.154(55)) ~~up to and including the 2005 amendments (Res. MEPC.132(53) and Res. MEPC.141(54))~~
IGC Code	up to and including the 2006/2007 amendments (resolutions MSC.220(82) and MEPC.166(56)) ~~up to and including the 2004 amendments (Res. MSC.179(79))~~
IBC Code	up to and including the 2006/2007 amendments (res. MEPC.166(56)/ MSC.219(82)) ~~up to and including the 2004 amendments (Res. MSC.176(79) and Res. MEPC.119(52))~~
BCH Code	up to and including the 2006 amendments (resolutions MSC.212(81)/MEPC.144(54))

31 Amendments to **Appendix 2 – THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION – DIAGRAMMATIC ARRANGEMENT** are as follows:

Code of types of survey:

I	–	Initial
R	–	Renewal
P	–	Periodical
In	–	Intermediate
A	–	Annual

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ANNEX 21

DRAFT ASSEMBLY RESOLUTION

ADOPTION OF AMENDMENTS TO THE CODE FOR THE IMPLEMENTATION OF MANDATORY IMO INSTRUMENTS, 2007

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO that, by resolution A.996(25), it adopted the Code for the Implementation of Mandatory IMO Instruments, 2007,

RECOGNIZING the need for the above Code to be revised to take account of the amendments to the IMO instruments referred to above, which have entered into force or become effective since the adoption of resolution A.996(25),

BEING AWARE of the request of the seventh session of the UN Commission on Sustainable Development (CSD 7) that measures be developed to ensure that flag States give full and complete effect to the IMO and other relevant conventions to which they are party, so that the ships of all flag States meet international rules and standards,

RECOGNIZING that parties to the relevant international conventions have, as part of the ratification process, accepted to fully meet their responsibilities and to discharge their obligations under the conventions and other instruments to which they are party,

REAFFIRMING that States have the primary responsibility to have in place an adequate and effective system to exercise control over ships entitled to fly their flag, and to ensure that they comply with relevant international rules and regulations in respect of maritime safety, security and protection of the marine environment,

REAFFIRMING ALSO that States, in their capacity as port and coastal States, have other obligations and responsibilities under applicable international law in respect of maritime safety, security and protection of the marine environment,

NOTING that, while States may realize certain benefits by becoming party to instruments aiming at promoting maritime safety, security and the prevention of pollution from ships, these benefits can only be fully realized when all parties carry out their obligations as required by the instruments concerned,

NOTING ALSO that the ultimate effectiveness of any instrument depends, *inter alia*, upon all States:

(a) becoming party to all instruments related to maritime safety, security and pollution prevention and control;

(b) implementing and enforcing such instruments fully and effectively;

(c) reporting to the Organization, as required,

NOTING FURTHER that, in the context of the Voluntary IMO Member State Audit Scheme, the enactment of appropriate legislation and its implementation and enforcement are the three key issues on which a Member State's performance can be measured,

BEARING IN MIND that the Voluntary IMO Member State Audit Scheme contains references to the Code for the Implementation of Mandatory IMO Instruments, as appropriate; and that the Code, in addition to providing guidance for the implementation and enforcement of IMO instruments, forms the basis of the Audit Scheme, in particular concerning the identification of the auditable areas,

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee, at its eighty-sixth session and the Marine Environment Protection Committee, [at its fifty-ninth] session,

1. ADOPTS the amendments to the Code for the Implementation of Mandatory IMO Instruments, 2007, set out in the Annex to the present resolution;

2. URGES Governments of all States in their capacity as flag, port and coastal States to implement the amendments to the Code on a national basis;

3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Code under review and, in coordination with the Council, to propose amendments thereto to the Assembly;

4. REQUESTS the Secretary-General to display on the Organization's website a consolidated working version of the Code for the Implementation of Mandatory IMO Instruments, 2009.

* * *

ANNEX

AMENDMENTS TO THE CODE FOR THE IMPLEMENTATION OF MANDATORY IMO INSTRUMENTS, 2007

The struck-out text indicates deletions and the underlined text shows additions or changes, to the Code.

ANNEX 1

OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES

Obligations of Contracting Governments/Parties		
Source	**Summary description**	**Comments**
IMDG Code		
Section 1.1.3	Transport of radioactive material – role of Competent Authority	delete after 1.1.2010 by res. MSC.262(84)
Section 1.5.2	Radiation protection programme – role of Competent Authority	in force 1.1.2010 by res. MSC.262(84)
Section 1.5.3	Quality assurance programmes – role of Competent Authority	in force 1.1.2010 by res. MSC.262(84)
Chapter 4.1	Approval of packagings as referred in the Chapter – role of Competent Authority	in force 1.1.2010 by res. MSC.262(84)
Chapter 6.2	Approval of pressure receptacles, aerosol dispensers ~~and~~, small receptacles containing gas and fuel cell cartridges containing liquefied flammable gas – role of Competent Authority	in force 1.1.2010 by res. MSC.262(84)
Section 6.3.2	Quality assurance programme – role of Competent Authority	in force 1.1.2010 by res. MSC.262(84)
Section 6.3.5	Procedures for performance and frequency of tests – role of Competent Authority	in force 1.1.2010 by res. MSC.262(84)
Casualty Investigation Code		
Para 4/4.1	Detailed contact information of the marine safety investigation Authority (ies) to IMO	in force 1.1.2010 by res. MSC.255(84)
Paras 5/5.1 and 5.2	Notification of a marine casualty	in force 1.1.2010 by res. MSC.255(84)

Obligations of Contracting Governments/Parties		
Source	**Summary description**	**Comments**
Paras 7/7.1 and 7.2	Agreement to conduct a marine safety investigation	in force 1.1.2010 by res. MSC.255(84)
Para 8/8.1	Powers provided for investigator(s)	in force 1.1.2010 by res. MSC.255(84)
Para 9/9.2	Coordination for parallel investigations	in force 1.1.2010 by res. MSC.255(84)
Para 10/10.1	Cooperation in investigating	in force 1.1.2010 by res. MSC.255(84)
Para 11/11.1	Investigation not to be subject to external direction	in force 1.1.2010 by res. MSC.255(84)
Paras13/13.1,13.4 and 13.5	Draft marine safety investigation reports	in force 1.1.2010 by res. MSC.255(84)
Paras 14/14.1 and14.2	Marine safety investigation reports – communication to IMO	in force 1.1.2010 by res. MSC.255(84)
Paras 14/14.4	Marine safety investigation reports – available to public and shipping industry	in force 1.1.2010 by res. MSC.255(84)

ANNEX 2

SPECIFIC FLAG STATE OBLIGATIONS

Specific flag State obligations		
Source	**Summary description**	**Comments**
SOLAS 74		
Reg. II-1/1.2	Compliance with earlier requirements	revised SOLAS chapter II-I adopted by MSC 80 and MSC 82
~~Reg. II-1/3-2.2~~ Reg. II-1/3-2	Approval of corrosion prevention systems of seawater ballast tanks	
Reg. II-1/3-2.4	Maintenance of the protective coating	
Reg. II-1/~~3-4.22 and 3-4.3~~ 3-4.1.2.2 and 3-4.1.3	Approval of emergency towing arrangements on tankers	in force 1.1.2010 by res. MSC.256(84)
~~Reg. II-1/3-4.22 and 3-4.3~~ Reg. II-1/3-4.2.2 and 3-4.3	Approval of emergency towing arrangements on tankers	
Reg. II-1/3-8.3	Appropriate requirements of towing and mooring equipment	
Reg. II-1/3-9.1	Means of embarkation and disembarkation	01.1.2010 by res. MSC.256(84)
Reg. II-1/4.2	Alternative methodologies – communication to IMO	
Reg. II-1/4.4	Beneficial or adverse effects of fitting structures as defined by the regulation	
Reg. II-1/5-1.1	Stability information to the Administration	
Reg. II-1/7-2.5	Acceptance to equalization devices and their control	
Reg. II-1/13.9.2	Number and arrangements of doors with a device preventing unauthorized opening	
Reg. II-1/13.11.2	Special consideration for tunnels piercing watertight bulkheads	
Reg. II-1/15.2	Arrangement and efficiency of the means for closing any opening in the shell plating	

Specific flag State obligations		
Source	**Summary description**	**Comments**
Reg. II-1/15.8.5	Material of pipes as referred in the regulation	
Reg. II-1/16.1.1	Construction and initial tests of watertight doors, sidescuttles, etc.	
Reg. II-1/16-1.1	Construction and initial tests of watertight decks, trunks, etc.	
Reg. II-1/22.4	Determination for watertight doors permitted to remain open	
~~Reg. II-1/9.1~~	~~Ballasting of passenger ships~~	
~~Reg. II-1/12.2 and 12-1.2~~	~~Approval of double bottoms~~	
~~Reg. II-1/14.1~~	~~Construction and initial testing of watertight bulkheads, etc., in passenger ships and cargo ships~~	
~~Reg. II-1/17.2 and .9.4~~	~~Openings in the shell plating of passenger ships below the margin line~~	
~~Reg. II-1/18.1.1~~	~~Construction and initial tests of watertight doors, sidescuttles, etc., in passenger ships and cargo ships~~	
~~Reg. II-1/19.1~~	~~Construction and initial tests of watertight decks, trunks, etc., in passenger ships and cargo ships~~	
~~Reg. II-1/25-1.3~~	~~Alternative arrangements – information to IMO~~	
Reg. II-1/35-1.3.7.2 and 3.9	Bilge pumping arrangements	
Reg. II-2/20.6.1.4.2	Adverse effect as referred in the regulation – Approval of stability information	in force 1.1.2010 by res. MSC.256(84)
Reg. XI-1/3.5.4	Ship identification number – approval of method of marking ~~the ship identification number~~	
Reg. XI-1/3-1.2	Registered owner identification number	

Specific flag State obligations		
Source	**Summary description**	**Comments**
Reg. XI-1/6	~~Each Administration shall conduct~~ Investigations of marine casualties and incidents,	In force 1.1.2010 by res. MSC.257(84)
MARPOL **Annex IV** Reg. 11(1)(1)	 Approval of rate of discharge	
FSS Code Para 4/3.2.2.2 Para 7/2.1 ~~Para 7/2.1.1.1~~ ~~Para 7/2.1.1.2~~ Para 7/2.3 Para 9/2.6	 Approval of the foam concentrate Fixed pressure water-spraying fire-extinguishing systems - approval ~~Type approval of spraying nozzles~~ ~~Number and arrangement of nozzles~~ Fixed pressure water-spraying fire-extinguishing systems for cabin balconies – approval Fixed fire detection and fire alarm systems for cabin balconies – approval	
1994 HSC Code Para 8.9.1.2 Para 8.9.1.3 Para 8.9.7.2 Para 8.9.11 Para 8.9.12	 Approval of novel life-saving appliances or arrangements Notification to the Organization Deployment intervals of MES Novel life-saving appliances or arrangements Notification to the Organization	
2000 HSC Code Para 1.4.37 ~~36~~ Para 1.9.1.1.4	 Determination of "maximum operational weight" Transit voyage – satisfied with the arrangement	

Specific flag State obligations		
Source	**Summary description**	**Comments**
Para 1.9.7	The worst intended conditions and the operational limitations	
Para 2.7.5 ~~2.7.4~~ and 2.14.2	Inclining and stability information – approval	
Para 4.8.10	Evacuation demonstration	
Para 7.3.3 ~~2~~	Approval of structural fire protection details	
Para ~~7.7.3.2.6~~ 7.7.3.3.6	Additional quantity of fire-extinguishing medium	
~~Para 7.7.5.5~~	~~Maximum length of fire hoses~~	
Para 7.17.3.1.5	Water spray system – approval	
BCH Code		
Section 1.8	New products – establishing suitable conditions – notification to IMO	~~amended by Res. MEPC.144(54) (in force 1.8.07)~~
~~Section 2.17~~	~~Structural materials for tank construction, etc.~~	~~deleted after 1.8.07 by Res. MEPC.144(54)~~
Chapter IV	Approval of special requirements for specific chemicals	~~amended by Res. MEPC.144(54) (in force 1.8.07)~~
~~Para 5A.3.1~~	~~Procedures and Arrangements Manual – approval~~	~~deleted after 1.8.07 by Res. MEPC.144(54)~~
Res. MEPC.94(46), as amended	Condition assessment scheme	
Para 13	Issue, suspension or withdrawal of Statement of Compliance	~~amended by Res. MEPC.155(55) (in force 1.3.08)~~
Res. MSC.215(82)	Performance standard for protective coatings	
Para 3.2	Inspection of surface preparation and coating processes	
Para 3.4.1	Coating technical file	

Specific flag State obligations		
Source	**Summary description**	**Comments**
Para 4.4.3	The Technical Data Sheet and Statement of Compliance or Type Approval Certificate – verification	
Section 5	Coating system approval	
Para 6.1.1	Verification of equivalent qualification of coating inspector	
Section 7	Verification requirements	
Res. A.744(18), as amended	Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers	
Annex A – Bulk carriers		
Part A – Single-side skin bulk carriers		in force 1.1.2010 by res. MSC.261(84)
Part B – Double-side skin bulk carrier		in force 1.1.2010 by res. MSC.261(84)
Para 1.3.1	Repair of damage affecting the ship's structural, watertight or weathertight integrity	in force 1.1.2010 by res. MSC.261(84)
Para 1.3.2	Corrosion or structural defects impairing the ship's fitness	in force 1.1.2010 by res. MSC.261(84)
Para 3.3.4	Cargo hatch cover securing system	in force 1.1.2010 by res. MSC.261(84)
Para 5.1.1	Survey programme	in force 1.1.2010 by res. MSC.261(84)
Para 5.1.5	Maximum acceptable structural corrosion diminution levels	in force 1.1.2010 by res. MSC.261(84)
Para 5.2.2	Provisions for proper and safe access	in force 1.1.2010 by res. MSC.261(84)
Para 6.2.2	Survey report file retained in the Administration office	in force 1.1.2010 by res. MSC.261(84)
Paras 8.1.2 and 8.2.3	Evaluation of survey report	in force 1.1.2010 by res. MSC.261(84)

Specific flag State obligations		
Source	**Summary description**	**Comments**
Annex 4B	Survey planning questionnaire	in force 1.1.2010 by res. MSC.261(84)
Annex 5, para 3.1	Certification of a company engaged in thickness measurement	in force 1.1.2010 by res. MSC.261(84)
Annex 9, para 2.3	Technical assessment in conjunction with the planning of enhanced surveys for bulk carriers	in force 1.1.2010 by res. MSC.261(84)
Annex 11, para 3	Materials and welding	in force 1.1.2010 by res. MSC.261(84)
IBC Code		
Para 18.2	Safety requirements – list of products to which the Code does not apply	
Casualty Investigation Code		
Para 1/1.3	Qualified person (s) for investigation	in force 1.1.2010 by res. MSC.255(84)
Para 6/6.2	Investigation into a very serious marine casualty	in force 1.1.2010 by res. MSC.255(84)

ANNEX 4

SPECIFIC PORT STATE OBLIGATIONS

Specific port State obligations		
Source	**Summary description**	**Comments**
MARPOL Annex IV Reg. 13	Port State control on operational requirements	~~In force 1.8.07 by Res.MEPC.143(54)~~

ANNEX 5

INSTRUMENTS MADE MANDATORY UNDER IMO CONVENTIONS

SOLAS 74	Res. MSC.215(82) Casualty Investigation Code Res. 4 of the 1997 SOLAS Conf.	reg. II-1/3-2.2 reg. XI-1/6 ~~reg. XII/1.5 (~~reg. XII/1.7 ~~as of 1.7.06)~~
MARPOL ~~73/78~~	NO_x Technical Code	Annex VI reg. II/5(3)(b) ~~reg.2(5)~~

ANNEX 6

SUMMARY OF AMENDMENTS TO MANDATORY INSTRUMENTS REFLECTED IN THE CODE

SOLAS 1974	2008 amendments (res. MSC.257(84), except res. MSC.201(81), res. 202(81) and res. 216(82))
FSS Code	up to and including the 2006 amendments (res. 217(82), Annex 1, except res. MSC.206(81))
LSA Code	up to and including 2006 amendments (res. MSC.218(82), except res. MSC.207(81))
IMDG Code	up to and including the 2008 amendments (res. MSC.262(84))
IBC Code	up to and including the 2006 amendments (res. MSC.219(82) and MEPC.166(56))
IGC Code	up to and including the 2006 amendments (res. MSC.220(82))
INF Code	up to and including the 2007 amendments (res. MSC.241(83))
ISM Code	up to and including the 2005 amendments (res. MSC.195(80))
1994 HSC Code	up to and including the 2008 amendments (res. MSC.259(84))
2000 HSC Code	up to and including the 2008 amendments (res. MSC.260(84))
Res. A.744(18)	up to and including res. MSC.261(84)
Res. MSC.215(82)	no amendments yet adopted
Casualty Investigation Code	MSC.255(84)
SOLAS PROT 1988	up to and including the 2008 amendments (res. MSC.258(84), except res. MSC.204(81))
MARPOL	up to and including the 2007 amendments (res. MEPC.164(56))
IBC Code	up to and including the 2006 amendments (res. MEPC.166(56) and MSC.219(82))
LL PROT 1988	up to and including the 2006 amendments (res. MSC.223(82))

ANNEX 7

AMENDMENTS TO IMO INSTRUMENTS EXPECTED TO BE ACCEPTED AND TO ENTER INTO FORCE ON 1 JULY 2010

THE FOLLOWING TABLES CONTAIN A NON-EXHAUSTIVE LIST OF OBLIGATIONS, INCLUDING THOSE OBLIGATIONS IMPOSED WHEN A RIGHT IS EXERCISED

OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES

Obligations of Contracting Governments/Parties		
Source	**Summary description**	**Comments**
MARPOL **Revised Annex VI**		in force 1.7.2010 by res. MEPC.176(58)
Reg. 11.1 ~~(1)~~	Detection of violations and enforcement – cooperation	in force 1.7.2010 by res. MEPC.176(58)
Reg. 11.2 ~~(2)~~	Inspection report in case of Detection of violations	in force 1.7.2010 by res. MEPC.176(58)
Reg. 11.3 ~~(3)~~	Detection of violations and enforcement – information to flag State and master on violations detected	in force 1.7.2010 by res. MEPC.176(58)
Reg.11.5	Transmission of report to requesting Party	in force 1.7.2010 by res. MEPC.176(58)
Reg.13.7.1	Certification of an Approved Method and communication to IMO	in force 1.7.2010 by res. MEPC.176(58)
Reg. 17.1	Adequate Reception Facilities	in force 1.7.2010 by res. MEPC.176(58)
Reg. 17.3	Reception Facilities unavailable or inadequate – communication to IMO	in force 1.7.2010 by res. MEPC.176(58)
Reg. 18.1	Availability of fuel oils	in force 1.7.2010 by res. MEPC.176(58)
Reg. 18.2.1	Ship not compliant fuel oil standards	in force 1.7.2010 by res. MEPC.176(58)
Reg. 18.2.3	Action taken, including not to taking control measures	in force 1.7.2010 by res. MEPC.176(58)
Reg. 18.2.5	Evidence of the non-availability of compliant fuel oil – communication to IMO	in force 1.7.2010 by res. MEPC.176(58)

Obligations of Contracting Governments/Parties		
Source	**Summary description**	**Comments**
~~Reg. 18(7)~~	~~Fuel oil quality~~	in force 1.7.2010 by res. MEPC.176(58)
Reg. 18.9	Authorities designated for register of local suppliers, bunker delivery note and sample, fuel oil quality, actions against fuel oil suppliers of non-compliance, informing the Administration of any ship receiving non-compliant fuel oil and communication to IMO of non-compliant fuel oil suppliers as referred in the paragraph	in force 1.7.2010 by res. MEPC.176(58)

SPECIFIC FLAG STATE OBLIGATIONS

Specific flag State obligations		
Source	**Summary description**	**Comments**
SOLAS 74		
Reg. II-1/55.3, 55.4.1 and 55.6	Evaluation of the alternative design and arrangements and re-evaluation due to change of conditions	in force 1.7.2010 by res. MSC.216(82)
Reg. II-1/55.5	Alternative design and arrangements – communication to IMO	in force 1.7.2010 by res. MSC.216(82)
Reg. II-2/21.5.2	Alternate space for medical care	in force 1.7.2010 by res. MSC.216(82)
Reg. III/38.3, 38.4.1 and 38.6	Evaluation of the alternative design and arrangements and re-evaluation due to change of conditions	in force 1.7.2010 by res. MSC.216(82)
Reg. III/38.5	Alternative design and arrangements – communication to IMO	in force 1.7.2010 by res. MSC.216(82)
MARPOL		
Revised Annex VI		in force 1.7.2010 by res. MEPC.176(58)
Reg. 3.2 and 3.3.2	Exceptions and Exemptions	in force 1.7.2010 by res. MEPC.176(58)
Reg. 4.2 and 4.4	Equivalents and communication to IMO	in force 1.7.2010 by res. MEPC.176(58)
Reg. 5	Surveys and certification	in force 1.7.2010 by res. MEPC.176(58)
Reg. 9.1	Duration and Validity of Certificate	in force 1.7.2010 by res. MEPC.176(58)
Reg. 9.9.3 ~~(9)(c)~~	Transfer of flag	in force 1.7.2010 by res. MEPC.176(58)
Reg. 11.4	Detection of violations and enforcement – investigations and communication to the Party and IMO	in force 1.7.2010 by res. MEPC.176(58)
Reg.12.6	Ozone Depleting Substances Record Book – approval of alternative forms of record keeping	in force 1.7.2010 by res. MEPC.176(58)

Specific flag State obligations		
Source	**Summary description**	**Comments**
Reg. 13. 1.1.2 &13.1.2.2) ~~(1)(b)(ii)~~	Nitrogen oxides – Acceptance of identical replacement and alternative control measures	in force 1.7.2010 by res. MEPC.176(58)
~~Reg. 13(2)(b)~~	~~Nitrogen oxides – approval of documentation~~	in force 1.7.2010 by res. MEPC.176(58)
Reg. 13.2.2	Acceptance of installation of Tier II engine in lieu of Tier III where Tier III engine could not be accommodated	in force 1.7.2010 by res. MEPC.176(58)
~~Reg. 13(3)(b)~~	~~Nitrogen oxides – approvals of exhaust gas cleaning systems or equivalent methods~~	in force 1.7.2010 by res. MEPC.176(58)
Reg. 13.5.2.2	Combined nameplate diesel engine – application as referred in the paragraph	in force 1.7.2010 by res. MEPC.176(58)
Reg. 13.7.2	Approved method not commercially available	in force 1.7.2010 by res. MEPC.176(58)
~~Reg. 14(4)(b) and (c)~~	~~Sulphur oxides – approvals of exhaust gas cleaning systems or alternatives~~	in force 1.7.2010 by res. MEPC.176(58)
Reg. 14.6 ~~(6)~~	Sulphur oxides – prescription of log-book	in force 1.7.2010 by res. MEPC.176(58)
Reg. 15.5 ~~(5)~~	Volatile organic compounds – approval of vapour collection systems	in force 1.7.2010 by res. MEPC.176(58)
Reg. 15.6	VOC Management Plan - approval	in force 1.7.2010 by res. MEPC.176(58)
Reg. 16.6.1 ~~(2)(a)~~	Shipboard incineration – approvals	in force 1.7.2010 by res. MEPC.176(58)
~~Reg. 17(2)~~	~~Notification on alleged inadequacies of port reception facilities~~	in force 1.7.2010 by res. MEPC.176(58)
Appendix IV Para 1	Type approval as referred in the paragraph	in force 1.7.2010 by res. MEPC.176(58)
Appendix VI, para 1.2, para 2.1 and para 3.1	Fuel verification procedure – management and sample delivery	in force 1.7.2010 by res. MEPC.176(58)
Res. A.739(18), as amended	Guidelines for the authorization of RO	in force 1.7.2010 by res. MSC.208(81)

Specific flag State obligations		
Source	**Summary description**	**Comments**
FSS Code Para 5/2.1.2.1	System flow calculations	in force 1.7.2010 by res. MSC.206(81)
NO_x Technical Code 2008		in force 1.7.2010 by res. MEPC.176(58)
Chapter 1	Assumption of full responsibility for the approval of the documentation as required by the Code together with the acceptance of procedures and alternatives as permitted by the Code.	in force 1.7.2010 by res. MEPC.177(58)
Chapter 2	Issue of the Engine International Air Pollution Prevention Certificate, arrangements for the Parent Engine test and pre-certification of engines, usage of the Engine Family / Engine Group concepts and approval of the Technical File and any subsequent amendments.	in force 1.7.2010 by res. MEPC.177(58)
Chapter 3	Acceptance of modification of engine speed at E2 test cycle 25% power mode point.	in force 1.7.2010 by res. MEPC.177(58)
Chapter 4	Assignment of Engine Family/Engine Group status, as applicable, and selection of associated Parent Engine. Acceptance of conformity of production arrangements. Adjustment of Parent Engine relative to Engine Group reference values.	in force 1.7.2010 by res. MEPC.177(58)
Chapter 5	Ensuring that the Parent Engine test and subsequent calculations are undertaken in accordance with Code requirements and that where alternatives are applied that these meet the Code's equivalency requirements. That any deviations are within the permitted margins. Filing of Parent Engine test report.	in force 1.7.2010 by res. MEPC.177(58)

Specific flag State obligations		
Source	**Summary description**	**Comments**
Chapter 6	Onboard NO_x Verification Procedures are in accordance with the provisions of the Code and are adequate to provide verification that an engine, as so surveyed, will be in accordance with the applicable Annex VI requirements. Acceptance of aspects within Onboard NO_x Verification Procedure – Simplified Measurement method if applicable. Approval of aspects within Onboard NO_x Verification Procedure – Direct Measurement and Monitoring method including the Onboard Monitoring Manual, if applicable.	in force 1.7.2010 by res. MEPC.177(58)
Appendix IV	Verification that the calibration of all necessary measurement equipment meets Code requirements.	in force 1.7.2010 by res. MEPC.177(58)
Appendix VII	Aspects to be included within Onboard NOx Verification Procedure – Parameter Check method.	in force 1.7.2010 by res. MEPC.177(58)
Appendix VIII	Approval of alternative exhaust gas measurement principles.	in force 1.7.2010 by res. MEPC.177(58)
IS Code, 2008	International code on intact stability, 2008	In force 1.7.2010 by res. MSC.267(85)
Part A, Ch. 1.2	Criteria demonstrating sufficient ship's stability in critical stability situation in waves	In force 1.7.2010 by res. MSC.267(85)
Part A, Ch. 2.1.3	Stability criteria where anti-rolling devices are installed	In force 1.7.2010 by res. MSC.267(85)
Part A, Ch. 2.3	Severe wind and stability criterion	In force 1.7.2010 by res. MSC.267(85)
Part A, Ch. 3	Special criteria for certain types of ships	In force 1.7.2010 by res. MSC.267(85)

SPECIFIC PORT STATE OBLIGATIONS

Specific port State obligations		
Source	**Summary description**	**Comments**
MARPOL **Revised Annex VI**		in force 1.7.2010 by res. MEPC.176(58)
Reg. 5(3)(3)	Necessary assistance to the survey as referred in the paragraph	in force 1.7.2010 by res. MEPC.176(58)
~~Reg. 14(4)(b)~~	~~Discharge criteria – Communication to IMO~~	in force 1.7.2010 by res. MEPC.176(58)
Reg. 15.3 and 15.4 ~~(2) and (3)~~	Volatile organic compounds – approval~~s~~ for vapour emission control systems and notification to IMO	in force 1.7.2010 by res. MEPC.176(58)
Reg. 17.2 ~~(1)~~	Reception facilities as referred in the paragraph - communication to IMO	in force 1.7.2010 by res. MEPC.176(58)
~~Reg. 18(5)~~	~~Fuel oil quality – inspection of bunker delivery notes~~	in force 1.7.2010 by res. MEPC.176(58)
Reg. 18.10 ~~(8)~~	Fuel oil quality – Communication to Party or non-Parties ~~information~~ and remedial action	in force 1.7.2010 by res. MEPC.176(58)

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ANNEX 22

AMENDMENTS TO THE GUIDELINES ON THE ORGANIZATION AND METHOD OF WORK OF THE MARITIME SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE AND THEIR SUBSIDIARY BODIES (MSC-MEPC.1/CIRC.2)

New work programme items

1 The following new paragraph 2.11-1 is added after the existing paragraph 2.11:

"2.11-1 Committees should assess the implication for capacity-building and technical co-operation and assistance, initiated at the acceptance of a proposal for the work programme item concerning new, or amendments to existing, mandatory instruments, against the criteria for identification of capacity-building implications, set out in annex 2."

2 The following new annex 2 is added after the existing annex 1:

"**ANNEX 2**

PROCEDURES FOR THE ASSESSMENT OF IMPLICATIONS OF CAPACITY-BUILDING REQUIREMENTS WHEN DEVELOPING NEW, OR AMENDING EXISTING, MANDATORY INSTRUMENTS"

1 INTRODUCTION

1.1 Assembly resolution A.998(25) cautions that, unless the Council, the Committees and their subsidiary bodies adopt a *cradle to grave* approach in relation to matters concerning capacity-building, technical cooperation and assistance, the chances of success in the ratification and effective implementation of IMO instruments may be reduced by the level of un-preparedness or lack of capacity that Governments, particularly of Small Island Developing States (SIDS) and Least Developed Countries (LDCs), experience at the point when implementation of such instruments is urgently required and, therefore, the development of this procedure is in keeping with the provisions of resolution A.998(25).

1.2 Assessment of capacity-building implications for the implementation of new and/or, amendment to existing instruments, is an iterative process that begins at the acceptance of the preliminary proposal and runs in parallel up to the process of its implementation.

1.3 The procedure does not prevent States from taking extra actions in promoting the advancement of the objectives of capacity-building through technical assistance or cooperation.

2 DEFINITIONS

For the purposes of this procedure, the following definitions apply:

2.1 "Work programme item" is a clearly defined item of work to achieve a definite goal through the delivery of one or more planned outputs.

2.2 "New work programme item" is any proposal to deliver an output that has not already been planned under the High-level Action Plan.

2.3 "Capacity-building" are sustainable, social, economical or legal measures undertaken through various means for the purposes of a comprehensive transformation of the performance of an Administration or industry player to implement and therefore comply with new or amended instruments.

2.4 "Technical assistance" is a methodology of providing capacity-building rendered through bilateral and/or multilateral exchange of technical knowledge, resources or expertise to a party who has requested such assistance in order to enhance the technical capability of that party to implement existing, new or amended instruments.

2.5 "Technical cooperation" refers to a methodology of providing capacity-building through a multilateral effort to a group of cooperating countries of a particular region by the provision of training and exchange of expertise, knowledge and information in support of efforts aimed at the promotion of the implementation of existing, new and/or amended instruments.

2.6 "Instruments" refers to IMO Conventions and other treaties.

3 PURPOSE AND OBJECTIVES

3.1 The purpose of this procedure is to give effect to resolution A.998(25) aimed at enhancing efforts to promote universal implementation of IMO instruments.

3.2 This procedure is intended to assist in the identification and assessment of capacity-building implications in the following cases:

.1 when the Committee has accepted a proposal for a new work programme item and/or on approval by the Committee of a new instrument;

.2 during implementation of new instruments or amended instruments; and

.3 during the scheduling of capacity-building measures or activities.

3.3 These procedures apply to the Committees of the Organization and they constitute a specific implementation response to resolution A.998(25).

3.4 Promoting universal ratification and compliance with newly adopted IMO instruments.

3.5 Improving the level and quality of implementation of new and/or amended instruments.

3.6 Promoting as far as possible a balanced level of implementation of new instruments.

4 PROCEDURE

4.1 Committees should conduct an assessment of capacity-building implications by following the procedure in the flow chart in appendix 1.

4.2 Assessments of capacity-building implications should be initiated at acceptance of proposals for new work programme item.

Preliminary assessment of capacity-building implications

4.3 In order to facilitate the assessment of capacity-building implications by the Committee, its Vice-Chairman should, in consultation with the Chairman and assisted by the Secretariat, undertake a preliminary assessment of capacity-building implications, utilizing the checklist for the assessment of the need for capacity-building contained in appendix 2.

4.4 The outcome of the preliminary assessment should be submitted to the Committee concerned for consideration. This should contain the Vice-Chairman's appraisal of:

.1 whether there are or will be capacity-building implications or need for technical assistance;

.2 list of possible implications; and

.3 recommendations on the way forward.

Assessment of capacity-building implications

4.5 Following the preliminary assessment, the Committee should, if necessary, decide to convene the *Ad hoc* Capacity-building needs Analysis Group (ACAG) to be chaired by the Vice-Chairman of that Committee. The ACAG should consider the preliminary assessment, taking into account comments and any further submissions thereto and, if appropriate, conduct further assessment and present its report and recommendations to the Committee.

4.6 The ACAG may refer a matter through the Committee for further consideration by another organ.

Post assessment of capacity-building implications for implementation of new measures

4.7 When new measures have been approved, the Committee may request ACAG to conduct a post-assessment exercise using the criteria and mechanism contained in appendix 3 to identify issues requiring special focus when implementing technical cooperation and assistance activities.

4.8 Prepare a draft circular communicating possible capacity-building implications and recommendations of a course of action for consideration by the Organization, the membership and/or industry.

5 TERMS OF REFERENCE OF ACAG

5.1 In conducting assessment of capacity-building, the ACAG should be guided by the following:

.1 consider the preliminary assessment of capacity-building and technical assistance actions;

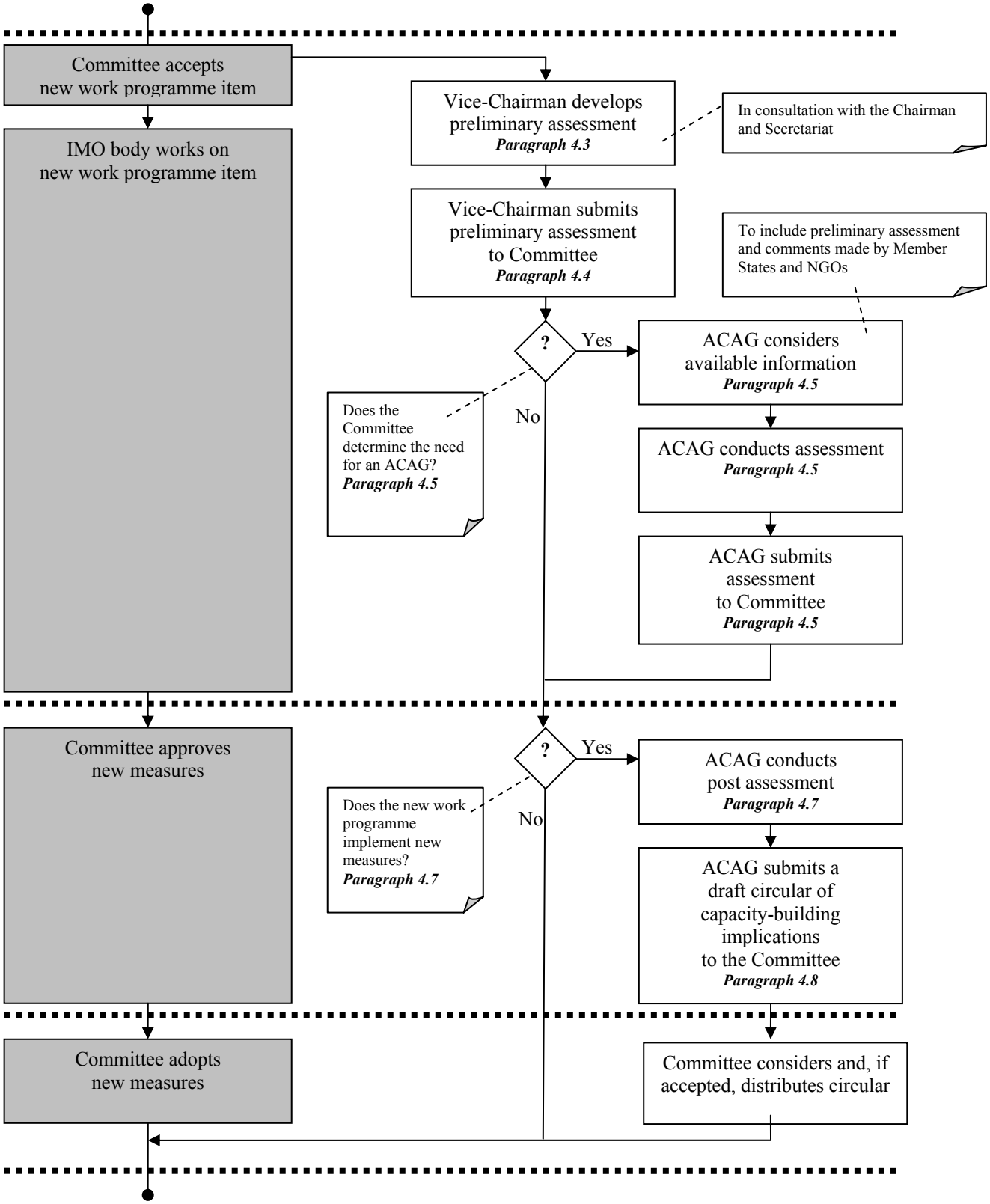
.2 make an assessment and when new measures have been approved, a post assessment of the capacity-building actions that may include technical assistance or technical cooperation required by Administrations for the implementation of the instrument;

.3 in consultation with the industry and non-governmental organizations, make an assessment and, when implementing new measures, a post assessment of the capacity-building actions that may be required or expected of the shipping industry for the implementation of the instrument; and

.4 advise the Committee of the implications for capacity-building relating to a new instrument or the proposed amendment to existing instrument, whichever is being considered.

APPENDIX 1

IDENTIFICATION OF CAPACITY-BUILDING IMPLICATIONS FLOWCHART



APPENDIX 2

CHECKLIST FOR THE IDENTIFICATION OF CAPACITY-BUILDING IMPLICATIONS

1 For Administrations

- ☐ Is new legislation required
- ☐ Is there a requirement for new equipment and or systems
  - o Does equipment manufacturing capacity exist internationally
  - o Do equipment repair/servicing facilities exist internationally
  - o Is there capacity to develop new systems
- ☐ Will the implementation require additional financial resources
- ☐ Is there a need for additional human resources or new skills
- ☐ Will there be a need to upgrade current infrastructure
- ☐ Is there enough lead-time towards implementation
- ☐ Will there be a rapid implementation procedure adopted
- ☐ Is there a substantial modification of existing standards
- ☐ Will a guide to implementation be needed

2 For the industry

- ☐ Would the industry require new and or enhancement of existing systems
  - o Does capacity exist internationally to develop new systems
- ☐ Is there a need for additional training of seafarers
  - o Do related and validated training courses exist
  - o Are there sufficient simulation training courses available internationally
- ☐ Will there be a requirement for new equipment
  - o Does manufacturing capacity exist internationally
- ☐ Is there repair/servicing and/or retrofitting and does maintenance capacity exist internationally

APPENDIX 3

CHECKLIST OF ISSUES REQUIRING SPECIAL FOCUS WHEN DEVELOPING CAPACITY-BUILDING RELATED TO THE IMPLEMENTATION OF NEW MEASURES

Capacity-building Measures Form

Instrument _____

Measure number _____ of _____

Required for
- □ Administration
- □□ Industry

Implementation
- □□ Prior to adoption
- □□ Once adopted
- □□ Prior to entry into force
- □□ Once ratified
- □□ Phased in

Description of capacity-building activity needed for the implementation of new measures:

_____

_____

_____

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ANNEX 23

DRAFT ASSEMBLY RESOLUTION

ADOPTION OF THE CODE OF PRACTICE FOR INVESTIGATION OF CRIMES OF PIRACY AND ARMED ROBBERY AGAINST SHIPS

THE ASSEMBLY,

RECALLING the rights and obligations of States under the international law of the sea, including the provisions of the 1982 United Nations Convention on the Law of the Sea (UNCLOS),

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECALLING ALSO the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA Convention), 1988 and the 1988 Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms Located on the Continental Shelf, and encouraging States that have not done so, to ratify the said instruments as a matter of priority,

NOTING resolution A/RES/63/111 on Oceans and the law of the sea, by which the United Nations General Assembly, at its sixty-third session, urged all States, in cooperation with the International Maritime Organization, to actively combat piracy and armed robbery at sea by adopting measures, including those relating to assistance with capacity-building through training of seafarers, port staff and enforcement personnel in the prevention, reporting and investigation of incidents, bringing the alleged perpetrators to justice, in accordance with international law, and by adopting national legislation,

NOTING ALSO the approval by the Maritime Safety Committee of MSC.1/Circ.1333 and MSC.1/Circ.1334 containing recommendations to Governments and guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships,

RECOGNIZING WITH DEEP CONCERN the grave danger to safety of life at sea, maritime safety and the protection of the marine environment arising from acts of piracy and armed robbery against ships,

RECOGNIZING ALSO that the number of acts of piracy and armed robbery against ships continues to increase worldwide,

BEING AWARE that the fight against piracy and armed robbery against ships is often impeded by the absence of effective legislation in some countries for the investigation of reported cases of piracy and armed robbery against ships,

NOTING the need for capacity-building and technical cooperation in the field of suppression of piracy and armed robbery,

BEING ALSO AWARE that, when arrests are made, some Governments are lacking the legislative framework and adequate guidelines for investigation necessary to allow conviction and punishment of those involved in acts of piracy and armed robbery against ships,

TAKING INTO ACCOUNT the recommendation made at regional seminars and workshops organized by IMO within the context of the 1998 anti-piracy project that the development of a Code of Practice for the Investigation and Prosecution of Acts of Piracy and Armed Robbery against Ships should be pursued on a priority basis, to ensure appropriate punishment for the crime of piracy and armed robbery against ships,

BEING CONVINCED of the need for an amended Code of Practice to be adopted and promulgated as soon as possible,

BEING ALSO CONVINCED of the need for Governments to cooperate and to take, as a matter of the highest priority, all necessary action to prevent and suppress any acts of piracy and armed robbery against ships,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its eighty-sixth session,

1. ADOPTS the Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships, set out in the Annex to the present resolution;

2. INVITES Governments to cooperate in the interests of safety of life at sea and environmental protection by increasing their efforts to suppress and prevent acts of piracy and armed robbery against ships;

3. URGES Governments to implement the Code, in order to be able to better learn from the experiences of shipowners, masters and crew, who have been subject to attacks and thereby being able to enhance preventative guidance to others who may find themselves in similar situations in the future;

4. ALSO INVITES Governments to develop, as appropriate, agreements and procedures to facilitate cooperation in applying efficient and effective measures to prevent acts of piracy and armed robbery against ships;

5. ENCOURAGES Governments to apply the provisions of international instruments aimed at improving safety of life at sea and the prevention and suppression of acts of piracy and armed robbery against ships;

6. REQUESTS the Secretary-General to bring this resolution and the annexed Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships to the attention of Member Governments, the United Nations and other international organizations concerned, for information and appropriate action;

7. FURTHER REQUESTS the Maritime Safety Committee and the Legal Committee to continuously keep the Code under review and to take action as they may deem appropriate;

8. URGES Governments to take action, as set out in the Code of Practice, to investigate all acts under their jurisdiction of piracy and armed robbery against ships, and to report to the Organization pertinent information on all investigations and prosecutions concerning these acts;

9. FURTHER URGES all Governments responsible for ports, anchorages and sea areas to inform the Organization of specific advice they have made available to ships on the subject of piracy and armed robbery against ships for promulgation by the industry to ships concerned.

ANNEX

CODE OF PRACTICE FOR INVESTIGATION OF CRIMES OF PIRACY AND ARMED ROBBERY AGAINST SHIPS

1 PURPOSE OF THIS DOCUMENT

The purpose of this document is to provide IMO Member States with an *aide-memoire* to facilitate the investigation of the crimes of piracy and armed robbery against ships.

2 DEFINITIONS

For the purpose of this Code:

2.1 "Piracy" means unlawful acts as defined in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS).*

2.2 "Armed robbery against ships" means any unlawful act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, committed for private ends and directed against a ship or against persons or property on board such a ship, within a State's internal waters, archipelagic waters and territorial sea.

2.3 "Investigators" means those people appointed by the relevant State(s) to investigate an act of piracy or armed robbery against a ship, after the event has occurred.

2.4 "Initial responders" means those people who are appointed by the relevant State(s) to intervene in an act of piracy or armed robbery against a ship, during the event.

3 PRIOR CONSIDERATIONS

LEGISLATION

Apprehension and prosecution

3.1 States are recommended to take such measures as may be necessary to establish their jurisdiction over the offences of piracy and armed robbery against ships, including adjustment of their legislation, if necessary, to enable those States to apprehend and prosecute persons committing such offences. States are furthermore encouraged to take the necessary national

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* The following definition of piracy is contained in article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS):

"Piracy consists of any of the following acts:

(a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
  (i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
  (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;
(b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
(c) any act of inciting or of intentionally facilitating an act described in sub-paragraph (a) or (b)."

legislative, judicial and law enforcement actions as to be able to receive, prosecute or extradite any pirates or suspected pirates and armed robbers arrested by warships or military aircraft or other ships or aircraft clearly marked and identifiable as being government service. States should take into consideration appropriate penalties when drafting legislation on piracy.

3.2 States are encouraged to ratify, adopt and implement the 1982 United Nations Convention on the Law of the Sea, the 1988 Convention for the Suppression of Unlawful Acts Against the Safety of Navigation the 1988 Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms Located on the Continental Shelf, and the 2005 Protocol for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation.

Action by coastal/port States

3.3 To encourage masters to report all incidents of piracy and armed robbery against ships, coastal/port States should make every endeavour to ensure that these masters and their ships will not be unduly delayed and that the ship will not be burdened with additional costs related to such reporting.

Coastal State agreements

3.4 Article 100 of United Nations Convention on the Law of the Sea requires all States to cooperate to the fullest possible extent in the repression of piracy. Coastal States are also encouraged to cooperate to the fullest possible extent in the repression of armed robbery, and, where appropriate, to enter into bilateral or multilateral agreements to facilitate the investigation of piracy and armed robbery against ships, and to facilitate the prosecution of the perpetrators.

4 TRAINING OF INVESTIGATORS

4.1 Training of investigators should cover the primary purposes of an investigation:

.1 In any cases where persons on board have been abducted or have been held hostage, the primary objective of any law enforcement operation or investigation must be their safe release. Their rescue and safety should take precedence over all other considerations.

.2 Arrest of offenders.

.3 Securing of evidence, especially if an examination by experts is needed.

.4 Dissemination of information which may help prevent other offences.

.5 Recovery of property stolen.

.6 Cooperation with the authority responsible for dealing with any particular incident.

.7 Information seeking by use of websites such as those offered by IMB or ReCAAP ISC.

4.2 Investigators should be trained and experienced in conventional criminal investigative techniques, and should be as familiar as possible with a ship environment. Maritime knowledge will, of course, be an advantage, and access to persons with knowledge on maritime procedures useful, but it is investigative skills which are vital.

4.3 Written procedures in the national language on how to conduct an investigation could be useful. Such procedures should be updated and adjust in light of experiences gained and with due regard for national legislation.

4.4 Trainers may wish to emphasize that offenders could still be at the scene of the crime when investigators arrive on scene.

4.5 Investigators should be trained on how to handle persons, who have experienced very stressful situations. Learning techniques on how to question persons suffering from post traumatic stress could prove useful.

5 INVESTIGATIVE STRATEGY

5.1 It is essential that investigators shall have demonstrated criminal investigation skills and competencies, as well as maritime knowledge/experience. Offenders are ultimately land-based, and it is likely that it is on land that they will be most vulnerable to detection. Associates may be prepared to give information against them, for example, and it is there that they will be spending the proceeds of their crime. It is also probable that offenders will be involved in other offences such as smuggling irregular immigrants, and useful intelligence may be lost if investigators are too compartmentalized in their approach.

5.2 Conventional detective methods offer the best chance of identifying and apprehending pirates and perpetrators of armed robbery.

5.3 It may be appropriate to link anti-piracy measures to anti-smuggling patrols or efforts to prevent illicit traffic in narcotic drugs and psychotropic substances, thus minimizing duplication of effort and saving resources. Wherever possible, an inter-agency approach to investigation should be adopted.

Overall management/other liaison/cooperation

5.4 For the purpose of enhancing the capacity of States to combat piracy and armed robbery against ships, States should endeavour to cooperate on the investigation to the fullest possible extent.

5.5 Maritime trade being of an international nature will bring into play various legal/boundary issues. While conducting investigations all States which have an interest should fully cooperate with those conducting the investigations.

5.6 It is important to identify the person and/or organization in charge of an investigation. Confusion or delay in the early stages will at best result in delayed investigative opportunities and loss of evidence. At worst, it may increase the danger to any member of the crew held captive by the offenders, possibly resulting in loss of life or injury, which could have been avoided.

5.7 Recognition should be given to the different national interests that may be involved in each case, including: flag State of the ship; country in whose territorial waters the attack took place; country of suspected origin of the perpetrators; country of nationality of persons on board; country of ownership of cargo; and country in which the crime was committed. In cases of piracy, the flag State of the ship should take lead responsibility, and in cases of armed robbery the lead should be taken by the State in whose territorial waters the attack took place. In all cases it should be recognized that other States will have legitimate interests, and therefore liaison and cooperation between them is vital to a successful investigation and apprehension of the perpetrator.

5.8 The shipowner or company should be informed of the attack and the plan for the investigation.

5.9 It is important to involve relevant organizations (e.g., Interpol, ICC/International Maritime Bureau) at an early stage, where appropriate, in order to take account of the possibility that transnational organized crime may be involved.

5.10 If in the course of the investigation there is an unavoidable need to change the investigators in charge, a full debriefing should take place.

6 DEALING WITH AN INITIAL REPORT

When information is received that a ship is under attack, or a recently-committed major offence is reported and the ship is accessible, initial responders and investigators should attend without delay. The responsibilities of those who first attend crime scenes will be the following:

Preservation of life

.1 They should secure medical treatment for all persons injured, and advise the crew if the situation warrants that the threat no longer exists and the crew is safe.

Prevention of the escape of offenders

.2 They should be alert to the possibility that, in some circumstances, offenders may still be in the vicinity and advise the crew accordingly.

Warnings to other ships

.3 Whenever practicable warnings should be issued to other ships in the vicinity which may be vulnerable to attack.

Protection of crime scenes

.4 Recovery of forensic material from a crime scene has the potential to provide evidence to identify offenders. Equally, interpretation of what happened at the scene will help investigators and determine the outcome of the investigation. It is therefore vital that crime scenes be protected until appropriately qualified personnel arrive to examine them. This point should be fully understood by the master, crew and shipowner of any ship involved.

.5 The initial phases of the law enforcement and emergency services' response present the greatest risk of scene contamination. Personnel coordinating the law enforcement response should be aware of the risk of contamination and advise persons attending scenes, including other law enforcement officials and naval personnel, accordingly.

.6 They should ensure that the authorities in the country with lead responsibility for investigating any crime are informed of the details of the incident and given the opportunity to conduct an investigation into it. Any evidence, details of action taken, etc., should be passed to the State with the lead responsibility.

Securing evidence

.7 Focused questioning at the crime scene may lead to information which, by being rapidly passed to all appropriate authorities, could lead to the identification or arrest of the offenders, e.g., description of offenders, description of ship and direction ship was last seen heading in.

.8 Law enforcement officials first attending a scene must appreciate the importance of their role in gathering and passing on as quickly as possible relevant evidence, even if the offenders have escaped. Mistakes or omissions at the outset may have serious implications for the subsequent investigation.

.9 Investigators should bear in mind that recovery of property during the investigation is important, as it may become evidence in the event of any prosecution.

7 INVESTIGATION

Proportionality

The course of an investigation will to a large extent depend on the circumstances of the offence. In this regard the investigating agency will wish to take account of the "seriousness" of the incident. This will range from stolen property, to hostage taking and ultimately to loss of life. Consequently, the action to be pursued should be proportionate to the crime committed and consistent with the laws that were violated. The following will, however, be common to all piracy and armed robbery investigations:

Establishing and recording of all relevant facts

.1 All relevant facts should be recorded in a systematic way. Most law enforcement agencies use multi-purpose crime reporting forms, but officers dealing with offences at sea should be sure to include the additional information which may subsequently prove essential in legal proceedings in these cases, e.g., weather, sea state, position, direction of travel and speed of the ship, a detailed description of the ship and so forth.

.2 Photographs and videotapes taken of and on a ship will help investigators and witnesses to explain subsequently what happened.

.3 Investigators should bear in mind that the laws governing offences committed at sea allow, in some circumstances, for legal proceedings in countries other than those where the investigators may be based. Investigations should therefore be sufficiently comprehensive and detailed to make it possible to explain what happened to courts other than the investigators' own, possibly several years after the offences have been committed. The *modus operandi* of investigators should be described in the investigation report.

Recording of individual witness accounts

.4 These should be recorded in a formal manner, acceptable for use in subsequent court proceedings. Witness accounts will form the basis of any prosecution case and untrained personnel should not be used for this important task.

.5 Witness accounts should be recorded at the earliest opportunity, as memories fade and accounts may be influenced by contact with other witnesses and media reports.

.6 Where witnesses speak languages different from that of the investigators, as will happen frequently in piracy and armed robbery cases, their accounts should be recorded in their own languages and through use of properly qualified interpreters when this can be done within a reasonable timescale. Investigators should be aware that an account signed by a witness, or indeed a suspect, in a language foreign to that person may be valueless in court proceedings. It is important, therefore, to establish the legal requirements for the validity of evidence in each case.

.7 Experience has proved that witnesses in piracy and armed robbery cases, and particularly those who have been subjected to violence, are likely to be exceptionally distressed. Their experience will have been all the worse if they have been held captive for a long period and/or been in fear of death, and the situation will be exacerbated still further if they are far from home. Investigators should bear these factors in mind and deal with them sympathetically and patiently if they are to elicit all relevant facts.

.8 Witnesses should be interviewed separately from each other, when this can be done within a reasonable timescale, in order to protect the integrity of the individual accounts of the incident.

.9 Investigators should focus upon obtaining specific descriptions of the individuals involved in the piracy incident, particularly noting any distinguishing characteristics of the "leader".

.10 If more than one offender is involved, investigators should attempt to obtain particular information from the witnesses about the actions of each individual offender, rather than be satisfied with general statements about what "the hijackers" or "the pirates" did on the ship.

Detailed forensic examination of scenes

.11 Detailed forensic examination of the crime scene, particularly in serious cases including cases of homicide, offers investigators the best opportunities of establishing crucial information and evidence which may ultimately result in the case being solved.

.12 Investigators should secure particular objects or places on the ship where the offenders may have left fingerprints or other latent prints of value.

.13 Investigators will be well advised to take advantage of the full range of specialist services available to them.

.14 Investigators should take into consideration the need not to detain ships or impede work on board longer than is strictly necessary to carry out the forensic examination.

Search of intelligence databases

.15 Crimes should not be treated in isolation.

.16 Offenders may be responsible for similar crimes not yet solved, but when the evidence from those cases is accumulated and considered, opportunities of identifying offenders may emerge. Appropriate databases, including those held by the International Maritime Bureau in Kuala Lumpur, Malaysia, and the ReCAAP Information Sharing Centre (ISC), Singapore, should be searched to identify any series of offences. However, usage of private databases has to be compatible with the law governing the investigation. Consideration should be given to contacting Interpol or neighbouring coastal States in case they have any information on the offenders.

.17 Equally, offenders may have previous convictions, the details of which could link them to crimes under investigation.

Distribution of information and intelligence to appropriate agencies

.18 An important product of an effective investigation, even if it does not lead to any arrests, should be the generation of intelligence, and systems should be in place to ensure that potentially useful intelligence is disseminated to all appropriate parties. These might include law enforcement agencies, naval authorities, coastguards, harbour masters and others who might need it, and could act on it according to their national regulations.

.19 Also lessons learned from the investigation, even if it did not lead to any arrest should be reported to the IMO for other Member States, ReCAAP ISC and representatives of the industry, e.g., BIMCO, ICS, ITF and other industry bodies as well as IMB to enable all interested parties to benefit from the information obtained during the investigation.

.20 If the information gathered during an investigation leaves the State in charge of the investigation with reason to believe that an offence of piracy or armed robbery will be committed at a later stage in time, that State should, in accordance with its national legislation, furnish as promptly as possible any relevant information in its possession to those States which it believes would be States having established jurisdiction over the offences of piracy and armed robbery in accordance with this Code, paragraph 3.1.

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ANNEX 24

WORK PROGRAMMES OF THE SUB-COMMITTEES

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG)

		Target completion date/number of sessions needed for completion	Reference
1	**Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments** *Strategic direction: 7.2* *High-level action: 7.2.2* *Planned output: 7.2.2.1*	Continuous	BLG 13/18, section 3
2	**Casualty analysis** (coordinated by FSI) *Strategic direction: 12.1* *High-level action: 12.1.2* *Planned output: 12.1.2.1 to .2*	Continuous	MSC 70/23, paragraphs 9.17 and 20.4; MSC 80/24, paragraph 21.6; BLG 13/18, section 7
3	**Consideration of IACS unified interpretations** *Strategic direction: 1.1* *High-level action: 1.1.2* *Planned output: 1.1.2.1*	Continuous	MSC 78/26, paragraph 22.12; BLG 13/18, section 8
H.1	Environmental and safety aspects of alternative tanker designs under MARPOL, Annex I, regulation 19 *Strategic direction: 7.2* *High-level action: 7.2.2* *Planned output: 7.2.2.1*		BLG 3/18, paragraph 15.7
	.1 assessment of alternative tanker designs, if any (as necessary)	Continuous	BLG 1/20, section 16; BLG 4/18, paragraph 15.3
H.2	**Development of provisions for gas-fuelled ships** (in cooperation with FP and DE) *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: 5.2.1.1*	2012	MSC 78/26, paragraph 24.11; BLG 13/18, section 6

Notes: 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.
2 Items printed in bold letters have been selected for the provisional agenda for BLG 14.

Sub-Committee on Bulk Liquids and Gases (BLG) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.3	**Development of guidelines and other documents for uniform implementation of the 2004 BWM Convention** *Strategic direction: 7.1* *High-level action: 7.1.2* *Planned output: 7.1.2.2 to .5*	2010	MEPC 57/21, paragraph 18.11; BLG 13/18, section 5
H.4	**Application of the requirements for the carriage of biofuels and biofuel blends** *Strategic direction: 7.2* *High-level action: 7.2.2* *Planned output: 7.2.2.1*	2010	MEPC 55/23, paragraphs 19.4 and 19.5; BLG 13/18, section 4
H.5	**Development of international measures for minimizing the transfer of invasive aquatic species through biofouling of ships** *Strategic direction: 7.1* *High-level action: 7.1.1* *Planned output: -*	2010	MEPC 56/23, paragraph 19.12; BLG 13/18, section 9
H.6	**Revision of the IGC Code** (in cooperation with FP, DE, SLF and STW as necessary) *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2010	MSC 83/28, paragraph 25.7; BLG 13/18, section 11
H.7	**Safety requirements for natural gas hydrate pellet carriers** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2011	MSC 83/28, paragraph 25.6; BLG 13/18, section 12

Sub-Committee on Bulk Liquids and Gases (BLG) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.8	**Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NO_x Technical Code** *Strategic direction:* *7.3* *High-level action:* *7.3.1* *Planned output:* -	2010	MEPC 57/21, paragraph 18.11; BLG 13/18, section 13
H.9	**Revision of the Recommendations for entering enclosed spaces aboard ships** (coordinated by DSC) *Strategic direction:* *5.2* *High-level action:* *5.2.3* *Planned output:* -	2010	MSC 85/26, paragraph 23.4

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)

		Target completion date/number of sessions needed for completion	Reference
1	**Harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods** *Strategic direction: 1.3* *High-level action: 1.3.5* *Planned output: 1.3.5.1*	Continuous	MSC 63/23, paragraph 10.6
2	**Reports on incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas** *Strategic direction: 12.3* *High-level action: 12.3.1* *Planned output: -*	Continuous	CDG 45/22, section 11 and paragraph 20.2; DSC 13/20, section 6
3	**Amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes** *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: -*	Continuous	BC 34/17, section 3; DSC 13/20, section 4
4	**Casualty analysis** (coordinated by FSI) *Strategic direction: 12.1* *High-level action: 12.1.2* *Planned output: 12.1.2.1 to .2*	Continuous	MSC 70/23, paragraphs 9.17 and 20.4; DSC 13/20, section 6
H.1	**Amendment (35-10) to the IMDG Code and supplements** *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: 5.2.3.1*	2009	DSC 3/15, paragraph 12.6; DSC 13/20, section 3

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2 Items printed in bold letters have been selected for the provisional agenda for DSC 14.

Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.2	**Amendments to the CSS Code and associated recommendations** *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: 5.2.3.1*	2009	MSC 78/26, paragraph 24.15.3; DSC 13/20, section 8
H.3	**Review of the BLU Code** *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: -*	2009	MSC 79/23, paragraph 20.7; DSC 13/20, section 7
H.4	**Review of the Recommendations on the safe use of pesticides in ships** *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: 5.2.3.2*	2009	DSC 10/17, paragraph 4.23; DSC 13/20, section 9
H.5	**Guidance on protective clothing** *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: 5.2.3.2*	2009	MSC 81/25, paragraph 23.8; DSC 13/20, section 10
H.6	**Revision of the Code of Safe Practice for Ships Carrying Timber Deck Cargoes** *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: -*	2010	MSC 82/24, paragraph 21.11; DSC 13/20, section 11
H.7	**Stowage of water-reactive materials** (in cooperation with FP, as necessary) *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: -*	2009	MSC 83/28, paragraph 25.12; DSC 13/20, section 13
H.8	**Amendments to the International Convention for Safe Containers, 1972 and associated circulars** *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: 5.2.3.1*	2009	DSC 12/19, section 16; MSC 83/28, paragraph 25.13.1; DSC 13/20, section 14

Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.9	**Review of the Guidelines for packing of cargo transport units** *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: 5.2.3.2*	2009	MSC 83/28, paragraph 25.13.2; DSC 13/20, section 15
H.10	**Amendments to MARPOL Annex III**[*] *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: -*	2009	DSC 13/20, section 16
H.11	**Revision of the Recommendations for entering enclosed spaces aboard ships** (in cooperation with BLG, FP and STW) *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: -*	2010	DSC 13/20, section 19; MSC 85/26, paragraph 23.7
H.12	**Installation of equipment for detection of radioactive sources or radioactive contaminated objects in ports** *Strategic direction: 1* *High-level action: 1.3.5* *Planned output: -*	2011	MSC 86/26, paragraph 23.6
L.1	**Review of documentation requirements for dangerous goods in packaged form** *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: 5.2.3.1*	2009	MSC 84/24, paragraph 22.9
L.2	**Consideration for the efficacy of Container Inspection Programme** *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: 5.2.3.1*	2010	MSC 84/24, paragraph 22.10; DSC 13/20, section 16

[*] Subject to the decision of MEPC 59.

SUB-COMMITTEE ON FIRE PROTECTION (FP)

		Target completion date/number of sessions needed for completion	Reference
1	**Analysis of fire casualty records** *Strategic direction: 12.1* *High-level action: 12.1.2* *Planned output: 12.1.2.1 to .2*	Continuous	MSC 75/24, paragraph 22.18; FP 53/23, section 19
2	**Consideration of IACS unified interpretations** *Strategic direction: 1.1* *High-level action: 1.1.2* *Planned output: 1.1.2.1*	Continuous	MSC 78/26, paragraph 22.12; FP 53/23, section 12
H.1	**Performance testing and approval standards for fire safety systems** *Strategic direction: 2* *High-level action: 2.1.1* *Planned output: 2.1.1.2*	2011	MSC 74/24, paragraph 21.12; MSC 85/26, paragraph 23.11; FP 53/23, section 3
H.2	**Comprehensive review of the Fire Test Procedures Code** *Strategic direction: 2* *High-level action: 2.1.1* *Planned output: 2.1.1.1*	2010	MSC 80/24, paragraph 21.11; FP 53/23, section 4
H.3	**Fire resistance of ventilation ducts** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: 5.2.1.1*	2010	MSC 81/25, paragraph 23.13; MSC 83/28, paragraph 25.22; FP 53/23, section 6
H.4	**Fixed hydrocarbon gas detection systems on double-hull oil tankers** (in cooperation with BLG, as necessary) *Strategic direction: 2* *High-level action: 2.1.1* *Planned output: 2.1.1.1*	2010	MSC 82/24, paragraph 21.18; MSC 84/24, paragraph 22.16; FP 53/23, section 13

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2 Items printed in bold letters have been selected for the provisional agenda for FP 54.

Sub-Committee on Fire Protection (FP) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.5	**Clarification of SOLAS chapter II-2 requirements regarding interrelation between central control station and safety centre** *Strategic direction: 2* *High-level action: 2.1.1* *Planned output: 2.1.1.2*	2010	MSC 82/24, paragraph 21.20; FP 53/23, section 8
H.6	**Harmonization of the requirements for the location of entrances, air inlets and openings in the superstructures of tankers** (in cooperation with BLG, as necessary) *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2010	MSC 83/28, paragraph 25.24.2; FP 53/23, section 14
H.7	**Amendments to SOLAS chapter II-2 related to the releasing controls and means of escape for spaces protected by fixed carbon dioxide systems** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2010	MSC 83/28, paragraph 25.24.1; FP 53/23, section 15
H.8	**Review of fire protection requirements for on-deck cargo areas** (in cooperation with DSC, as necessary) *Strategic direction: 5.1* *High-level action: 5.1.1* *Planned output: -*	2011	MSC 83/28, paragraph 25.21; FP 53/23, section 17
H.9	**Means of escape from machinery spaces** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2010	MSC 83/28, paragraph 25.23; FP 53/23, section 16

Sub-Committee on Fire Protection (FP) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.10	**Measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes** (in cooperation with BLG and DE, as necessary) *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: 5.2.3.4*	2011	FP 51/19, paragraph 10.8; MSC 83/28, paragraph 9.26; FP 53/23, section 15
H.11	**Recommendation on evacuation analysis for new and existing passenger ships** *Strategic direction: 5.1* *High-level action: 5.1.1* *Planned output: 5.1.1.1*	2010	MSC 73/21, paragraph 4.16; MSC 83/28, paragraph 8.7; FP 53/23, section 9
H.12	**Explanatory notes for the application of the safe return to port requirements** (in cooperation with DE and SLF, as necessary) *Strategic direction: 5.1* *High-level action: 5.1.1* *Planned output: -*	2010	MSC 84/24, paragraph 22.15; FP 53/23, section 18
H.13	Safety provisions applicable to tenders operating from passenger ships (coordinated by DE) *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	3 sessions	MSC 84/24, paragraph 22.14
H.14	**Fire integrity of bulkheads and decks of ro-ro spaces on passenger and cargo ships** *Strategic direction: 5* *High-level action: 5.2.1* *Planned output: -*	2011	MSC 85/26, paragraph 23.12

Sub-Committee on Fire Protection (FP) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.15	**Requirements for ships carrying hydrogen and compressed natural gas vehicles** *Strategic direction: 2* *High-level action: 2.1.1* *Planned output: -*	2011	MSC 85/26, paragraph 23.13
H.16	**Revision of the Recommendations for entering enclosed spaces aboard ships** (coordinated by DSC) *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: -*	2010	MSC 85/26, paragraph 23.10
H.17	**Guidelines for a visible element to general emergency alarm systems on passenger ships** (co-ordinated by DE) *Strategic direction: 5.1* *High-level action: 5.1.2* *Planned output: -*	2012	MSC 86/26, paragraph 23.9
H.18	**Means for recharging air bottles for air breathing apparatuses** *Strategic direction: 2.1* *High-level action: 2.1.1* *Planned output: -*	2011	MSC 86/26, paragraph 23.11
L.1	Smoke control and ventilation *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2 sessions	FP 39/19, section 9; FP 46/16, section 4

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)

		Target completion date/number of sessions needed for completion	Reference
1	**Mandatory reports under MARPOL** *Strategic direction:* *2* *High-level action:* *2.1.1* *Planned output:* *2.1.1.6*	Continuous	MSC 70/23, paragraph 20.12.1; MEPC 56/23, paragraph 14.4; FSI 17/20, section 4
2	**Casualty statistics and investigations** *Strategic directions:* *1.1/2/4/5.3/ 12.1/12.3* *High-level action:* *1.1.2/2.1.1/ 4.2.1/5.3.1/ 12.1.2/12.3.1* *Planned output:* *1.1.2.1/2.1.1.1/ 4.2.1.1/4.2.1.3/ 5.3.1.5/12.1.2.1/ 12.1.2.2/12.3.1.1*	Continuous	MSC 68/23, paragraphs 7.16 to 7.24; FSI 17/20, section 6
3	**Harmonization of port State control activities** *Strategic directions:* *1.1/2/4/5.3/12.3* *High-level action:* *1.1.2/2.1.1/ 4.2.1/5.3.1/12.3.1* *Planned output:* *1.1.2.1/2.1.1.7/ 4.2.1.1/4.2.1.3/ 5.3.1.2/5.3.1.3/ 5.3.1.4/5.3.1.5/12.3.1.2*	Continuous	MSC 71/23, paragraph 20.16; MSC 80/24, paragraph 21.16; FSI 17/20, section 7
4	**Responsibilities of Governments and measures to encourage flag State compliance** *Strategic directions:* *2/4/5.3* *High-level action:* *2.1.1/4.2.1/5.3.1* *Planned output:* *2.1.1.5/4.2.1.2/5.3.1.5*	Continuous	MSC 68/23, paragraphs 7.2 to 7.8; FSI 17/20, section 3

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2 Items printed in bold letters have been selected for the provisional agenda for FSI 18.

Sub-Committee on Flag State Implementation (FSI) (continued)

		Target completion date/number of sessions needed for completion	Reference
5	**Comprehensive analysis of difficulties encountered in the implementation of IMO instruments** *Strategic direction: 2* *High-level action: 2.1.1* *Planned output: 2.1.1.5*	Continuous	MSC 69/22, paragraph 20.28; FSI 8/19, paragraph 4.3; FSI 17/20, section 10
6	**Review of the Survey Guidelines under the HSSC** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: 5.2.1.2*	Continuous	MSC 72/23, paragraph 21.27; FSI 17/20, section 11
7	**Consideration of IACS unified interpretations** *Strategic direction: 1.1* *High-level action: 1.1.2* *Planned output: 1.1.2.1*	Continuous	MSC 78/26, paragraph 22.12; FSI 17/20, section 12
8	**Review of the Code for the Implementation of Mandatory IMO Instruments** *Strategic direction: 2* *High-level action: 2.2.1* *Planned output: 2.2.1.2*	Continuous	MSC 83/28, paragraph 25.27; FSI 17/20, section 13
H.1	**PSC guidelines on seafarers' working hours and PSC guidelines in relation to the Maritime Labour Convention, 2006** *Strategic direction: 1.1* *High-level action: 1.1.2* *Planned output: 1.1.2.1*	2010	MSC 70/23, paragraph 20.12.3; FSI 17/20, section 8
H.2	**Development of guidelines on port State control under the 2004 BWM Convention** *Strategic directions: 2/5.3* *High-level action: 2.1.1/5.3.1* *Planned output: 2.1.1.2/5.3.1.2*	2010	MEPC 52/24, paragraph 2.21.2; FSI 17/20, section 9

Sub-Committee on Flag State Implementation (FSI) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.3	**Port reception facilities-related issues** *Strategic direction: 7.1* *High-level action: 7.1.3* *Planned output: 7.1.3.1/7.1.3.2*	2010	MEPC 53/24, paragraph 9.7; FSI 17/20, section 5
H.4	**Development of a Code for Recognized Organizations** *Strategic direction: 2* *High-level action: 2.1.1* *Planned output: 2.1.1.1*	2010	MSC 84/24, paragraph 22.27; FSI 17/20, section 14
H.5	**Measures to protect the safety of persons rescued at sea** *Strategic direction: 5.1* *High-level action: 5.1.2* *Planned output: -*	2010	MSC 84/24, section 22; FSI 17/20, section 15
[H.6	**Review of the Guidelines for inspection of anti-fouling systems on ships** *Strategic directions: 5.3/7* *High-level action: 5.3.1/7.1.2* *Planned output: 5.3.1.2/*7.1.2.8	2010	FSI 17/20, section 7][*]

[*] To be decided by MEPC 59.

SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR)

		Target completion date/number of sessions needed for completion	Reference
1	**Global Maritime Distress and Safety System (GMDSS)**		
	.1 **Matters relating to the GMDSS Master Plan** *Strategic direction: 5.2* *High-level action: 5.2.5* *Planned output: 5.2.5.2*	Continuous	COMSAR 13/14, paragraphs 3.1 to 3.4
2	Promulgation of maritime safety information (MSI) (in co-operation with ITU, IHO, WMO and IMSO)	Continuous	
	.1 **Operational and technical coordination provisions of maritime safety information (MSI) services, including review of the related documents** *Strategic direction: 5.2* *High-level action: 5.2.5* *Planned output: 5.2.5.1*	Continuous	COMSAR 13/14, paragraphs 3.5 to 3.23
3	**Radiocommunication ITU-R Study Group matters** *Strategic direction: 1.1* *High-level action: 1.1.2* *Planned output: 1.1.2.2*	Continuous	COMSAR 13/14, paragraphs 4.1 to 4.34
4	**ITU World Radiocommunication Conference matters** *Strategic direction: 1.1* *High-level action: 1.1.2* *Planned output: 1.1.2.2*	Continuous	COMSAR 13/14, paragraphs 4.35 to 4.84

Notes: 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.
2 Items printed in bold letters have been selected for the provisional agenda for COMSAR 14.

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) (continued)

		Target completion date/number of sessions needed for completion	Reference
5	**Satellite services (Inmarsat and Cospas-Sarsat)** *Strategic direction: 5.2* *High-level action: 5.2.5* *Planned output: 5.2.5.4*	Continuous	COMSAR 13/14, section 5
6	Matters concerning search and rescue, including those related to the 1979 SAR Conference and the implementation of the GMDSS		
.1	**Harmonization of aeronautical and maritime search and rescue procedures, including SAR training matters** *Strategic direction: 2* *High-level action: 2.3.1* *Planned output: 2.3.1.5*	2010	COMSAR 13/14, paragraphs 6.1 to 6.7
.2	**Plan for the provision of maritime SAR services, including procedures for routeing distress information in the GMDSS** *Strategic direction: 2* *High-level action: 2.3.1* *Planned output: 2.3.1.1/ 2.3.1.2*	Continuous	COMSAR 13/14, paragraphs 6.8 to 6.54
.3	**Revision of the IAMSAR Manual** *Strategic direction: 1.3* *High-level action: 1.3.5* *Planned output: 1.3.5.2*	Continuous	MSC 71/23, paragraph 20.2; COMSAR 13/14, section 8

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) (continued)

		Target completion date/number of sessions needed for completion	Reference
	.4 Scoping exercise to establish the need for a review of the elements and procedures of the GMDSS *Strategic direction: 5.2* *High-level action: 5.2.5* *Planned output: -*	2 sessions	MSC 86/26, paragraph 23.20
7	Casualty analysis (coordinated by FSI) *Strategic direction: 12.1* *High-level action: 12.1.2* *Planned output: 12.1.2.1 to .2*	Continuous	MSC 70/23, paragraphs 9.17 and 20.4; MSC 78/26, paragraph 24.8
H.1	**Developments in maritime radiocommunication systems and technology** *Strategic direction: 5.2* *High-level action: -* *Planned output: -*	2010	MSC 74/24, paragraph 21.25.1; COMSAR 13/14, section 7
H.2	**Development of procedures for updating shipborne navigation and communication equipment** (coordinated by NAV) *Strategic direction: 5.2* *High-level action -* *Planned output: -*	2010	MSC 83/28, paragraph 25.30; COMSAR 13/14, section 9
H.3	**Measures to protect the safety of persons rescued at sea** *Strategic direction: 5.1* *High-level action: 5.1.2* *Planned output: -*	2010	MSC 84/24, paragraph 22.36; COMSAR 13/14, section 10
H.4	**Safety provisions applicable to tenders operating from passenger ships** (coordinated by DE) *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2011	MSC 84/24, paragraph 22.35

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.5	**Development of an e-navigation strategy implementation plan** (coordinated by NAV) *Strategic direction:* *5.2* *High-level action:* *5.2.4* *Planned output:* -	2012	MSC 85/26, paragraph 23.22
H.6	**Revision of the Performance standards for float-free satellite EPIRBs (resolution A.810(19))** *Strategic direction:* *5.2* *High-level action:* *5.2.5* *Planned output:* -	2011	MSC 86/26, paragraph 23.19

SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV)

		Target completion date/number of sessions needed for completion	Reference
1	**Routeing of ships, ship reporting and related matters** *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: 5.2.4.1*	Continuous	MSC 72/23, paragraphs 10.69 to 10.71, 20.41 and 20.42; NAV 54/25, section 3
2	**Casualty analysis** (coordinated by FSI) *Strategic direction: 12.1* *High-level action: 12.1.2* *Planned output: 12.1.2.1 to .2*	Continuous	MSC 70/23, paragraphs 9.17 and 20.4; NAV 54/25, section 20
3	**Consideration of IACS unified interpretations** *Strategic direction: 1.1* *High-level action: 1.1.2* *Planned output: 1.1.2.1*	Continuous	MSC 78/26, paragraph 22.12; NAV 54/25, section 21
H.1	**ITU matters** *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: -*	2009	MSC 69/22, paragraphs 5.69 and 5.70; NAV 54/25, section 9
	.1 **Radiocommunication ITU-R Study Group matters**	*2009*	
H.2	**Development of guidelines for IBS, including performance standards for bridge alert management** *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: 5.2.4.2*	2009	MSC 78/26, paragraph 24.30; NAV 54/25, section 4

Notes: 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.

2 Items printed in bold letters have been selected for the provisional agenda for NAV 55.

Sub-Committee on Safety of Navigation (NAV) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.3	**Development of an e-navigation strategy implementation plan** (in cooperation with COMSAR and STW) *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: 5.2.4.4*	2012	MSC 81/25, paragraphs 23.34 to 23.37; NAV 54/25, section 13
H.4	**Guidelines on the layout and ergonomic design of safety centres on passenger ships** *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: 5.2.4.2*	2009	MSC 81/25, paragraph 23.42; NAV 54/25, section 16
H.5	**Code of conduct during demonstrations/campaigns against ships on high seas** (in cooperation with FSI) *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: 5.2.4.2*	2009	MSC 82/24, paragraph 21.36; NAV 54/25, section 10
H.6	**Measures to minimize incorrect data transmissions by AIS equipment** (in cooperation with FSI and COMSAR, as necessary) *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: 5.2.4.2*	2009	MSC 82/24, paragraph 21.38; NAV 54/25, section 11
H.7	**Review of vague expressions in SOLAS regulation V/22** *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: 5.2.4.2*	2009	MSC 82/24, paragraphs 21.39 and 21.40; NAV 54/25, section 17

Sub-Committee on Safety of Navigation (NAV) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.8	**Revision of the Guidance on the application of AIS binary messages** *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: 5.2.4.2*	2009	MSC 82/24, paragraph 21.41; NAV 54/25, section 18
H.9	**Improved safety of pilot transfer arrangements** (in cooperation with DE) *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: 5.2.4.2*	2009	MSC 82/24, paragraph 21.42; NAV 54/25, section 19
H.10	**Amendments to the Performance standards for VDR and S-VDR** *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: -*	2011	MSC 83/28, paragraph 25.34; MSC 84/24, paragraph 22.43
H.11	**Development of procedures for updating shipborne navigation and communication equipment** (in cooperation with COMSAR) *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: -*	2010	MSC 83/28, paragraph 25.33
H.12	Safety provisions applicable to tenders operating from passenger ships (coordinated by DE) *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: -*	3 sessions	MSC 84/24, paragraph 22.40
H.13	**Guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ** *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: -*	2010	MSC 84/24, paragraph 22.41

Sub-Committee on Safety of Navigation (NAV) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.14	New symbols for AIS aids to navigation *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: -*	2013*	MSC 86/26, paragraph 23.27
H.15	Amendments to the World-wide Radionavigation System *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: -*	2011*	MSC 86/26, paragraph 23.28
	Review of the principles for establishing the safe manning levels of ships including mandatory requirements for determining safe manning (coordinated by STW) *Strategic direction: 5* *High-level action: 5.2.2* *Planned output: 5.2.2.2*	2010	MSC 81/25, paragraphs 23.58 to 23.60; STW 40/14, section 8; MSC 86/26, paragraphs 9.10 and 23.24
H.17	Amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zone (co-ordinated by SLF) *Strategic directions: 5 and 7* *High-level action: 5.2.1/5.2.4/ 7.1.2* *Planned output: -*	2011*	MSC 86/26, paragraph 23.25

* To be included in the provisional agenda for NAV 56.

Sub-Committee on Ship Design and Equipment (DE)

		Target completion date/number of sessions needed for completion	Reference
1	Casualty analysis (coordinated by FSI) *Strategic direction: 12.1* *High-level action: 12.1.2* *Planned output: 12.1.2.1 to .2*	Continuous	MSC 70/23, paragraphs 9.17 and 20.4; DE 50/27, section 17
2	**Consideration of IACS unified interpretations** *Strategic direction: 1.1* *High-level action: 1.1.2* *Planned output: 1.1.2.1*	Continuous	MSC 78/26, paragraph 22.12; DE 52/21, section 17
H.1	**Amendments to resolution A.744(18)** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: 5.2.1.1*	2010*	DE 45/27, paragraphs 7.18 and 7.19; DE 52/21, section 3
H.2	**Measures to prevent accidents with lifeboats** (in cooperation with FSI, NAV and STW) *Strategic direction: 5.1* *High-level action: 5.1.2* *Planned output: 5.1.2.1*	2010	MSC 74/24, paragraph 21.34; DE 52/21, section 6
H.3	**Compatibility of life-saving appliances** *Strategic direction: 5.1* *High-level action: 5.1.2* *Planned output: 5.1.2.2*	2010	DE 47/15, paragraph 5.3; MSC 78/26, paragraph 24.37.1; DE 52/21, section 7

Notes: 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.

2 Items printed in bold letters have been selected for the provisional agenda for DE 53.

* To be included in the provisional agenda for DE 54.

Sub-Committee on Ship Design and Equipment (DE) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.4	Development of provisions for gas-fuelled ships (coordinated by BLG) *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: 5.2.1.1*	2 sessions	MSC 78/26, paragraph 24.39; DE 51/28, section 4
H.5	**Performance standards for recovery systems** *Strategic direction: 5.1* *High-level action: 5.1.1* *Planned output: 5.1.1.1*	2010	MSC 81/25, paragraph 23.49.1; DE 52/21, section 13
H.6	**Guidance to ensure consistent policy for determining the need for watertight doors to remain open during navigation** *Strategic direction: 2* *High-level action: 2.1.1* *Planned output: 2.1.1.2*	2010	SLF 49/17, paragraph 3.11; MSC 82/24, paragraph 21.47; DE 52/21, section 15
H.7	**Development of a new framework of requirements for life-saving appliances** (in cooperation with FP and COMSAR, as necessary) *Strategic direction: 5.2* *High-level action: 5.1.2* *Planned output: -*	2012	MSC 82/24, paragraph 21.49; DE 52/21, section 16
H.8	**Cargo oil tank coating and corrosion protection** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2010	MSC 82/24, paragraphs 21.51 and 23.12; DE 52/21, section 14

Sub-Committee on Ship Design and Equipment (DE) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.9	Development of safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	3 sessions	MSC 82/24, paragraphs 3.92 and 21.52
H.10	**Protection against noise on board ships** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2010	MSC 83/28, paragraph 25.41
H.11	**Thermal performance of immersion suits** *Strategic direction: 5.1* *High-level action: 5.1.2* *Planned output: -*	2010	MSC 84/24, paragraph 22.48
H.12	**Amendments to the Revised recommendation on testing of life-saving appliances** *Strategic direction: 5.1* *High-level action: 5.1.2* *Planned output: -*	2010	MSC 84/24, paragraph 22.49
H.13	**Safety provisions applicable to tenders operating from passenger ships** (in cooperation with FP, COMSAR, NAV, SLF and STW) *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2011	MSC 84/24, paragraph 22.50

Sub-Committee on Ship Design and Equipment (DE) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.14	**Alternative arrangements for the bottom inspection requirements for passenger ships other than ro-ro passenger ships** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2010	MSC 84/24, paragraph 22.52; DE 51/21, paragraphs 20.10 to 20.15
H.15	**Classification of offshore industry vessels and consideration of the need for a code for offshore construction support vessels** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2010	MSC 85/26, paragraph 23.27; DE 52/21, paragraphs 20.51 and 20.52
H.16	**Interpretation on application of SOLAS, MARPOL and Load Line requirements for major conversions of oil tankers** *Strategic direction: 2* *High-level action: 2.1.1* *Planned output: 2.1.1.2 and 2.1.1.4*	2010	MSC 85/26, paragraph 23.28
H.17	**Development of a mandatory Code for ships operating in polar waters** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2012	DE 52/21, paragraph 9.31 MSC 86/26, paragraph 23.32
H.18	**Guidelines for a visible element to general emergency alarm systems on passenger ships** (in cooperation with FP) *Strategic direction: 5.1* *High-level action: 5.1.2* *Planned output: -*	2012	MSC 86/26, paragraph 23.35

Sub-Committee on Ship Design and Equipment (DE) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.19	Testing of watertight compartments *Strategic directions: 2.1/5.2* *High-level action: 2.1.1/5.2.1* *Planned output: -*	2 sessions	MSC 86/26, paragraph 23.36
H.20	General requirements on electrical installations *Strategic direction: 2.1* *High-level action: 2.1.1* *Planned output: -*	2 sessions	MSC 86/26, paragraph 23.38
H.21	**Application of amendments to SOLAS chapter III and the LSA Code** *Strategic direction: 2.1* *High-level action: 2.1.1* *Planned output: -*	2010	MSC 86/26, paragraphs 3.18 and 23.31
L.1	**Revision of resolution A.760(18)** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: 5.2.1.2*	2010	DE 46/32, paragraph 31.23; DE 51/28, section 12
L.2	Free-fall lifeboats with float-free capabilities *Strategic direction: 5.1* *High-level action: 5.1.2* *Planned output: -*	1 session	MSC 76/23, paragraphs 20.41.3 and 20.48; DE 47/25, paragraph 19.2
L.3	Guidelines on equivalent methods to reduce onboard NO_x emissions *Strategic direction: 7* *High-level action: 7.3.1* *Planned output: -*	2 sessions	MEPC 41/20, paragraph 8.22.1; BLG 10/19, paragraph 12.3; MEPC 55/23, paragraph 19.9
L.4	Performance standards for protective coatings *Strategic direction: 2* *High-level action: 2.1.1* *Planned output: 2.1.1.2*	2 sessions	MSC 76/23, paragraphs 20.41.2 and 20.48; DE 50/27, section 4

Sub-Committee on Ship Design and Equipment (DE) (continued)

			Target completion date/number of sessions needed for completion	**Reference**
	.1	Mandatory application of the Performance standard for protective coatings for void spaces on bulk carriers and oil tankers	2 sessions	
	.2	Performance standard for protective coatings for void spaces on all types of ships	2 sessions	
L.5		Revision of the provisions for helicopter facilities in SOLAS and the MODU Code *Strategic direction: 2* *High-level action: 2.1.1* *Planned output: -*	2 sessions	DE 52/21, paragraph 5.5; MSC 86/26, paragraph 23.39

SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF)

		Target completion date/number of sessions needed for completion	Reference
1	**Consideration of IACS unified interpretations** *Strategic direction: 1.1* *High-level action: 1.1.2* *Planned output: 1.1.2.1*	Continuous	MSC 78/26, paragraph 22.12; SLF 51/17, section 9
H.1	**Safety of small fishing vessels** (in cooperation with DE, COMSAR, FP, NAV and STW, as necessary) *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: 5.2.1.2*	2010	MSC 79/23, paragraphs 11.15 and 20.32; MSC 83/28, paragraph 25.53; SLF 51/17, section 14
H.2	**Development of new generation intact stability criteria** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2010	SLF 51/17, section 14; MSC 85/26, paragraph 12.7
H.3	**Development of options to improve effect on ship design and safety of the 1969 TM Convention** *Strategic direction: 2.1* *High-level action: 2.1.1* *Planned output: 2.1.1.2*	2011	MSC 81/25, paragraph 23.53; SLF 51/17, section 14; MSC 85/26, paragraphs 23.33 and 23.34
H.4	**Time-dependent survivability of passenger ships in damaged condition** *Strategic direction: 5.1* *High-level action: 5.1.1* *Planned output: 5.1.1.1*	2011	MSC 81/25, paragraph 23.54; SLF 51/17, section 14

Notes: 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.
2 Items printed in bold letters have been selected for inclusion in the provisional agenda for SLF 52.

Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.5	**Guidance on the impact of open watertight doors on existing and new ship survivability** *Strategic direction: 2.1* *High-level action: 2.1.1* *Planned output: 2.1.1.2*	2010	SLF 49/17, section 3; MSC 82/24, paragraph 21.56; SLF 51/17, section 14
H.6	**Stability and sea-keeping characteristics of damaged passenger ships in a seaway when returning to port by own power or under tow** *Strategic direction: 5.1* *High-level action: 5.1.1* *Planned output: 5.1.1.1*	2011	MSC 82/24, paragraph 21.57; SLF 51/17, section 14
H.7	**Guidelines for verification of damage stability requirements for tankers and bulk carriers** (in cooperation with DE and STW, as necessary) *Strategic direction: 2.1* *High-level action: 2.1.1* *Planned output: 2.1.1.2*	2010	MSC 83/28, paragraphs 25.50 to 25.52; SLF 51/17, section 14; MSC 85/26, paragraphs 23.36 to 23.40
H.8	**Safety provisions applicable to tenders operating from passenger ships** (coordinated by DE) *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2012	MSC 84/24, paragraph 22.57; SLF 51/17, section 14
H.9	**Damage stability regulations for ro-ro passenger ships** *Strategic direction: 5.1* *High-level action: 5.1.1* *Planned output: -*	2011	MSC 84/24, paragraph 22.59; SLF 51/17, section 14

Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.10	**Development of an agreement on the implementation of the 1993 Torremolinos Protocol** (in cooperation with appropriate sub-committees, as necessary) *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: 5.2.1.4*	2011	MSC 84/24, paragraph 22.62; SLF 51/17, section 14
H.11	Revision of SOLAS chapter II-1 subdivision and damage stability regulations *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2 sessions	SLF 51/17, section 14; MSC 85/26, paragraph 23.35
H.12	**Subdivision standards for cargo ships** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	2011	MSC 85/26, paragraph 23.32
H.13	**Amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zone** (in cooperation with NAV) *Strategic directions: 5 and 7* *High-level action: 5.2.1/5.2.4/ 7.1.2* *Planned output: -*	2011	MSC 86/26, paragraph 23.44

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING (STW)

		Target completion date/number of sessions needed for completion	Reference
1	**Validation of model training courses** *Strategic direction: 5.2* *High-level action: 5.2.2* *Planned output: -*	Continuous	STW 31/17, paragraph 14.4; STW 40/14, section 3
2	**Casualty analysis** (coordinated by FSI) *Strategic direction: 12.1* *High-level action: 12.1.2* *Planned output: 12.1.2.1 to .2*	Continuous	MSC 77/26, paragraphs 18.10 and 23.40.2; STW 40/14, section 10
H.1	**Unlawful practices associated with certificates of competency** *Strategic direction: 5.2* *High-level action: 5.2.1* *Planned output: -*	Continuous	MSC 71/23, paragraph 20.55.2; STW 40/14, section 4
H.2	**Measures to enhance maritime security** *Strategic direction: 6* *High-level action: 6.3.2* *Planned output: 6.3.2.1*	2010	MSC 75/24, paragraphs 22.9 and 22.45; STW 40/14, section 9
H.3	**Comprehensive review of the STCW Convention and Code** *Strategic direction: 5* *High-level action: 5.2.2* *Planned output: 5.2.2.1* .1 **chapter I of the STCW Convention and Code** .2 **chapter II of the STCW Convention and Code** .3 **chapter III of the STCW Convention and Code**	2010	STW 37/18, section 15; MSC 81/25, paragraphs 23.57.2, 23.40.2, 23.62 and 23.63; MSC 85/26, paragraph 23.46; STW 40/14, section 7

Notes: 1 "H" means high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.

2 Items printed in bold letters have been selected for the provisional agenda for STW 41.

Sub-Committee on Standards of Training and Watchkeeping (STW) (continued)

		Target completion date/number of sessions needed for completion	Reference
	.4 **chapter IV of the STCW Convention and Code**		
	.5 **chapter V of the STCW Convention and Code**		
	.6 **chapter VI of the STCW Convention and Code**		
	.7 **chapter VII of the STCW Convention and Code**		
	.8 **chapter VIII of the STCW Convention and Code**		
H.4	**Review of the principles for establishing the safe manning level of ships including mandatory requirements for determining safe manning** (in cooperation with NAV) *Strategic direction:* *5* *High-level action:* *5.2.2* *Planned output:* *5.2.2.2*	2010	MSC 81/25, paragraphs 23.58 to 23.60; STW 40/14, section 8
H.5	Development of training standards for recovery systems *Strategic direction:* *5.1* *High-level action:* *5.1.2* *Planned output:* -	2 sessions	MSC 81/25, paragraph 23.64
H.6	**Training for seafarer safety representatives** *Strategic direction:* *5.2* *High-level action:* *5.2.2* *Planned output:* -	2010	MSC 82/24, paragraph 21.23; STW 40/14, section 5

Sub-Committee on Standards of Training and Watchkeeping (STW) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.7	Safety provisions applicable to tenders operating from passenger ships (coordinated by DE) *Strategic direction: 12* *High-level action: 12.1.2* *Planned output: 12.1.2.1*	3 sessions	MSC 84/24, paragraph 22.66
H.8	**Revision of the Recommendations for entering enclosed spaces aboard ships** (coordinated by DSC) *Strategic direction: 5.2* *High-level action: 5.2.3* *Planned output: 5.2.3.2*	2010	MSC 85/26, paragraph 23.7
H.9	**Development of an e-navigation strategy implementation plan** (coordinated by NAV) *Strategic direction: 5.2* *High-level action: 5.2.4* *Planned output: -*	2012	MSC 85/26, paragraph 23.22
L.1	Review of the implementation of STCW chapter VII *Strategic direction: 5* *High-level action: 5.2.2* *Planned output: -*	2 sessions	MSC 72/23, paragraph 21.56; STW 35/19, section 14
L.2	Clarification of the STCW-F Convention provisions and follow-up action to the associated Conference resolutions *Strategic direction: 5* *High-level action: 5.2.1* *Planned output: -*	2 sessions	STW 34/14, paragraph 11.8

Sub-Committee on Standards of Training and Watchkeeping (STW) (continued)

		Target completion date/number of sessions needed for completion	Reference
L.3	**Development of model procedures for executing shipboard emergency measures** *Strategic direction:* *5* *High-level action:* *5.2.2* *Planned output:* *5.2.2.2*	2011	MSC 84/24, paragraph 22.67

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ANNEX 25

PROVISIONAL AGENDAS FOR THE FORTHCOMING SESSIONS OF THE SUB-COMMITTEES

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG) – 14TH SESSION *

	Opening of the session
1	Adoption of the Agenda
2	Decisions of other IMO bodies
3	Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments
4	Application of the requirements for the carriage of bio-fuels and bio-fuel blends
5	Development of guidelines and other documents for uniform implementation of the 2004 BWM Convention
6	Development of provisions for gas-fuelled ships
7	Casualty analysis
8	Consideration of IACS unified interpretations
9	Development of international measures for minimizing the transfer of invasive aquatic species through bio-fouling of ships
10	Revision of the IGC Code
11	Safety requirements for natural gas hydrate pellet carriers
12	Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NO_x Technical Code
13	Revision of the Recommendations for entering enclosed spaces aboard ships
14	Work programme and agenda for BLG 15
15	Election of Chairman and Vice-Chairman for 2011
16	Any other business
17	Report to the Committees

* Agenda item numbers do not necessarily indicate priority.

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC) – 14TH SESSION*

Opening of the session

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Amendments to the IMDG Code and supplements, including harmonization of the IMDG Code with the UN Recommendations on the transport of dangerous goods

.1 harmonization of the IMDG Code with the UN Recommendations on the transport of dangerous goods

.2 amendment (35-10) to the IMDG Code and supplements

4 Amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes

5 Amendments to the CSS Code and associated recommendations

6 Casualty and incident reports and analysis

7 Review of the BLU Code

8 Review of the Recommendations on the safe use of pesticides in ships

9 Guidance on protective clothing

10 Revision of the Code of Safe Practice for Ships Carrying Timber Deck Cargoes

11 Stowage of water-reactive materials

12 Amendments to the International Convention for Safe Containers, 1972 and associated circulars

13 Review of the Guidelines for packing of cargo transport units

14 Review of documentation requirements for dangerous goods in packaged form

15 Amendments to MARPOL Annex III**

16 Revision of the Recommendations for entering enclosed spaces aboard ships

17 Consideration for the efficacy of Container Inspection Programme

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* Agenda item numbers do not necessarily indicate priority.

** Subject to the decision of MEPC 59.

18 Installation of equipment for detection of radioactive sources or radioactive contaminated objects in ports

19 Work programme and agenda for DSC 15

20 Election of Chairman and Vice-Chairman for 2010

21 Any other business

22 Report to the Maritime Safety Committee

SUB-COMMITTEE ON FIRE PROTECTION (FP) – 54TH SESSION*

	Opening of the session
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Performance testing and approval standards for fire safety systems
4	Comprehensive review of the Fire Test Procedures Code
5	Fire resistance of ventilation ducts
6	Measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes
7	Clarification of SOLAS chapter II-2 requirements regarding interrelation between central control station and safety centre
8	Explanatory notes for the application of the safe return to port requirements
9	Recommendation on evacuation analysis for new and existing passenger ships
10	Consideration of IACS unified interpretations
11	Fixed hydrocarbon gas detection systems on double-hull oil tankers
12	Harmonization of the requirements for the location of entrances, air inlets and openings in the superstructures of tankers
13	Amendments to SOLAS chapter II-2 related to the releasing controls and means of escape for spaces protected by fixed carbon dioxide systems
14	Means of escape from machinery spaces
15	Review of fire protection requirements for on-deck cargo areas
16	Analysis of fire casualty records
17	Revision of the Recommendations for entering enclosed spaces aboard ships
18	Fire integrity of bulkheads and decks of ro-ro spaces on passenger and cargo ships
19	Requirements for ships carrying hydrogen and compressed natural gas vehicles
20	Guidelines for a visible element to general emergency alarm systems on passenger ships

* Agenda item numbers do not necessarily indicate priority.

21 Means for recharging air bottles for air breathing apparatuses

22 Work programme and agenda for FP 55

23 Election of Chairman and Vice-Chairman for 2011

24 Any other business

25 Report to the Maritime Safety Committee

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI) – 18TH SESSION*

	Opening of the session
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Responsibilities of Governments and measures to encourage flag State compliance
4	Mandatory reports under MARPOL
5	Port reception facilities-related issues
6	Casualty statistics and investigations
7	Harmonization of port State control activities
8	PSC Guidelines on seafarers' working hours and PSC guidelines in relation to the Maritime Labour Convention, 2006
9	Development of guidelines on port State control under the 2004 BWM Convention
[10	Review of the Guidelines for inspection of anti-fouling systems on ships]**
11	Comprehensive analysis of difficulties encountered in the implementation of IMO instruments
12	Review of the Survey Guidelines under the HSSC
13	Consideration of IACS unified interpretations
14	Review of the Code for the Implementation of Mandatory IMO Instruments
15	Development of a Code for Recognized Organizations
16	Measures to protect the safety of persons rescued at sea
17	Work programme and agenda for FSI 19
18	Election of Chairman and Vice-Chairman for 2011
19	Any other business
20	Report to the Committees

* Agenda item numbers do not necessarily indicate priority.

** To be decided by MEPC 59.

SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR) – 14TH SESSION*

Opening of the session

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Global Maritime Distress and Safety System (GMDSS)

.1 Matters relating to the GMDSS Master Plan

.2 Operational and technical coordination provisions of maritime safety information (MSI) services, including review of the related documents

4 ITU maritime radiocommunication matters

.1 Radiocommunication ITU-R Study Group matters

.2 ITU World Radiocommunication Conference matters

5 Satellite services (Inmarsat and Cospas-Sarsat)

6 Matters concerning search and rescue, including those related to the 1979 SAR Conference and the implementation of the GMDSS

.1 Harmonization of aeronautical and maritime search and rescue procedures, including SAR training matters

.2 Plan for the provision of maritime SAR services, including procedures for routeing distress information in the GMDSS

7 Developments in maritime radiocommunication systems and technology

8 Revision of the IAMSAR Manual

9 Development of procedures for updating shipborne navigation and communication equipment

10 Measures to protect the safety of persons rescued at sea

11 Safety provisions applicable to tenders operating from passenger ships

12 Development of an e-navigation strategy implementation plan

13 Revision of the Performance standards for Float-Free Satellite EPIRBs MHz (resolution A.810(19))

* Agenda item numbers do not necessarily indicate priority.

14 Work programme and agenda for COMSAR 15

15 Election of Chairman and Vice-Chairman for 2011

16 Any other business

17 Report to the Maritime Safety Committee

SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV) – 55TH SESSION*

Opening of the session

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Routeing of ships, ship reporting and related matters

4 Development of guidelines for IBS, including performance standards for bridge alert management

5 Guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ

6 Amendments to the Performance standards for VDR and S-VDR

7 Development of procedures for updating shipborne navigation and communication equipment

8 ITU matters, including Radiocommunication ITU-R Study Group matters

9 Code of conduct during demonstrations/campaigns against ships on high seas

10 Measures to minimize incorrect data transmissions by AIS equipment

11 Development of an e-navigation strategy implementation plan

12 Guidelines on the layout and ergonomic design of safety centres on passenger ships

13 Review of vague expressions in SOLAS regulation V/22

14 Revision of the Guidance on the application of AIS binary messages

15 Improved safety of pilot transfer arrangements

16 Casualty analysis

17 Consideration of IACS unified interpretations

18 Work programme and agenda for NAV 56

19 Election of Chairman and Vice-Chairman for 2010

20 Any other business

21 Report to the Maritime Safety Committee

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* Agenda item numbers do not necessarily indicate priority.

SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE) – 53RD SESSION*

	Opening of the session
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Measures to prevent accidents with lifeboats
4	Compatibility of life-saving appliances
5	Revision of resolution A.760(18)
6	Performance standards for recovery systems
7	Cargo oil tank coating and corrosion protection
8	Development of a new framework of requirements for life-saving appliances
9	Guidance to ensure consistent policy for determining the need for watertight doors to remain open during navigation
10	Protection against noise on board ships
11	Thermal performance of immersion suits
12	Alternative arrangements for the bottom inspection requirements for passenger ships other than ro-ro passenger ships
13	Amendments to the Revised recommendation on testing of life-saving appliances
14	Safety provisions applicable to tenders operating from passenger ships
15	Classification of offshore industry vessels and consideration of the need for a code for offshore construction support vessels
16	Interpretation on application of SOLAS, MARPOL and Load Line requirements for major conversions of oil tankers
17	Consideration of IACS unified interpretations
18	Development of a mandatory Code for ships operating in polar waters
19	Application of amendments to SOLAS chapter III and the LSA Code

* Agenda item numbers do not necessarily indicate priority.

20 Guidelines for a visible element to general alarm systems on passenger ships

21 Work programme and agenda for DE 54

22 Any other business

23 Report to the Maritime Safety Committee

SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF) – 52ND SESSION*

Opening of the session and election of Chairman and Vice-Chairman for 2010

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Development of new generation intact stability criteria

4 Safety of small fishing vessels

5 Development of options to improve effect on ship design and safety of the 1969 TM Convention

6 Time-dependent survivability of passenger ships in damaged condition

7 Guidance on the impact of open watertight doors on existing and new ship survivability

8 Stability and sea-keeping characteristics of damaged passenger ships in a seaway when returning to port by own power or under tow

9 Guidelines for verification of damage stability requirements for tankers and bulk carriers

10 Safety provisions applicable to tenders operating from passenger ships

11 Damage stability regulations for ro-ro passenger ships

12 Development of an agreement on the implementation of the 1993 Torremolinos Protocol

13 Consideration of IACS unified interpretations

14 Subdivision standards for cargo ships

15 Amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zone

16 Work programme and agenda for SLF 53

17 Election of Chairman and Vice-Chairman for 2011

18 Any other business

19 Report to the Maritime Safety Committee

* Agenda item numbers do not necessarily indicate priority.

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING (STW) – 41ST SESSION*

Opening of the session

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Validation of model training courses

4 Unlawful practices associated with certificates of competency

5 Training for seafarer safety representatives

6 Casualty analysis

7 Comprehensive review of the STCW Convention and Code

.1 chapter I of the STCW Convention and Code

.2 chapter II of the STCW Convention and Code

.3 chapter III of the STCW Convention and Code

.4 chapter IV of the STCW Convention and Code

.5 chapter V of the STCW Convention and Code

.6 chapter VI of the STCW Convention and Code

.7 chapter VII of the STCW Convention and Code

.8 chapter VIII of the STCW Convention and Code

8 Review of the principles for establishing the safe manning level of ships including mandatory requirements for determining safe manning

9 Measures to enhance maritime security

10 Development of an e-navigation strategy implementation plan

11 Revision of the Recommendations for entering enclosed spaces aboard ships

12 Development of model procedures for executing shipboard emergency measures

13 Work programme and agenda for STW 42

14 Election of Chairman and Vice-Chairman for 2011

* Agenda item numbers do not necessarily indicate priority.

15 Any other business

16 Report to the Maritime Safety Committee

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ANNEX 26

STATUS OF PLANNED OUTPUTS FOR THE 2008-2009 BIENNIUM AS CONTAINED IN RESOLUTION A.990(25) RELATING TO THE WORK OF THE COMMITTEE AND SUB-COMMITTEES

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
1	IMO is the primary international forum for technical matters of all kinds affecting international shipping and legal matters related thereto. An inclusive and comprehensive approach to such matters will be a hallmark of IMO. In order to maintain that primacy, it will:	1.1	Further develop its role in maritime affairs *vis-à-vis* other intergovernmental organizations, so as to be able to deal effectively and comprehensively with complex cross-agency issues	1.1.1	Take the lead and actively promote its role as the primary international forum on matters within its purview		Note: Outputs of the Organization meeting this high-level action are tabulated in this annex against the most relevant high-level actions	
						1.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the Millennium Development Goals (Assembly, Council, all committees and Secretariat) (see Outputs 3.3.1.1 and 11.1.1.1)	
				1.1.2	Co-operate with the United Nations and other international bodies on matters of mutual interest	1.1.2.1	Cooperation with: Safety and security topics (MSC): - FAO: follow-up to the second session of the IMO/FAO Working Group on IUU fishing and related matters, including safety regulations for fishing vessels and fishers; and identification of revisions to the 1993 Torremolinos Protocol which may be needed to make the Protocol acceptable to the required number of Governments to ensure entry into force, possibly through the development of an additional instrument (see Outputs 1.1.2.3 (safety and security topics), 5.2.1.3 and 5.2.1.4) - IACS: consideration of unified interpretations - IAEA: formalized emergency arrangements for response to nuclear/radiological emergencies from ships, including IMO contribution to the next version of the "Joint Radiation Emergency Management Plan of the International Organizations" - IHO: PSSA charting methods and symbols - ILO: port State control of seafarers' working hours	In progress. All recommendations of the Group were considered by FSI 16, which decided no further action was necessary at this stage for the Sub-Committee. SLF 51 was instructed to develop an agreement to facilitate the acceptance of the 1993 Torremolinos Protocol and a new item was placed on its work programme. MSC 85 has since endorsed the proposed course of action proposed by SLF 51 regarding the above Agreement, including a recommendation that the Secretariat initiate a consultation process with States, which is currently in progress. Ongoing. This is a standing item on the agenda of the all sub-committees. In progress. Advice is being provided to IAEA on the policy decisions of IMO bodies relating to the handling and facilitation of carriage of Class 7 materials at sea. Completed. IHO has finalized this work on behalf of IMO. In progress. MSC 85 decided that seafarers' hours of work were covered under ILO Convention No.180 (Seafarers' Hours of Work and the Manning of Ships Convention) and, as such, the appropriate PSC guidelines should be developed by ILO. In addition, MSC 85 agreed that it would not be appropriate for the guidance on PSC guidelines on inspection of seafarers' working hours to be issued as an MSC circular

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
							Environmental topics (MEPC): - FAO: follow-up to the second session of the IMO/FAO Working Group on IUU fishing and related matters, including marine litter/garbage issues (MARPOL Annex V) (see Output 1.1.2.3 (environmental topics)) Legal topics (LEG): - ILO: monitor the application of the joint IMO/ILO Guidelines on the fair treatment of seafarers (see Output 6.3.1.1) General: - Data providers: protocols on data exchange with international, regional and national entities (all committees, as appropriate/Secretariat) (see Output 4.2.1.3) - Donor institutions: resource mobilization for ITCP (Secretariat) (see Output 3.2.1.2)	In progress. FSI 16 considered the report of the Joint Group's 2nd session and requested the Secretariat to follow the progress made on the different issues and to report to the Sub-Committee and other relevant IMO bodies. FSI 16 also urged Members to ratify the 1993 Torremolinos Protocol and the 1995 STCW-F. In progress. The status of data exchange protocols with 10 PSC regimes, Equasis, EMSA and the Stavenger casualty database was considered by FSI 16 and the Secretariat was requested to progress the matter.
						1.1.2.2	Liaison statements issued to or from (MSC): - IALA: VTS, aids to navigation, e-navigation and AIS matters - ICAO: GNSS and SAR issues - IEC: radiocommunications and safety of navigation - IHO: hydrographic matters and promotion of ENCs covering various parts of the globe - ILO: seafarers' issues - ITU: radiocommunications - UNHCR: persons rescued at sea - WMO: meteorological issues	Ongoing. MSC 85 endorsed the action of the Secretariat in conveying a liaison statement to ITU, IEC, IALA and CIRM on AIS Search and Rescue Transmitter (AIS-SART). Ongoing. The Secretariat participates in the annual meeting of the Joint IMO/ICAO Working Group. Ongoing. MSC 85 endorsed the action of the Secretariat in conveying a liaison statement to ITU, IEC, IALA and CIRM on AIS Search and Rescue Transmitter (AIS-SART). Ongoing. The Secretariat attends meetings of IHO as and when necessary. Ongoing. The Secretariat attends meetings of ILO as and when necessary. Ongoing. MSC 86 endorsed the action of the Secretariat in conveying a liaison statement to ITU, IEC, IALA and CIRM on AIS Search and Rescue Transmitter (AIS-SART). Ongoing. The Secretariat maintains continuous liaison with UNHCR on this topic. Ongoing. The Secretariat attends meetings of WMO as and when necessary.
						1.1.2.3	Policy input or guidance issued to or on: Safety and security topics (MSC): - IAEA: development of carriage requirements for class 7 radioactive material	In progress. DSC 14 will further consider the matter.

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
							- ILO: development of PSC guidelines in the context of the Maritime Labour Convention, 2006	In progress. The outcome of the September 2008 ILO meeting was considered by FSI 17.
							- IMO/FAO Working Group on IUU fishing and related matters: safety regulations for fishing vessels and fishermen (see Output 1.1.2.1 – safety and security topics)	In progress. The proposed course of action prepared by SLF 51 has been endorsed by MSC 85 regarding the development of an Agreement on the implementation of the 1993 Torremolinos Protocol (see Output 1.1.2.1).
							- ISO TC 8: development of industry consensus standards	Ongoing. The Secretariat may attend the next annual ISO meeting in October 2009.
							- PSC regimes: related IMO developments	Ongoing. The Secretariat continually informs the PSC regimes of relevant developments at IMO.
							- UN Sub-Committee on Dangerous Goods: harmonization of multimodal transport of dangerous goods	In progress. Work continues on the finalization of amendment 35-10 to the IMDG Code. The Secretariat attended the meeting of the UN Sub-Committee in December 2008.
							Environmental topics (MEPC): - Environment Management Group (established by UN General Assembly resolution A/53/463UN): inter-agency sharing of information sharing and agreement on priorities - GESAMP-related IMO developments - GESAMP-BW Working Group: evaluation of active substances used by ballast water management systems (see Output 1.3.3.2) - GESAMP-EHS Working Group: evaluation of bulk chemicals - IMO/FAO Working Group on IUU fishing and related matters: marine litter/garbage issues (MARPOL Annex V) (see Output 1.1.2.1 – environmental topics) - IMO/ILO/Basel Convention Working Group: ship recycling - UNFCCC: greenhouse gas emissions from ships - UN Globally Harmonized System: classification and labelling of products - UN-Oceans: inter-agency coordination on oceans and coastal issues - UN Regular Process: assessment of the state of the marine environment	Ongoing. The Secretariat regularly participates in the meetings of the Committee of Experts.
							Legal topics (LEG): - Implementation of IMO guidelines on provision of financial security in case of abandonment of seafarers, and IMO guidelines on shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers (see Output 6.3.1.2) - Implementation of the 2005 SUA Protocols as may be needed, in the context of international efforts to combat terrorism (see Outputs 1.1.2.4, 6.1.1.1 and 6.1.2.1)	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
							Facilitation topics (FAL): - IAEA:facilitation of the shipment of class 7 radioactive materials - UNECE/UNCEFACT: trade facilitation and electronic transmission of information-related matters - UNODC/WCO: prevention and control of illicit drug trafficking - WCO: clearance of ships, persons and cargoes; and security of the supply chain	
						1.1.2.4	Policy and strategy for the implementation of the IMO-related aspects of the UN Global Counter-Terrorism Strategy (MSC/LEG/TCC/FAL) (see Outputs 1.1.2.3 (legal topics), 6.1.1.1 and 6.1.2.1)	In progress. This topic continues to be under consideration by the relevant IMO organs.
						1.1.2.5	Holding of a meeting on "Delivering as One: UN collaboration on technical co-operation in the maritime sector" in response to the "Delivering as One" report of the Secretary-General's High-level Panel on UN System-wide coherence in the areas of development, humanitarian assistance and development (Secretariat)	
		1.2	Actively engage the various stakeholders – new and existing – in the shipping arena, including non-governmental organizations, industry and the public in general, to ensure a more inclusive approach to decision-making	1.2.1	Further encourage the active participation of all stakeholders to achieve the Organization's mission objectives through consultation and liaison	1.2.1.1	Identification of reasons why certain instruments (e.g., HNS) have not come into force; and consideration and development of strategies to facilitate their entry into force and to encourage States to become party (LEG) (see Output 2.1.1.3)	
						1.2.1.2	Joint programmes, meetings and press conferences with UN and other international organizations, as well as industry and civil society interests (Secretariat)	
		1.3	Actively seek to reap synergies and avoid duplication of efforts made by other UN agencies in shipping matters	1.3.1	Consider issues under the United Nations Law of the Sea Convention relevant to the role of the Organization	1.3.1.1	Advice provided following referrals from other IMO bodies, Member States and observer delegations (LEG)	
						1.3.1.2	Circular on implications of UNCLOS for IMO (Secretariat)	
						1.3.1.3	Identification of PSSAs, taking into account article 211 and other related articles of UNCLOS (MEPC)	
				1.3.2	Follow-up to the activities of UNCED and WSSD, including prevention of marine pollution from offshore oil and gas activities	1.3.2.1	Contributions to the follow-up to UNCED and WSSD (MEPC)	
						1.3.2.2	Capacity-building follow-up action reflected in the ITCP (TCC)	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
				1.3.3	Monitor developments within GESAMP and make full use of the knowledge available and gained	1.3.3.1	Hazard profiles and evaluation of newly submitted substances to be incorporated into the IBC Code (MEPC)	
						1.3.3.2	Approval of active substances used by ballast water management systems (MEPC) (see Outputs 1.1.2.3 (environmental topics) and 7.1.2.4)	
				1.3.4	Promote facilitation measures	1.3.4.1	Participation in relevant international fora (Secretariat)	
						1.3.4.2	FAL module incorporated in the programme of maritime security training activities (Secretariat)	
						1.3.4.3	Finalized Explanatory Manual to the FAL Convention (FAL)	
				1.3.5	Harmonize IMO instruments with other relevant international instruments, as necessary	1.3.5.1	Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UN CETDG and GHS, and IAEA (MSC)	In progress (see Output 1.1.2.3).
						1.3.5.2	Amendments to the ICAO/IMO IAMSAR Manual (MSC)	Ongoing. MSC 85 and MSC 86 adopted amendments for dissemination by means of MSC.1/Circ.1289 and MSC.1/Circ.1311, respectively.
						1.3.5.3	Training standards for ratings in the STCW Convention and Code (transfer from ILO) (MSC)	Completed. The standards developed by the STW Sub-Committee are to be adopted along with other amendments to the STCW Convention and STCW Code arsing from the ongoing comprehensive review of both instruments.
						1.3.5.4	Amendments to the MODU Code with regard to changes to the ICAO Convention (MSC) (see Outputs 2.1.1.2 (safety topics) and 5.2.1.2)	Completed. MSC 86 approved the revised Code for submission to A 26 for adoption.
2	IMO will foster global compliance with its instruments governing international shipping and will promote their uniform implementation by Member States			2.1.1	Monitor and improve conventions, etc., and provide interpretation thereof if requested by Member States	2.1.1.1	New or amended mandatory IMO instruments: Safety and security topics (MSC): - Amendments to SOLAS to require fixed hydrocarbon gas detection systems on double-hull oil tankers - Revised Code for the investigation of marine casualties and incidents adopted and implemented through the collection of investigation reports - Revised Fire Test Procedures Code Environmental topics (MEPC): - Amendments to MARPOL Annexes I to VI, including revised MARPOL Annexes V and VI (Output 7.3.1.1)	In progress. A drafting group is to be established to finalize this item at FP 54. Completed. A revised Code was adopted by resolution MSC.255(84). In progress. FP 54 is expected to finalize the revised FTP Code for approval by MSC 87. MSC 86 approved the SOLAS amendment to make the 2010 FTP Code mandatory.
						2.1.1.2	New or amended non-mandatory IMO instruments: Safety and security topics (MSC): - Explanatory Notes for a harmonized SOLAS chapter II-1 (see Output 5.2.1.2) - Guidelines for verification of damage stability requirements for tankers and bulk carriers	Completed. MSC 85 adopted the Explanatory Notes by adopted resolution MSC.281(85). In progress. SLF 51 gave preliminary consideration to this item with Members being invited to submit comments to SLF 52.

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
							- Guidance on the impact of open watertight doors on existing and new ship survivability	In progress. SLF 52 is to consider the outcome of a correspondence group.
							- Guidance to ensure a consistent policy for watertight doors to remain open during navigation	In progress. DE 53 to further consider.
							- Guidelines for corrosion protection of means of access arrangements (see Output 5.2.1.2)	Completed. MSC 84 approved MSC.1/Circ.1279.
							- Guidelines for maintenance and repair of protective coatings (see Output 5.2.1.2)	Completed. MSC 86 approved MSC.1/Circ.1330.
							- Guidelines on central control stations and safety centres	In progress. FP 54 is to consider the outcome of a correspondence group.
							- Guidelines on the number and arrangement of portable fire extinguishers	Completed. MSC 84 approved MSC.1/Circ.1275.
							- Guidelines to improve the effect on ship design and safety of the 1969 TM Convention	In progress. SLF 52 to consider the outcome of a correspondence group.
							- Guidelines to prevent fires in engine-rooms and cargo pump-rooms	Completed. MSC 86 approved MSC.1/Circ.1321.
							- Interpretation of the definition of the term "bulk carrier"	Completed. MSC 85 adopted resolution MSC.277(85).
							- Performance standards for protective coatings for void spaces (see Output 5.2.1.2)	Completed. MSC 84 approved MSC.1/Circ.1279.
							- Revised Code on Alarms and Indicators	Completed. Draft Assembly resolution approved by MSC 86 for adoption by A 26.
							- Revised MODU Code (see Outputs 1 .3.5.4 and 5.2.1.2)	Completed. Draft Assembly resolution approved by MSC 86 for submission to A 26 for adoption.
							- Revised performance testing and approval standards for fire safety systems	In progress. FP 54 is to consider the outcome of a correspondence group.
							- Revised SPS Code (see Output 5.2.1.2)	Completed. MSC 84 adopted resolution MSC.266(84).
							Environmental topics (MEPC): - Clarified boundaries between MARPOL and the London Convention 1972 - Guidelines for enforcement of MARPOL Annex I - Guidelines for the BWM Convention (updating and consolidation of existing guidelines) (see Output 7.1.2.2)	
						2.1.1.3	Identification of reasons why certain instruments (e.g., HNS) have not come into force; and consideration and development of strategies to facilitate their entry into force and to encourage States to become party (LEG) (see Output 1.2.1.1)	
						2.1.1.4	Unified interpretations of the MARPOL regulations (MEPC)	
						2.1.1.5	Promotion of the implementation of mandatory and non-mandatory instruments (MSC/MEPC)	In progress: Secretariat to provide updated list of reporting requirements.
						2.1.1.6	Reports (MEPC/Secretariat): - Reports on the average sulphur content of residual fuel oil supplied for use on board ships - Summary reports and analyses of mandatory reports under MARPOL	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
						2.1.1.7	GISIS module on requirements, including uploaded national legislation (MSC/Secretariat)	In progress. Secretariat to provide list of relevant instruments to Code for ROs-related issues to FSI 18.
				2.2.1	Encourage and support implementation of the Voluntary IMO Member State Audit Scheme	2.2.1.1	Input related to marine environment protection to Voluntary IMO Member State Audit Scheme and to the Code for the implementation of mandatory IMO instruments (MEPC)	
						2.2.1.2	A revised Code for the Implementation of Mandatory IMO Instruments (Assembly, Council, MSC and MEPC)	In progress. MSC 86 approved the draft amendments to the Code for adoption by A 26.
						2.2.1.3	Organization and delivery of State audits (Secretariat)	In progress. FSI 17 considered the report of the correspondence group to examine how best the Organization can use the outcome of audits (i.e. the consolidated audit summary report) to enhance further its regulatory/implementation work and agreed guidance for the Secretariat to follow when conducting a preliminary study of the audit reports.
						2.2.1.4	Capacity-building aspects of the Scheme reflected in the ITCP (TCC)	
						2.2.1.5	Implementation of pre- and post-audit technical assistance activities (Secretariat)	
				2.3.1	Encourage the worldwide provision of maritime search and rescue services	2.3.1.1	Technical guidance for the establishment of regional MRCCs and MRSCs in Africa supported by the ISAR Fund (MSC)	In progress. A regional MRCC was established in Liberia in April 2009.
						2.3.1.2	Further development of the Global SAR Plan for the provision of maritime SAR services (MSC)	Completed. The Secretariat is planning to issue SAR.8/Circ.1/Corr.7 in April 2009.
						2.3.1.3	Guidelines on medical assistance in SAR services (MSC)	Completed. COMSAR 12 has recommended to MSC 85 that the item be deleted from its work programme as no documents on it have been submitted for two sessions.
						2.3.1.4	Implementation of an ITCP programme contributing to the worldwide provision of maritime SAR services (Secretariat)	In progress (see Output 2.3.1.1).
						2.3.1.5	WMU project on SAR related to passenger ships (MSC)	In progress. COMSAR 13 considered the report on the progress made during Phase II of the WMU project and the WMU will provide a final report on phase II to COMSAR 14.
3	IMO will strengthen its capacity-building programmes and will focus on:	3.1	Developing capacity-building partnerships with governments, organizations and industry	3.1.1	Participate in environmental programmes with UNDP, UNEP, WORLD BANK, etc.	3.1.1.1	Guidance for the Secretariat concerning the environmental programmes and projects to which the Organization contributes or executes, such as GEF, UNDP, UNEP and World Bank projects or programmes, and the IMO/UNEP forum on regional co-operation in combating marine pollution (MEPC)	
						3.1.1.2	Reports on resource mobilization for, and on implementation of, environmental programmes (MEPC/TCC/Secretariat)	
				3.1.2	Establish partnerships with governments, organizations and industry to enhance the delivery of IMO's capacity-building programmes	3.1.2.1	Guidance for the Secretariat concerning partnerships with the industry (Global Initiative) aiming at promoting implementation of the OPRC Convention and the OPRC-HNS Protocol (MEPC)	
						3.1.2.2	Reports on implementation of resolution A.965(23) on Development and improvement of partnership arrangements for technical co-operation (TCC/Secretariat)	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
				3.1.3	Promote and strengthen partnerships with global maritime training institutions and training programmes	3.1.3.1	An OPRC-HNS model training course approved and published for delivery (MEPC/Secretariat)	
						3.1.3.2	Implementation of a global ITCP programme on the enhancement of maritime training capacities (Secretariat)	
		3.2	Ensuring the long-term sustainability of the ITCP	3.2.1	Mobilize and allocate financial or in-kind resources including the promotion of technical and economic co-operation among developing countries (TCDC and ECDC)	3.2.1.1	TCDC reflected in the ITCP and partnerships (TCC/Secretariat)	
						3.2.1.2	Reports on the TC Fund, voluntary trust funds, cash contributions and in-kind support under the ITCP (TCC/Secretariat) (see Output 1.1.2.1 (general))	
				3.2.2	Implement the approved mechanism to ensure the sustainable financing of the ITCP	3.2.2.1	Review of the implementation of the approved mechanism on sustainable financing of the ITCP (TCC/Secretariat)	
		3.3	Contributing to the attainment of the MDGs	3.3.1	Establish, maintain and promote the linkage between the ITCP and the MDGs	3.3.1.1	Reports on the promotion and implementation of resolution A.1006(25) on The linkage between the Integrated Technical Co-operation Programme and the Millennium Development Goals (TCC/Secretariat) (see Outputs 1.1.1.1 and 11.1.1.1)	
		3.4	Meeting the needs of its developing Member States	3.4.1	Implement the arrangements to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular (see HLA 9.1.1)	3.4.1.1	Guidance on identifying the emerging needs of developing States, in particular SIDS and LDCs (MEPC)	
						3.4.1.2	Review of the implementation of the arrangements to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular (TCC/Secretariat)	
						3.4.1.3	Approved ITCP for 2010-2011 reflecting the emerging needs of developing countries, SIDS and LDCs (TCC)	
		3.5	Improving the delivery, utilization and effectiveness of its technical co-operation programmes	3.5.1	Consider and prioritize the ITCP	3.5.1.1	A process to identify experts who may be available to provide assistance to developing countries (LEG)	
						3.5.1.2	Input to the ITCP on: - maritime safety and security (MSC) - marine environment protection (MEPC) - maritime legislation (LEG) - facilitation of international maritime traffic (FAL) - sustainable development and achievement of the MDGs (TCC)	Ongoing. Through the examination of periodic documentation on the execution of TC activities, on the needs of developing countries and on proposals for thematic ITCP priorities in the future, all IMO Committees and the Secretariat are involved in providing input on the ITCP for the current biennium and on the presentation of the programme for 2010-2011.
						3.5.1.3	Enhanced prioritization of the ITCP for 2010-2011 (TCC/Secretariat)	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
				3.5.2	Strengthen the role of women in the maritime sector	3.5.2.1	Reports on the implementation of the enhanced global programme for the integration of women in the maritime sector, including a review of the regional association for women in the maritime and port sectors (TCC/Secretariat)	
				3.5.3	Develop new measures to improve the delivery of technical assistance	3.5.3.1	Reports on new and cost-effective measures to deliver technical assistance (TCC/Secretariat)	
						3.5.3.2	A capacity-building mechanism for new measures or instruments, as called for under resolution A.998(25) (all Committees)	In progress. MSC 86 approved amendments to the Committee's Guidelines to incorporate the procedures for the assessment of implication of capacity-building requirements when developing new or amending existing mandatory instruments.
				3.5.4	Undertake regular TC impact assessments	3.5.4.1	Report on the ITCP Impact Assessment Exercise covering 2004-2007 (TCC/Secretariat)	
4	Internally, IMO should be able to respond effectively and efficiently to emerging trends, developments, and challenges. It will strive for excellence in governance and management. Besides the Strategic Plan, it will put in place and maintain a risk management framework. The Council will provide visionary leadership, Committees will be optimally structured and will be supported by an effective and efficient Secretariat. The Secretariat will be endowed with sufficient resources and expertise to			4.1.1	Ensure that the Organization, within agreed appropriations, uses its resources efficiently and effectively	4.1.1.1	Approved accounts and audited financial reports (Assembly/Council)	
						4.1.1.2	Approved report on ITCP implementation during 2006-2007 (TCC)	
						4.1.1.3	Internal systems, regulations, rules and procedures developed for introduction of IPSAS as of 2010 (Secretariat)	
						4.1.1.4	Upgrade of SAP and introduction of SAP Human Resources and Payroll modules (Secretariat)	
				4.2.1	Create a knowledge and information-based Organization through improved management and dissemination of information making use of appropriate technology	4.2.1.1	Guidance on the establishment or further development of information systems (databases, websites, etc.) as part of the Global Integrated Shipping Information System (GISIS) platform, as appropriate (all Committees, as appropriate) (see Outputs 12.3.1.1 and 13.2.1.1)	Ongoing. New modules (Contact Points and GHG) have gone online following their approval by relevant IMO organs (see also Output 2.1.1.5) and updated information on GISIS has been provided to Member States through Circular letter No.2892 and to FSI 17.
						4.2.1.2	Development and management of mandatory IMO number schemes (MSC)	In progress. FSI 17 considered implementation of the unique company and registered owner number scheme.
						4.2.1.3	Protocols on data exchange with other international, regional and national data providers (all Committees, as appropriate/ Secretariat) (see Output 1.1.2.1 (general))	In progress. Protocols on data exchange with PSC regimes were considered and to be progressed by the Secretariat.
						4.2.1.4	Improved IMO, IMODOCS and Intranet websites (Secretariat)	
						4.2.1.5	Increased number of electronic publications (Secretariat)	
				4.3.1	Enhance transparency in the Organization's operations	4.3.1.1	Comprehensive, transparent, deliverable and approved Strategic Plan, High-level Action Plan and biennial programme budget for 2010-2011 (Assembly/Council/Secretariat)	
				4.4.1	Establish and maintain a risk management framework	4.4.1.1	A risk management framework for the Organization adopted and implemented (Council/Secretariat)	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
	realize the Organization's work plans within approved biennial appropriations, and the Organization will make effective use of information and communication technology in management and administration.			4.5.1	Keep under review working methods and processes	4.5.1.1	Revised guidelines, as appropriate, including on the application of and reporting on the Strategic Plan and the High-level Action Plan (Council and all Committees)	Ongoing. MSC 86 approved further amendments following a meeting of Chairmen in 2009. Comments were forwarded to C 102.
5	IMO's highest priority will be the safety of human life at sea. In particular, greater emphasis will be accorded to:	5.1	Ensuring that all systems related to enhancing the safety of human life at sea are adequate, including those concerned with large concentrations of people	5.1.1	Review adequacy of passenger ship safety provisions	5.1.1.1	New or amended mandatory IMO instruments (MSC): - Performance standards for recovery systems for all types of ship - Stability and seakeeping characteristics of damaged passenger ships in a seaway when returning to port under own power or under tow - Recommendation on evacuation analysis for new and existing passenger ships - Standards for the fire safety of external areas of passenger ships - Standards on time dependent survivability of passenger ships in damaged condition	In progress. Correspondence group established at DE 52 to progress work and report to DE 53. In progress. A sub-division and damage stability Correspondence Group will report to SLF 52 on this item. In progress. Correspondence group established at FP 53 to progress work and report to FP 54. Completed. MSC 84 approved MSC.1/Circ.1274. In progress. This item will be further considered at SLF 52.
						5.1.1.2	New or amended non-mandatory IMO instruments (MSC): - Guidelines for drainage systems in closed vehicle, ro-ro and special category spaces of passenger ships (see Output 5.2.1.2) - Guidelines for the approval of novel life-saving appliances	Completed. MSC 86 approved MSC.1/Circ.1320. Completed. DE 51 agreed that work can be covered under the work programme item on development of new framework for LSA.
				5.1.2	Development and review of safe evacuation, survival, recovery and treatment of people following maritime casualties or in case of distress	5.1.2.1	Measures to prevent accidents with lifeboats (MSC)	In progress. Amendments to the LSA Code and the Recommendation on testing of LSA developed, further amendments under preparation. MSC 84 also approved MSC.1/Circ.1277.
						5.1.2.2	Guidance on compatibility of life-saving appliances (MSC)	Completed. MSC 84 approved MSC.1/Circ.1278. Amendments to the LSA Code and Recommendation on testing of LSA developed have been submitted to MSC 86.
						5.1.2.3	Test standards for extended service intervals for inflatable liferafts (MSC)	In progress. DE 52 will consider the outcome of a correspondence group on this item.
				5.1.3	Enhance the safety of navigation in vital shipping lanes	5.1.3.1	Participate in the Co-operative Mechanism for the Straits of Malacca and Singapore (Secretariat)	In progress. The Secretariat has participated in associated meetings and developed related technical assistance activities.

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
		5.2	Enhancing technical, operational and safety management standards	5.2.1	Keep under review the technical and operational safety aspects of all types of ships, including fishing vessels	5.2.1.1	New or amended mandatory IMO instruments (MSC):	
							- Amendments to resolution A.744(18) (see Output 5.3.1.1)	In progress. DE 53 will consider the outcome of a correspondence group on this item.
							- Amendments to SOLAS related to asbestos	Completed. MSC 86 adopted related amendments by resolution MSC.282(86).
							- Amendments to SOLAS related to the fire resistance of ventilation ducts	In progress. MSC 85 adopted amendments by resolution MSC.269(85). Work item expanded and draft amendments to SOLAS developed for consideration at FP 54.
							- Interim Guidelines for natural gas-fuelled engine installations in ships	In progress. Interim Guidelines adopted by resolution MSC.285(86). Development of Code underway.
						5.2.1.2	New or amended non-mandatory IMO instruments (MSC):	
							- Amendments to the Guidelines for ships operating in Arctic ice-covered waters	Completed. MSC 86 approved draft Assembly resolution for adoption by A 26.
							- Amendments to the MODU Code (see Outputs 1.3.5.4 and 2.1.1.2 (safety and security topics))	Completed. MSC 86 approved the revised Code for submission for adoption by A 26.
							- Explanatory Notes for a harmonized SOLAS chapter II-1 (see Output 2.1.1.2 (safety and security topics))	Completed. MSC 85 adopted the Explanatory Notes by adopted resolution MSC.281(85).
							- Guidelines for corrosion protection of means of access arrangements (see Output 2.1.1.2 (safety and security topics))	Completed. MSC 84 approved MSC.1/Circ.1279.
							- Guidelines for drainage systems in closed vehicle, ro-ro and special category spaces for cargo ships (see Output 5.1.1.2)	Completed. MSC 86 approved MSC.1/Circ.1320.
							- Guidelines for maintenance and repair of protective coatings (see Output 2.1.1.2 (safety and security topics))	Completed. MSC 86 approved MSC.1/Circ.1330.
							- Guidelines for the installation of shipborne radar equipment	Completed. MSC 84 approved SN.1/Circ.271.
							- Guidelines for uniform operating limitations of high-speed craft	Completed. MSC 86 approved MSC.1/Circ.1326.
							- Guidelines for verification of damage stability requirements for tankers and bulk carriers	In progress. SLF 51 gave preliminary consideration to this item with Members being invited to submit comments to SLF 52.
							- Guidelines to enhance the safety of small fishing vessels	In progress. SLF 52 will consider the outcome of a correspondence group on this topic.
							- Performance standards for protective coatings for void spaces (see Output 2.1.1.2 (safety and security topics))	Completed. MSC 84 approved MSC.1/Circ.1279.
							- Regulations for non-convention ships	In progress. FSI 17 noted the Secretariat update.
							- Revised Intact Stability Code	Completed. New 2008 IS Code was adopted by resolution MSC.267(85).
							- Revised SPS Code (see Output 2.1.1.2 (safety and security topics))	Completed. The new 2008 SPS Code was adopted by resolution MSC.266(84).
							- Revised Survey Guidelines under the Harmonized System of Survey and Certification (see output 5.3.1.2)	In progress. FSI 17 developed proposed amendments and a draft circular on First Survey and Build contract date. Replacement of certificates.
							- Revision of resolution A.760(18)	In progress – awaiting outcome of work by ISO/TC 8/SC 1.

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
						5.2.1.3	Promotion of the implementation of resolution A.925(22) on Entry into force of the 1993 Torremolinos Protocol and the 1995 STCW-F Convention (MSC) (see Outputs 1.1.2.1 (safety and security topics) and 5.2.1.4)	In progress (see Output 5.2.1.4).
						5.2.1.4	Legal and technical options to facilitate and expedite the earliest possible entry into force of the 1993 Torremolinos Protocol, as called for under resolution A.1003(25) (MSC) (see Outputs 1.1.2.1 (safety and security topics and 5.2.1.3)	In progress. MSC 85 endorsed course of action by SLF 51 for the development of an Agreement on the implementation of the 1993 Torremolinos Protocol, including a recommendation that the Secretariat initiate a consultation process with States, which is currently underway.
				5.2.2	Development and review of training and watchkeeping standards and operational procedures for maritime personnel	5.2.2.1	New or amended mandatory IMO instruments: Safety and security topics (MSC): - Comprehensive review of the STCW Convention and the STCW Code (MSC) (see Output 12.5.1.1) Environmental topics (MEPC): - Input regarding MARPOL, BWM and other environmental conventions	In progress. The STW Sub-Committee and related intersessional meetings are undertaking the comprehensive review for finalization and adoption of amendments by a diplomatic Conference in 2010.
						5.2.2.2	New or amended non-mandatory IMO instruments (MSC): - Revised Principles of safe manning (resolution A.890(21))	In progress. STW 40 approved the draft framework for determining minimum safe manning. STW 40 also prepared a preliminary draft revised Assembly resolution on Principles of Safe Manning (resolution A.890(21) and invited MSC 86 to instruct NAV 55 to review the above draft resolution.
				5.2.3	Keep under review standards for safe handling and carriage by sea of solid and liquid cargoes carried in bulk and packaged form	5.2.3.1	New or amended mandatory IMO instruments: Safety and security topics (MSC): - Amendments to the BC Code - Amendments to the CSC Convention - Amendments to the CSS Code - Amendments to the IMDG Code and supplements, including stowage of water-reactive cargoes - Application of requirements for dangerous goods in packaged form in SOLAS and the 2000 HSC Code - Review of MSDS for MARPOL Annex I cargoes and marine fuels - SOLAS amendments to make the BC Code mandatory Environmental topics (MEPC): - Input regarding MARPOL Annexes I and II and the IBC Code	Completed. MSC 85 adopted new IMSBC Code by resolution MSC.268(85). In progress. DSC 14 to consider report of correspondence group. In progress. DSC 14 will further consider this item. Ongoing. Amendment 35.10 is currently under development. Completed. Amendments adopted by resolution 269(85). Completed. MSC 86 adopted resolution MSC.286(86). Completed. New IMSBC Code has been made mandatory by resolution MSC.269(85).

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
						5.2.3.2	New or amended non-mandatory IMO instruments (MSC): - Form and procedure for approval of the Cargo Securing Manual (MSC) - Guidance on protective clothing - Guidance on providing safe working conditions for securing of containers - Review of recommendations on the safe use of pesticides in ships - Revised Guidelines for packing of cargo transport units	In progress. DSC 14 will further consider this item. In progress. DSC 14 will further consider this item. Completed. Work combined with Amendments to the CSS Code. In progress. MSC 84 approved MSC.1/Circ.1264 and further work will be undertaken at DSC 14. In progress. DSC 14 will further consider the recommendations of the E&T Group.
						5.2.3.3	Measures to prevent fires and explosions on chemical tankers and product tankers under 20,000 deadweight tonnes operating without inert gas systems (MSC)	In progress. The working group on this item is to be re-established at FP 54. MSC 86 noted the course of action agreed by FP 53.
				5.2.4	Keep under review measures to improve navigational safety, including e-navigation, ships' routeing, ship reporting systems, vessel traffic services, requirements and standards for shipborne navigational aids and systems	5.2.4.1	New or amended mandatory IMO instruments (MSC): - Amendments to COLREG Annex I - Amendments to SOLAS for the carriage of BNWAS - Development of carriage requirements for ECDIS - New routeing measures and mandatory ship reporting systems, including associated protective measures for PSSAs - Review of COLREGs regarding the right of way of vessels over pleasure craft	Completed. MSC 85 deleted the item from the NAV work programme as NAV 54 decided that related amendments to COLREG Annex I were not required. Completed. MSC 86 adopted resolution MSC.282(86). Completed. MSC 86 adopted resolution MSC.282(86). Ongoing. MSC 85 adopted new routeing and reporting measures by resolutions MSC.279(85) and MSC.280(85). Completed. MSC 85 deleted this item from the NAV work programme as NAV 54 decided that related amendments to the COLREGs were not required.
						5.2.4.2	New or amended non-mandatory IMO instruments (MSC): - Amendments to the General Provisions on Ships' Routeing - Code of conduct during demonstrations/campaigns against ships on high seas - Guidance on interpretation of UNCLOS provisions *vis-à-vis* IMO instruments - Guidelines on the layout and ergonomic design of safety centres on passenger ships - Improved safety of pilot transfer arrangements - Measures to minimize incorrect data transmissions by AIS equipment - Review of vague expressions in SOLAS regulation V/22 - Development of guidelines for IBS including performance standards for bridge alert management - Revision of the Guidance on the application of AIS binary messages	Completed. MSC 85 adopted amendments to the general Provisions on ships' routeing by resolution MSC.280(85). Completed. The FSI Sub-Committee completed its review of the draft MSC resolution for finalization by NAV 55. Ongoing. Guidance is developed as and when necessary. In progress. MSC 85 extended this item to 2009 for the NAV Sub-Committee. MSC 86 granted extension to further consider matters under its purview (see Output 2.1.1.2). In progress. NAV 55 will consider the outcome of DE 52 and a correspondence group on this item. In progress. NAV 55 is expected to finalize work on this item. In progress. NAV 55 is expected to finalized work on this item. In progress. NAV 55 will consider the outcome of DE 52 and a correspondence group on this item. In progress. NAV 55 will consider the outcome of a correspondence group on this item.
						5.2.4.3	Update and development of worldwide radionavigation systems (GPS, GLONASS and GALILEO) (MSC)	Completed. MSC 85 deleted this item from the NAV work programme as no related documents have been submitted to the NAV Sub-Committee for two sessions.

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
						5.2.4.4	Strategic review and policy framework for e-navigation (MSC)	In progress. MSC 86 approved the framework for implementation of the e-navigation strategy and amended the title of this item to "Development of an e-navigation strategy implementation plan" with completion in 4 sessions.
				5.2.5	Monitor the operation of the Global Maritime Distress and Safety System (GMDSS)	5.2.5.1	New or amended non-mandatory IMO instruments (MSC): - Amendments to NAVTEX, SafetyNET and MSI Manuals - Guidelines on emergency radiocommunications, including false alerts	Ongoing. MSC 86 approved MSC.1/Circ.1311. In progress. COMSAR 14 to further consider this item.
						5.2.5.2	Further development of the GMDSS master plan on shore-based facilities (MSC)	In progress. GMDSS/Circ.11 was issued with updated information. COMSAR 14 to further consider matter.
						5.2.5.3	Replacements for use of NBDP (radio telex) for maritime distress and safety communications in maritime MF/HF bands (MSC)	Completed. MSC 84 deleted the item from the COMSAR work programme since there was no compelling need for it.
						5.2.5.4	Evaluation and recognition of future mobile satellite communication systems for use in GMDSS (MSC)	Ongoing. No proposal received to date.
		5.3	Eliminating shipping that fails to meet and maintain these standards on a continuous basis	5.3.1	Keep under review flag and port State procedures for the control of ships	5.3.1.1	Amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18)) (MSC) (see Output 5.2.1.1)	In progress. DE 53 will consider the outcome of a correspondence group on this item.
						5.3.1.2	New or amended non-mandatory IMO instruments: Safety and security topics (MSC): - Revised guidelines on control and compliance measures to enhance maritime security, if necessary - Revised procedures for port State control (resolution A.787(19), as amended by resolution A.882(21)) Environmental topics (MEPC): - Survey guidelines under the Harmonized System of Survey and Certification for the BWM Convention (see output 5.2.1.2)	Postponed. Not yet commenced. In progress. FSI 17 developed draft amendments to PSC procedures which will be further developed intersessionally.
						5.3.1.3	Harmonized PSC procedures (MSC)	In progress. FSI 17 considered ongoing developments related to the harmonization of PSC coding.
						5.3.1.4	Methodology for the in-depth analysis of annual PSC report (MSC)	In progress. FSI 16 established a correspondence group to, *inter alia*, propose a common methodology and format of PSC annual data to facilitate its global analysis.
						5.3.1.5	A risk assessment comparison between marine casualties and incidents and PSC inspections (MSC)	In progress. FSI 16 developed terms of reference for a further study on this item.
		5.4	Increasing the emphasis on the role of the human element in safe shipping	5.4.1	Develop a strategy for the work related to the role of the human element including the chain of responsibility in maritime safety	5.4.1.1	New or amended non-mandatory IMO instruments (MSC): - Guidance for companies on the incorporation of a safety culture and environmental consciousness - Guidelines on how to present relevant information to seafarers	Postponed. Not yet commenced. Postponed. Not yet commenced.

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
6	IMO will seek to enhance the security of the maritime transport network, including vital shipping lanes, and to reduce piracy and armed robbery against ships, as well as the frequency of stowaway incidents, by:	6.1	Promoting a comprehensive and co-operative approach, both among Member States within the Organization and between IMO and other intergovernmental and non-governmental organizations	6.1.1	Keep under review measures (e.g., ISPS Code) to enhance security for ships and port facilities including the ship/port interface and shipping lanes of strategic importance	6.1.1.1	New or amended non-mandatory IMO instruments (MSC): - Guidelines and guidance on the implementation and interpretation of SOLAS chapter XI-2 and the ISPS Code - Guidelines on matters related to the security of ships and of ports to which SOLAS chapter XI-2 and the ISPS Code do not apply - Guidelines relating to the implementation of the provisions of article 8bis of the 2005 SUA Convention (subject to the concurrence of LEG) (see Outputs 1.1.2.3 (legal topics), 1.1.2.4 and 6.1.2.1) - Measures to enhance the security of closed cargo transport units and of freight containers (MSC/FAL)	Not yet commenced. MSC 84 agreed not to pursue any new guidance at this stage. Completed. MSC 85 approved MSC.1/Circ.1283 on Guidelines on security aspects of the operation of vessels which do not fall within the scope of SOLAS chapter XI-2 and the ISPS Code. Postponed. Not yet commenced Postponed. Not yet commenced.
				6.1.2	Keep under review the adequacy of the legal framework to suppress unlawful acts against ships and fixed platforms through the SUA Convention and its Protocol	6.1.2.1	Guidance on implementation of the 2005 SUA Protocols, as may be needed, in the context of international efforts to combat terrorism (MSC and LEG) (see Outputs 1.1.2.3 (legal aspects), 1.1.2.4 and 6.1.1.1)	In progress. MSC 85 reminded Governments to communicate to, and deposit with, the Secretary-General, the text of laws, decrees, orders and regulations which have been promulgated on various matters within the scope of SOLAS and urged them to so, in order to facilitate the development of model legislation on maritime security.
		6.2	Raising awareness of IMO security measures and promoting their effective implementation	6.2.1	Promulgate information on prevention and suppression of acts of piracy and armed robbery against ships	6.2.1.1	Monthly, quarterly and annual reports (MSC)	Ongoing. Seven monthly and one quarterly report had been circulated during 2008.
						6.2.1.2	Revised guidance relating to the prevention of piracy and armed robbery to reflect emerging trends and behaviour patterns (MSC)	In progress. MSC 86 considered the report of the correspondence group to develop draft amendments to relevant guidance and approved MSC.1/Circ.1332, 1333 and 1334.
				6.2.2	Assist developing regions in their introduction and implementation of effective security measures and measures against piracy and armed robbery against ships	6.2.2.1	Implementation of related ITCP activities (Secretariat)	Ongoing. Related ITCP activities have been developed for implementation during 2008-2009 and are being delivered.
						6.2.2.2	Model legislation on maritime security (Secretariat)	In progress. MSC 86 reminded Governments to communicate to, and deposit with, the Secretary-General, the text of laws, decrees, orders and regulations which have been promulgated on various matters within the scope of SOLAS and urged them to so, in order to facilitate the development of model legislation on maritime security.
		6.3	Increasing the emphasis on the role of the human element and safeguarding the human rights of seafarers in secure shipping	6.3.1	Actively participate in work of the Joint IMO/ILO *ad hoc* expert working groups on issues related to safeguarding the human rights of seafarers	6.3.1.1	Monitor the application of the joint IMO/ILO Guidelines on the fair treatment of seafarers (LEG) (see Output 1.1.2.1 (legal topics))	
						6.3.1.2	Policy input on implementation of IMO guidelines on provision of financial security in case of abandonment of seafarers, and IMO guidelines on shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers (LEG) (see Output 1.1.2.3 (legal topics))	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
				6.3.2	Develop a strategy for the work related to the role of the human element in maritime security	6.3.2.1	Strategy on the role of the human element in the enhancement of maritime security, taking into account human rights, the workload on seafarers, the revised 1988 SUA Convention and its Protocol and developments relating to the revision of the STCW Convention, if necessary (MSC)	In progress. The topic is to be considered in the context of the comprehensive review of STCW Convention and STCW Code (see Output 5.2.2.1).
7	IMO will focus on reducing and eliminating any adverse impact by shipping on the environment by:	7.1	Identifying and addressing possible adverse impacts	7.1.1	Monitor pollution and adverse impact on the marine environment caused by ships and their cargoes	7.1.1.1	Follow-up to the GESAMP study on "Estimates of Oil Entering the Marine Environment from Sea Based Activities" (MEPC)	
						7.1.1.2	Technical guidance for the Secretariat for the development, on the basis of reporting requirements under MARPOL, OPRC and the OPRC-HNS Protocol, as well as other relevant sources of information, of a pollution incident information structure for regular reporting to the FSI and BLG Sub-Committees, and/or the MEPC (MEPC)	
				7.1.2	Keep under review measures to reduce adverse impact on the marine environment by ships and their cargoes	7.1.2.1	New or amended mandatory IMO instruments (MEPC): - A legal instrument on ship recycling adopted - Designation of Special Areas and PSSAs and adoption of their associated protective measures	
						7.1.2.2	New or amended non-mandatory IMO instruments (MEPC): - Consolidated guidelines on ballast water management (see Output 2.1.1.2 (environmental topics))	
						7.1.2.3	Approved ballast water management systems (MEPC)	
						7.1.2.4	Approved list of active substances used by ballast water management systems (MEPC) (see Output 1.3.3.2)	
						7.1.2.5	Production of a manual entitled "Ballast Water Management – How to do it" (MEPC)	
						7.1.2.6	Holding of the third BWM R&D symposium (MEPC) (see Output 13.3.1.2)	
						7.1.2.7	Policies on Practices Related to the Reduction of Greenhouse Gas Emissions from Ships (resolution A.963(23)) (MEPC): - Ship CO_2 indexing scheme; CO_2 emission baseline	
						7.1.2.8	Measures to promote the AFS Convention (MEPC)	
						7.1.2.9	Revised manual on administrative arrangements for response to HNS incidents (MEPC)	
						7.1.2.10	OPRC-HNS model courses developed (MEPC)	
						7.1.2.11	Updated OPRC Train-the-Trainer Course (MEPC)	
						7.1.2.12	Revised Manual on oil pollution, Section 1 – Prevention (MEPC)	
						7.1.2.13	Guidance on the carriage of biofuels and biofuel blends as cargo (MEPC)	
				7.1.3	Monitor and keep under review the provision of reception facilities in ports and their adequacy	7.1.3.1	Reports on inadequacy of port reception facilities (MEPC)	
						7.1.3.2	Follow-up on the implementation of the Action Plan on port reception facilities (MEPC)	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
				7.1.4	Consider the need for the development of measures to prevent and control marine pollution from small craft	7.1.4.1	Action Plan on prevention and control of marine pollution from small craft, including development of appropriate measures (MEPC)	
		7.2	Developing effective measures for mitigating and responding to the impact on the environment caused by shipping incidents and operational pollution from ships	7.2.1	Keep under review the guidelines on the identification of places of refuge	7.2.1.1	Bi-annual MSC circulars on designation of maritime assistance services (MAS) (MSC)	Ongoing. MAS information is regularly published and updated under the MSC-MEPC.6 series of circulars.
				7.2.2	Keep under review the adequacy of the legal framework	7.2.1.2	Input to the review of the guidelines on the identification of places of refuge with regard to marine environment protection (MEPC)	
				7.2.3	Foster co-operation and mutual assistance between Member States under the provisions of the OPRC Convention and OPRC-HNS Protocol	7.2.3.1	Increased activities within the ITCP regarding the OPRC Convention and the OPRC-HNS Protocol (MEPC/TCC)	
		7.3	Contributing to international efforts to reduce atmospheric pollution and address global warming (see SDs 13.1 and 13.3)	7.3.1	Keep under review IMO measures to reduce atmospheric pollution and address global warming (see HLAs 2.1.1 and 7.1.2)	7.3.1.1	New or amended mandatory IMO instruments (MEPC): - Revised MARPOL Annex VI and NOx Technical Code (see Output 2.1.1.1 (environmental topics))	
						7.3.1.2	Updated study on greenhouse gas (GHG) emissions from ships (MEPC)	
						7.3.1.3	Completed work plan to identify and develop mechanisms needed to achieve the limitation or reduction of CO_2 emissions from international shipping (MEPC)	
		7.4	Increasing the emphasis on the role of the human element in environmentally sound shipping					
8				8.1.1		8.1.1.1	Reports on the status of the FAL Convention (FAL)	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
	IMO will seek to ensure that measures to promote safe, secure and environmentally sound shipping do not unduly affect the efficiency of shipping. It will also constantly review such measures to ensure their adequacy, effectiveness and relevance, using the best available tools				Promote wider acceptance of the FAL Convention and adoption of measures contained therein, to assist the Committee's effort and work towards the universal implementation of measures to facilitate international maritime traffic	8.1.1.2	Finalized Explanatory Manual to the FAL Convention (FAL) (see Output 1.3.4.3)	
				8.2.1	Ensure that an appropriate balance is maintained between measures to enhance maritime security and measures to facilitate international maritime traffic	8.2.1.1	FAL provisions compatible with the provisions in SOLAS chapter XI-2 and the ISPS Code (FAL)	
						8.2.1.2	Access procedures at the ship/port interface for public officers and service providers visiting a vessel (FAL)	
						8.2.1.3	Procedures to facilitate seafarers' access in and out of a port facility during shore leave, if necessary (FAL)	
						8.2.1.4	Guidance on documentation required by passengers, particularly transit cruise passengers, to ensure their smooth flow through ports (FAL)	
						8.2.1.5	Procedures for cargo and baggage clearance through a port facility (FAL)	
				8.3.1	Encourage the use of information and communication technology to drive continuous improvement and innovation in the facilitation of maritime traffic	8.3.1.1	Information and communication technology solutions and standards developed for use by public authorities to facilitate procedures for visiting ships, their cargo, crews and passengers (FAL)	
						8.3.1.2	Revised IMO Compendium of Facilitation and Electronic Business (FAL)	
						8.3.1.3	Information technology solutions (e.g., electronic signature) developed to facilitate the process of clearing the ship, its cargo, passengers and crew (FAL)	
						8.3.1.4	Technologies made available for demonstration to public authorities and other stakeholders (FAL)	
9	IMO will pay special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDCs)			9.1.1	Identify and address the special shipping needs of SIDS and LDCs (see HLA 3.4.1)	9.1.1.1	Report on the implementation of the global ITCP programme on support to SIDS and LDCs for their special shipping needs (TCC/Secretariat)	
						9.1.1.2	Report to the Council on the committees' consideration of the special shipping needs of SIDS and LDCs *vis-à-vis* new IMO standards (Secretariat)	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
10	IMO will establish goal-based standards for the design and construction of new ships			10.1.1	Develop goal-based standards for the design and construction of new ships	10.1.1.1	New or amended mandatory IMO instruments (MSC): - Amendments to SOLAS chapter II-1 - Development of goal-based ship construction standards (GBS) for new oil tankers and bulk carriers	In progress. MSC 86 approved draft SOLAS amendments for GBS for adoption at MSC 87. In progress. MSC 86 approved the draft SOLAS amendments and draft GBS standards for adoption at MSC 87.
						10.1.1.2	Further development of GBS based on both the prescriptive and safety-level approaches as integral elements of the IMO GBS (MSC)	In progress. The prescriptive approach is to be finalized at MSC 86 and a correspondence group was established to further develop generic guidelines for GBS.
						10.1.1.3	Establishment of an MSC group of experts to carry out the verification of compliance with GBS for oil tankers and bulk carriers (MSC)	Completed. The MSC Pilot Panel reported to MSC 86 on this topic.
11	IMO, in partnership with other stakeholders, will seek to raise the profile of the safety, security and environmental records of shipping in the eyes of civil society	11.1	Actively publicizing the vital importance of shipping as a safe, secure and environmentally sound mode of transport for goods and people, and underlining the role of the Organization in that regard	11.1.1	Raise awareness of the role of international shipping in world trade and the global economy and the importance of the Organization's role	11.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the Millennium Development Goals (Assembly, Council, all Committees and Secretariat) (see Outputs 1.1.1.1 and 3.3.1.1)	Ongoing. The linkage between maritime transport, global trade, the world economy and MDGs is constantly promoted by IMO principally through implementation of resolution A.1006(25), related ITCP programmes and public outreach activities.
						11.1.1.2	Speeches, messages, interviews and articles delivered and published in all media on the work and advances of IMO and the shipping industry (Secretariat)	
						11.1.1.3	Other outreach activities delivered (including some 50 press releases annually) to enhance the image of IMO and the industry, and promote IMO's work and the effective implementation of its standards (Secretariat)	
						11.1.1.4	Two World Maritime Day celebrations and two Parallel Events organized, and consequential action plans implemented to promote and publicize the respective World Maritime Day themes (Secretariat)	
						11.1.1.5	Winners elected for two International Maritime Prizes and two IMO Awards for Exceptional Bravery at Sea (Council)	
						11.1.1.6	Measures to promote the "IMO Children's Ambassador" concept, in collaboration with junior marine environment protection associations worldwide (MEPC)	
				11.1.2	Enhance the image of the role of the human element in the context of the shipping industry	11.1.2.1	See outputs 11.1.1.1 to 11.1.1.5	
		11.2	Actively developing its community relations programmes	11.2.1	Actively promote and encourage the development of community relations programmes	11.2.1.1	ITCP programmes identified that are amenable to the addition of community outreach activities (TCC)	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
12	IMO will take the lead in enhancing the quality of shipping by:	12.1	Encouraging the utilization of the best available techniques not entailing excessive costs, in all aspects of shipping	12.1.1	Use formal safety assessment techniques in the development of technical standards	12.1.1.1	New or amended non-mandatory IMO instruments (MSC): - Revised FSA guidelines	In progress. Awaiting outcome of MEPC 59 on environmental risk acceptance criteria. Working Group established at MSC 86 to consider FSA studies submitted. Intersessional meeting approved by MSC 86.
				12.1.2	Use risk-based tools that take account of costs and the human element in the development of operational standards	12.1.2.1	Guidelines for all sub-committees on the casualty analysis process (MSC)	In progress. FSI 17 referred issues from casualty reports to several IMO bodies and its related correspondence group will continue to work on improving the casualty analysis process.
						12.1.2.2	A casualty analysis process effectively implemented and monitored (MSC)	In progress (see Output 12.1.2.1). The FP Sub-Committee considers the analysis of fire casualty records continuously.
		12.2	Encouraging proper management of ships	12.2.1	Keep under review the effectiveness of the ISM Code with regard to safety and protection of the marine environment	12.2.1.1	New or amended mandatory IMO instruments (MSC): - Amendments to the ISM Code, including requirements for seafarer safety representation	Completed. MSC 85 adopted amendments by resolution MSC.273(85).
						12.2.1.2	New or amended non-mandatory IMO instruments (MSC): - Guidelines and associated training to assist companies and seafarers in improving the implementation of the ISM Code (see Output 5.4.1.1) - Revised guidelines for Administrations (resolution A.913(22)) to make them more effective and user-friendly (see Output 5.4.1.1)	Postponed. Not yet commenced. In progress. MSC 84 noted a preliminary draft text of amendments to the guidelines and invited submissions to the Joint MSC/MEPC Working Group on Human element, for finalization with a view to adoption by the 26th Assembly.
		12.3	Promoting and enhancing the availability of, and access to, information – including casualty information – relating to ship safety and security (i.e. transparency)	12.3.1	Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications	12.3.1.1	Guidance on the development of GISIS and on access to information (MSC) (see Outputs 4.2.1.1 and 13.2.1.1)	In progress. FSI 17 considered existing/new GISIS modules providing guidance for their improvement/development.
						12.3.1.2	PSC-related data collected and disseminated in cooperation with PSC regimes (MSC)	In progress. FSI 17 considered the annual reports of PSC regimes and provided guidance on the data exchange protocols with such regimes to be progressed by the Secretariat.
		12.4	Ensuring that all stakeholders understand and accept their responsibilities regarding safe, secure and environmentally sound shipping by developing a 'chain of responsibility concept' among them	12.4.1	Raise awareness of the "chain of responsibility" concept among all stakeholders through organizations that have consultative status	12.4.1.1	Guidelines and MEPC circulars (MEPC)	

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs) (A.990(25))		Planned outputs for 2008-2009 (A.990(25))		Status of output
		12.5	Identifying, correlating and evaluating the factors, including human interaction on board ships, that influence safety and security culture, and developing practical and effective mechanisms to address them	12.5.1	Promote bridge resource management	12.5.1.1	Bridge resource management effectively addressed through comprehensive review of the STCW Convention and the STCW Code (MSC) (see Output 5.2.2.1 (safety and security topics))	In progress. This topic is being addressed by the STW Sub-Committee and will be completed through the comprehensive review of the STCW Convention and the STCW Code.
13	IMO will seek to enhance environmental conscience within the shipping community by:	13.1	Strengthening awareness of the need for a continuous reduction of the adverse impact of shipping on the environment			13.1.1.1	Continued promotion of World Maritime Day theme on IMO's response to current environmental challenges (Secretariat)	
		13.2	Promoting and enhancing the availability of, and access to, information relating to environmental protection (i.e. transparency)	13.2.1	Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications	13.2.1.1	Guidance for the Secretariat on the development of GISIS and on access to information (MEPC) (see outputs 4.2.1.1 and 12.3.1.1)	
						13.2.1.2	Databases as part of GISIS and other means, including electronic ones (all Committees, as appropriate/Secretariat)	Ongoing. GISIS now has eight public modules on maritime security, recognized organizations, port reception facilities, contact points, CAS, casualties and incidents, pollution prevention equipment and GHGs. With approval and guidance from relevant IMO bodies modules on port State control, mandatory and non-mandatory requirements and bulk chemicals are now under consideration and development.
		13.3	Encouraging the use in shipping of the best available environmental technology not entailing excessive costs, in line with the goal of sustainable development			13.3.1.1	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution (MEPC) (see Outputs 7.1.2.3 and 7.3.1.1)	
						13.3.1.2	Holding of the third BWM R&D symposium (MEPC) (see Output 7.1.2.6)	

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ANNEX 27

PROPOSALS FOR THE HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES FOR THE 2010-2011 BIENNIUM*

Strategic Directions (SDs) (A.~~989~~…(~~25~~26))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
ENHANCING THE STATUS AND EFFECTIVENESS OF IMO							
1	IMO is the primary international forum for technical matters of all kinds affecting international shipping and legal matters related thereto. An inclusive and comprehensive approach to such matters will be a hallmark of IMO. In order to maintain that primacy, it will:	1.1	Further develop its role in maritime affairs *vis-à-vis* other intergovernmental organizations, so as to be able to deal effectively and comprehensively with complex cross-agency issues	1.1.1	Take the lead and actively promote its role as the primary international forum on matters within its purview		Note: Outputs of the Organization meeting this high-level action are tabulated in this annex against the most relevant high-level actions
						1.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the Millennium Development Goals (Assembly, Council, all committees and Secretariat) (see Outputs 3.3.1.1 and 11.1.1.1)
				1.1.2	Co-operate with the United Nations and other international bodies on matters of mutual interest	1.1.2.1	Co-operation with: Safety and security topics (MSC): - FAO: follow-up to the second session of the IMO/FAO Working Group on IUU fishing and related matters, including safety regulations for fishing vessels and fishers; and identification of revisions to the 1993 Torremolinos Protocol which may be needed to make the Protocol acceptable to the required number of Governments to ensure entry into force, possibly through the development of an additional instrument (see Outputs 1.1.2.3 (safety and security topics), 5.2.1.3 and 5.2.1.4) - IACS: consideration of unified interpretations - IAEA: formalized emergency arrangements for response to nuclear/radiological emergencies from ships, including IMO contribution to the next version of the "Joint Radiation Emergency Management Plan of the International Organizations" - ~~IHO: PSSA charting methods and symbols~~Hydrographic issues - ILO: port State control of seafarers' working hours - ITU: participate in Joint IMO/ITU Working Group and take action, as required for matters related to the radiocommunication ITU-R Study Group and ITU World Radiocommunication Conference - ICAO: Annual meeting of the Joint ICAO/IMO Working Group on the Harmonization of Aeronautical and Maritime Search and Rescue (monitoring of SAR developments, continuous review of the IAMSAR Manual and developing recommendations for consideration by the COMSAR Sub-Committee) - ITU: Annual meeting of the Joint IMO/ITU Experts Group on Maritime Radiocommunications matters (coordination of maritime related issues for ITU-R Study Group meetings and World Radiocommunication Conferences (WRCs) and the development of the IMO position for WRC 2011)

* Strike-outs indicate proposed deletions and shaded text indicates proposed additions to the annex of resolution A.990(25).

Strategic Directions (SDs) (A.~~989~~...(~~25~~26))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
							Environmental topics (MEPC): - FAO: follow-up to the second session of the IMO/FAO Working Group on IUU fishing and related matters, including marine litter/garbage issues (MARPOL Annex V) (see Output 1.1.2.3 (environmental topics)) Legal topics (LEG): - ILO: monitor the application of the joint IMO/ILO Guidelines on the fair treatment of seafarers (see Output 6.3.1.1) General: - Data providers: protocols on data exchange with international, regional and national entities (all committees, as appropriate/Secretariat) (see Output 4.2.1.3) - Donor institutions: resource mobilization for ITCP (Secretariat) (see Output 3.2.1.2)
						1.1.2.2	Liaison statements issued to or from (MSC): - IALA: VTS, aids to navigation, e-navigation and AIS matters - ~~ICAO: GNSS and SAR issues~~ - IEC: radiocommunications and safety of navigation - IHO: hydrographic matters and promotion of ENCs covering various parts of the globe - ILO: seafarers' issues - ITU: radiocommunications - UNHCR: persons rescued at sea - WMO: meteorological issues
						1.1.2.3	Policy input or guidance issued to or on: Safety and security topics (MSC): - IAEA: development of carriage requirements for class 7 radioactive material - ILO: development of PSC guidelines in the context of the Maritime Labour Convention, 2006 - IMO/FAO Working Group on IUU fishing and related matters: safety regulations for fishing vessels and fishermen (see Output 1.1.2.1 – safety and security topics) - ISO TC 8: development of industry consensus standards - PSC regimes: related IMO developments - UN Sub-Committee on Dangerous Goods: harmonization of multimodal transport of dangerous goods Environmental topics (MEPC): - Environment Management Group (established by UN General Assembly resolution A/53/463UN): inter-agency sharing of information sharing and agreement on priorities - GESAMP: related IMO developments - GESAMP-BW Working Group: evaluation of active substances used by ballast water management systems (see Output 1.3.3.2) - GESAMP- EHS Working Group: evaluation of bulk chemicals - IMO/FAO Working Group on IUU fishing and related matters: marine litter/ garbage issues (MARPOL Annex V) (see Output 1.1.2.1 – environmental topics) - IMO/ILO/Basel Convention Working Group: ship recycling

Strategic Directions (SDs) (A.~~989~~...(~~2526~~))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
							- UNFCCC: greenhouse gas emissions from ships - UN Globally Harmonized System: classification and labelling of products - UN-Oceans: inter-agency coordination on oceans and coastal issues - UN Regular Process: assessment of the state of the marine environment Legal topics (LEG): - Implementation of IMO guidelines on provision of financial security in case of abandonment of seafarers, and IMO guidelines on shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers (see Output 6.3.1.2) - Implementation of the 2005 SUA Protocols as may be needed, in the context of international efforts to combat terrorism (see Outputs 1.1.2.4, 6.1.1.1 and 6.1.2.1) Facilitation topics (FAL): - IAEA: facilitation of the shipment of class 7 radioactive materials - UNECE/UNCEFACT: trade facilitation and electronic transmission of information-related matters - UNODC/WCO: prevention and control of illicit drug trafficking WCO: clearance of ships, persons and cargoes; and security of the supply chain
						1.1.2.4	Policy and strategy for the implementation of the IMO-related aspects of the UN Global Counter-Terrorism Strategy (MSC/LEG/TCC/FAL) (see Outputs 1.1.2.3 (legal topics), 6.1.1.1 and 6.1.2.1)
						1.1.2.5	Holding of a meeting on "Delivering as One: UN collaboration on technical co-operation in the maritime sector" in response to the "Delivering as One" report of the Secretary-General's High-level Panel on UN System-wide coherence in the areas of development, humanitarian assistance and development (Secretariat)
		1.2	Actively engage the various stakeholders – new and existing – in the shipping arena, including non-governmental organizations, industry and the public in general, to ensure a more inclusive approach to decision-making	1.2.1	Further encourage the active participation of all stakeholders to achieve the Organization's mission objectives through consultation and liaison	1.2.1.1	Identification of reasons why certain instruments (e.g., HNS) have not come into force; and consideration and development of strategies to facilitate their entry into force and to encourage States to become party (LEG) (see Output 2.1.1.3)
						1.2.1.2	Joint programmes, meetings and press conferences with UN and other international organizations, as well as industry and civil society interests (Secretariat)
		1.3	Actively seek to reap synergies and avoid duplication of efforts made by other UN agencies in shipping matters	1.3.1	Consider issues under the United Nations Law of the Sea Convention relevant to the role of the Organization	1.3.1.1	Advice provided following referrals from other IMO bodies, Member States and observer delegations (LEG)
						1.3.1.2	Circular on implications of UNCLOS for IMO (Secretariat)
						1.3.1.3	Identification of PSSAs, taking into account article 211 and other related articles of UNCLOS (MEPC)
				1.3.2	Follow-up to the activities of UNCED and WSSD, including prevention of marine pollution from offshore oil and gas activities	1.3.2.1	Contributions to the follow-up to UNCED and WSSD (MEPC)
						1.3.2.2	Capacity-building follow-up action reflected in the ITCP (TCC)
				1.3.3	Monitor developments within GESAMP and make full use of the knowledge available and gained	1.3.3.1	Hazard profiles and evaluation of newly submitted substances to be incorporated into the IBC Code (MEPC)
						1.3.3.2	Approval of active substances used by ballast water management systems (MEPC) (see Outputs 1.1.2.3 (environmental topics) and 7.1.2.4)

Strategic Directions (SDs) (A.~~989~~...(~~25~~26))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
				1.3.4	Promote facilitation measures	1.3.4.1	Participation in relevant international fora (Secretariat)
						1.3.4.2	FAL module incorporated in the programme of maritime security training activities (Secretariat)
						1.3.4.3	Finalized Explanatory Manual to the FAL Convention (FAL) (see Output 8.1.1.2)
				1.3.5	Harmonize IMO instruments with other relevant international instruments, as necessary	1.3.5.1	Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UN CETDG and GHS, and IAEA (MSC)
						1.3.5.2	Amendments to the ICAO/IMO IAMSAR Manual (MSC)
						~~1.3.5.3~~	~~Training standards for ratings in the STCW Convention and Code (transfer from ILO) (MSC)~~
						~~1.3.5.4~~	~~Amendments to the MODU Code with regard to changes to the ICAO Convention (MSC) (see Outputs 2.1.1.2 (safety topics) and 5.2.1.2)~~
The related performance indicators are: 1, 2, 3, 16, 17 and 19							
2	IMO will foster global compliance with its instruments governing international shipping and will promote their uniform implementation by Member States			2.1.1	Monitor and improve conventions, etc., and provide interpretation thereof if requested by Member States	2.1.1.1	New or amended mandatory IMO instruments: Safety and security topics (MSC): - ~~Amendments to SOLAS to require fixed hydrocarbon gas detection systems on double hull oil tankers~~ - ~~Revised Code for the investigation of marine casualties and incidents adopted and implemented through the collection of investigation reports~~ - Review of the draft ~~R~~revised Fire Test Procedures Code - Code for Recognized Organizations - Means for recharging air bottles for air breathing apparatus Environmental topics (MEPC): - Amendments to MARPOL Annexes I to VI, including revised MARPOL Annexes V and VI (see Output 7.3.1.1)
						2.1.1.2	New or amended non-mandatory IMO instruments: Safety and security topics (MSC): - ~~Explanatory Notes for a harmonized SOLAS chapter II-1 (see Output 5.2.1.2)~~ - Guidelines for verification of damage stability requirements for tankers and bulk carriers - Guidance on the impact of open watertight doors on existing and new ship survivability - Guidance to ensure a consistent policy for watertight doors to remain open during navigation - ~~Guidelines for corrosion protection of means of access arrangements (see Output 5.2.1.2)~~ - ~~Guidelines for maintenance and repair of protective coatings (see Output 5.2.1.2)~~ - ~~Guidelines~~ Guidance on the interrelation between central control stations and safety centres - ~~Guidelines on the number and arrangement of portable fire extinguishers~~ - Guidelines to improve the effect on ship design and safety of the 1969 TM Convention - ~~Guidelines to prevent fires in engine rooms and cargo pump rooms~~ - ~~Interpretation of the definition of the term "bulk carrier"~~ - ~~Performance standards for protective coatings for void spaces (see Output 5.2.1.2)~~

Strategic Directions (SDs) (A.~~989~~...(~~25~~26))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
							- ~~Revised Code on Alarms and Indicators~~ - ~~Revised MODU Code (see Outputs 1.3.5.4 and 5.2.1.2)~~ - Revised performance testing and approval standards for fire safety systems - Guidelines on equivalent methods to reduce onboard NO_x emissions - ~~Revised SPS Code (see Output 5.2.1.2)~~ - Guidelines for the design, construction and testing of fixed hydrocarbon gas detection systems on double-hull oil tankers Environmental topics (MEPC): - Clarified boundaries between MARPOL and the London Convention 1972 - Guidelines for enforcement of MARPOL Annex I - Guidelines for the BWM Convention (updating and consolidation of existing guidelines) (see Output 7.1.2.2)
						2.1.1.3	Identification of reasons why certain instruments (e.g., HNS) have not come into force; and consideration and development of strategies to facilitate their entry into force and to encourage States to become party (LEG) (see Output 1.2.1.1)
						2.1.1.4	Unified interpretations of the MARPOL regulations (MEPC)
						2.1.1.5	Promotion of the implementation of mandatory and non-mandatory instruments (MSC)
						2.1.1.6	Reports (MEPC/Secretariat): - Reports on the average sulphur content of residual fuel oil supplied for use on board ships - Summary reports and analyses of mandatory reports under MARPOL
						2.1.1.7	GISIS module on requirements, including uploaded national legislation (MSC/Secretariat)
						2.1.1.8	Interpretation of application of SOLAS, MARPOL and Load Line requirements for major conversions of oil tankers (MSC/MEPC) (See Output.2.1.1.4)
				2.2.1	Encourage and support implementation of the Voluntary IMO Member State Audit Scheme	2.2.1.1	Input related to marine environment protection to the Voluntary IMO Member State Audit Scheme and to the Code for the implementation of mandatory IMO instruments (MEPC)
						2.2.1.2	A revised Code for the Implementation of Mandatory IMO Instruments (Assembly, Council, MSC and MEPC)
						2.2.1.3	Organization and delivery of State audits (Secretariat)
						2.2.1.4	Capacity-building aspects of the Scheme reflected in the ITCP (TCC)
						2.2.1.5	Implementation of pre- and post-audit technical assistance activities (Secretariat)
				2.3.1	Encourage the worldwide provision of maritime search and rescue services	2.3.1.1	Technical guidance for the establishment of regional MRCCs and MRSCs in Africa supported by the ISAR Fund (MSC)
						2.3.1.2	Further development of the Global SAR Plan for the provision of maritime SAR services (MSC)
						2.3.1.3	Guidelines on medical assistance in SAR services (MSC)
						2.3.1.4	Implementation of an ITCP programme contributing to the worldwide provision of maritime SAR services (Secretariat)
						2.3.1.5	~~Completed~~ ~~Consider reports on~~ WMU project on SAR related to passenger ships (MSC)
						2.3.1.6	Monitor reports on the Cospas-Sarsat System and update the list of IMO documents and publications which should be held by MRCCs (MSC)
						2.3.1.7	Harmonization of aeronautical and maritime search and rescue procedures, including SAR training matters
The related performance indicators are: 1, 2, 3 and 14							

Strategic Directions (SDs) (A.~~989~~...(~~25~~26))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
3	IMO will strengthen its capacity-building programmes and will focus on:	3.1	Developing capacity-building partnerships with governments, organizations and industry	3.1.1	Participate in environmental programmes with UNDP, UNEP, WORLD BANK, etc.	3.1.1.1	Guidance for the Secretariat concerning the environmental programmes and projects to which the Organization contributes or executes, such as GEF, UNDP, UNEP and World Bank projects or programmes, and the IMO/UNEP forum on regional co-operation in combating marine pollution (MEPC)
						3.1.1.2	Reports on resource mobilization for, and on implementation of, environmental programmes (MEPC/TCC/Secretariat)
				3.1.2	Establish partnerships with governments, organizations and industry to enhance the delivery of IMO's capacity-building programmes	3.1.2.1	Guidance for the Secretariat concerning partnerships with the industry (Global Initiative) aiming at promoting implementation of the OPRC Convention and the OPRC-HNS Protocol (MEPC)
						3.1.2.2	Reports on implementation of resolution A.965(23) on Development and improvement of partnership arrangements for technical co-operation (TCC/Secretariat)
				3.1.3	Promote and strengthen partnerships with global maritime training institutions and training programmes	3.1.3.1	An OPRC-HNS model training course approved and published for delivery (MEPC/Secretariat)
						3.1.3.2	Implementation of a global ITCP programme on the enhancement of maritime training capacities (Secretariat)
		3.2	Ensuring the long-term sustainability of the ITCP	3.2.1	Mobilize and allocate financial or in-kind resources including the promotion of technical and economic co-operation among developing countries (TCDC and ECDC)	3.2.1.1	TCDC reflected in the ITCP and partnerships (TCC/Secretariat)
						3.2.1.2	Reports on the TC Fund, voluntary trust funds, cash contributions and in-kind support under the ITCP (TCC/Secretariat) (see Output 1.1.2.1 (general))
				3.2.2	Implement the approved mechanism to ensure the sustainable financing of the ITCP	3.2.2.1	Review of the implementation of the approved mechanism on sustainable financing of the ITCP (TCC/Secretariat)
		3.3	Contributing to the attainment of the MDGs	3.3.1	Establish, maintain and promote the linkage between the ITCP and the MDGs	3.3.1.1	Reports on the promotion and implementation of resolution A.1006(25) on The linkage between the Integrated Technical Co-operation Programme and the Millennium Development Goals (TCC/Secretariat) (see Outputs 1.1.1.1 and 11.1.1.1)
		3.4	Meeting the needs of its developing Member States	3.4.1	Implement the arrangements to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular (see HLA 9.1.1)	3.4.1.1	Guidance on identifying the emerging needs of developing States, in particular SIDS and LDCs (MEPC)
						3.4.1.2	Review of the implementation of the arrangements to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular (TCC/Secretariat)
						3.4.1.3	Approved ITCP for 2010-2011 reflecting the emerging needs of developing countries, SIDS and LDCs (TCC)
		3.5	Improving the delivery, utilization and effectiveness of its technical co-operation programmes	3.5.1	Consider and prioritize the ITCP	3.5.1.1	A process to identify experts who may be available to provide assistance to developing countries (LEG)
						3.5.1.2	Input to the ITCP on: - maritime safety and security (MSC) - marine environment protection (MEPC) - maritime legislation (LEG) - facilitation of international maritime traffic (FAL) - sustainable development and achievement of the MDGs (TCC)
						3.5.1.3	Enhanced prioritization of the ITCP for 2010-2011 (TCC/Secretariat)
				3.5.2	Strengthen the role of women in the maritime sector	3.5.2.1	Reports on the implementation of the enhanced global programme for the integration of women in the maritime sector, including a review of the regional association for women in the maritime and port sectors (TCC/Secretariat)

Strategic Directions (SDs) (A.~~989~~...(~~2526~~))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
				3.5.3	Develop new measures to improve the delivery of technical assistance	3.5.3.1	Reports on new and cost-effective measures to deliver technical assistance (TCC/Secretariat)
						3.5.3.2	A capacity-building mechanism for new measures or instruments, as called for under resolution A.998(25) (all Committees)
				3.5.4	Undertake regular TC impact assessments	3.5.4.1	Report on the ITCP Impact Assessment Exercise covering 2004-2007 (TCC/Secretariat)
The related performance indicators are: 1, 14 and 15							
4	Internally, IMO should be able to respond effectively and efficiently to emerging trends, developments and challenges. It will strive for excellence in governance and management. Besides the Strategic Plan, it will put in place and maintain a risk management framework. Council will provide leadership, Committees will be optimally structured and will be supported by an effective and efficient Secretariat. Secretariat will be endowed with sufficient resources and expertise to realize Organization's work plans within approved biennial appropriations, and Organization will make effective use of information and communication technology in management and administration.			4.1.1	Ensure that the Organization, within agreed appropriations, uses its resources efficiently and effectively	4.1.1.1	Approved accounts and audited financial reports (Assembly/Council)
						4.1.1.2	Approved report on ITCP implementation during 2006-2007 (TCC)
						4.1.1.3	Internal systems, regulations, rules and procedures developed for introduction of IPSAS as of 2010 (Secretariat)
						4.1.1.4	Upgrade of SAP and introduction of SAP Human Resources and Payroll modules (Secretariat)
				4.2.1	Create a knowledge and information-based Organization through improved management and dissemination of information making use of appropriate technology	4.2.1.1	Guidance on the establishment or further development of information systems (databases, websites, etc.) as part of the Global Integrated Shipping Information System (GISIS) platform, as appropriate (all Committees, as appropriate) (see Outputs 12.3.1.1 and 13.2.1.1)
						4.2.1.2	Development and management of mandatory IMO number schemes (MSC)
						4.2.1.3	Protocols on data exchange with other international, regional and national data providers (all Committees, as appropriate/Secretariat) (see Output 1.1.2.1 (general))
						4.2.1.4	Improved IMO, IMODOCS and Intranet websites (Secretariat)
						4.2.1.5	Increased number of electronic publications (Secretariat)
				4.3.1	Enhance transparency in the Organization's operations	4.3.1.1	Comprehensive, transparent, deliverable and approved Strategic Plan, High-level Action Plan and biennial programme budget for 2010-2011 (Assembly/Council/Secretariat)
				4.4.1	Establish and maintain a risk management framework	4.4.1.1	A risk management framework for the Organization adopted and implemented (Council/Secretariat)
				4.5.1	Keep under review working methods and processes	4.5.1.1	Revised guidelines, as appropriate, including on the application of and reporting on the Strategic Plan and the High-level Action Plan (Council and all Committees)
The related performance indicator is: 16							
DEVELOPING AND MAINTAINING A COMPREHENSIVE FRAMEWORK FOR SAFE, SECURE, EFFICIENT AND ENVIRONMENTALLY SOUND SHIPPING							
5	IMO's highest priority will be the safety of human life at sea. In particular, greater emphasis will be accorded to:	5.1	Ensuring that all systems related to enhancing the safety of human life at sea are adequate, including those concerned with large concentrations of people	5.1.1	Review adequacy of passenger ship safety provisions	5.1.1.1	New or amended mandatory IMO instruments (MSC): - Performance standards for recovery systems for all types of ship - Stability and seakeeping characteristics of damaged passenger ships in a seaway when returning to port under own power or under tow - Recommendation on evacuation analysis for new and existing passenger ships - ~~Standards for the fire safety of external areas of passenger ships~~ - Standards on time dependent survivability of passenger ships in damaged condition - Review of damage stability regulations for ro-ro passenger ships

Strategic Directions (SDs) (A.~~989~~...(~~2526~~))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
						5.1.1.2	New or amended non-mandatory IMO instruments (MSC): - ~~Guidelines for drainage systems in closed vehicle, ro-ro and special category spaces of passenger ships (see Output 5.2.1.2)~~ - Explanatory notes for the application of the safe return to port requirements - Safety provisions applicable to tenders operating from passenger ships - ~~Guidelines for the approval of novel life-saving appliances~~ - Guidance on alternative arrangements for the bottom inspection requirements for passenger ships other than ro-ro passenger ships - Development of training standards for recovery systems - Guidelines for a visible element to general alarm systems on passenger ships
				5.1.2	Development and review of safe evacuation, survival, recovery and treatment of people following maritime casualties or in case of distress	5.1.2.1	Measures to prevent accidents with lifeboats (MSC)
						5.1.2.2	Guidance on compatibility of life-saving appliances (MSC)
						~~5.1.2.3~~	~~Test standards for extended service intervals for inflatable liferafts (MSC)~~
						5.1.2.4	Measures to protect the safety of persons rescued at sea (MSC)
						5.1.2.5	Development of a new framework of requirements for life-saving appliances (MSC)
				5.1.3	Enhance the safety of navigation in vital shipping lanes	5.1.3.1	Participate in the Co-operative Mechanism for the Straits of Malacca and Singapore (Secretariat)
		5.2	Enhancing technical, operational and safety management standards	5.2.1	Keep under review the technical and operational safety aspects of all types of ships, including fishing vessels	5.2.1.1	New or amended mandatory IMO instruments (MSC): - Amendments to resolution A.744(18) (see Output 5.3.1.1) - ~~Amendments to SOLAS related to asbestos~~ - Amendments to SOLAS related to the fire resistance of ventilation ducts - ~~Interim guidelines~~ Provisions for gas-fuelled engine installations in ships - Revised IGC Code - Safety requirements for natural gas hydrate pellet carriers - Amendments for means of escape from machinery spaces - Amendments to SOLAS chapter II-2 related to the releasing controls and means of escape for spaces protected by fixed carbon dioxide systems - Amendments for cargo oil tank coating and corrosion protection - Harmonized requirements for the location of entrances, air inlets and openings in the superstructures of tankers - Review of fire protection requirements for on-deck cargo areas - Review of the fire integrity of bulkheads and decks of ro-ro spaces on passenger and cargo ships - Requirements for ships carrying hydrogen and compressed natural gas vehicles - Development of safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III - Amendments to the LSA Code for thermal performance of immersion suits - Amendments to the LSA Code for free-fall lifeboats with float-free capabilities - Development of a Code for ships operating in Polar waters - Development of new generation intact stability criteria - Revision of SOLAS chapter II-1 subdivision and damage stability regulations - Amendments to SOLAS chapter II-1 subdivision standards for cargo ships - Development of a mandatory Code of ships operating in polar waters
						5.2.1.2	New or amended non-mandatory IMO instruments (MSC): - ~~Amendments to the Guidelines for ships operating in Arctic ice-covered waters~~ - ~~Amendments to the MODU Code (see Outputs 1.3.5.4 and 2.1.1.2 (safety and security topics))~~

Strategic Directions (SDs) (A.~~989~~...(~~25~~26))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
						- ~~Explanatory Notes for a harmonized SOLAS chapter II-1 (see Output 2.1.1.2 (safety and security topics))~~ - ~~Guidelines for corrosion protection of means of access arrangements (see Output 2.1.1.2 (safety and security topics))~~ - ~~Guidelines for drainage systems in closed vehicle, ro-ro and special category spaces for cargo ships (see Output 5.1.1.2)~~ - ~~Guidelines for maintenance and repair of protective coatings (see Output 2.1.1.2 (safety and security topics))~~ - ~~Guidelines for the installation of shipborne radar equipment~~ - ~~Guidelines for uniform operating limitations of high-speed craft~~ - Guidelines for verification of damage stability requirements for tankers and bulk carriers - Guidelines to enhance the safety of small fishing vessels - ~~Performance standards for protective coatings for void spaces (see Output 2.1.1.2 (safety and security topics))~~ - Regulations for non-convention ships - ~~Revised Intact Stability Code~~ - ~~Revised SPS Code (see Output 2.1.1.2 (safety and security topics))~~ - Revised Survey Guidelines under the Harmonized System of Survey and Certification (see output 5.3.1.2) - Revision of resolution A.760(18) - Revision of the Recommendations for entering enclosed spaces aboard ships - Protection against noise on board ships - Amendments to the Revised recommendation on testing of life-saving appliances - Classification of offshore industry vessels and consideration of the need for a code for offshore construction support vessels
						5.2.1.3	Promotion of the implementation of resolution A.925(22) on *Entry into force of the 1993 Torremolinos Protocol and the 1995 STCW-F Convention* (MSC) (see Outputs 1.12.1 (safety and security topics) and 5.2.1.4)
						5.2.1.4	Legal and technical options to facilitate and expedite the earliest possible entry into force of the 1993 Torremolinos Protocol, as called for under resolution A.1003(25), including development of an agreement on the implementation of the 1993 Torremolinos Protocol (MSC) (see Outputs 1.1.2.1 (safety and security topics) and 5.2.1.3)
				5.2.2	Development and review of training and watchkeeping standards and operational procedures for maritime personnel	5.2.2.1	New or amended mandatory IMO instruments: Safety and security topics (MSC): - Comprehensive review of the STCW Convention and the STCW Code (MSC) (see Output 12.5.1.1) - Training for seafarer safety representatives Environmental topics (MEPC): - Input regarding MARPOL, BWM and other environmental conventions
						5.2.2.2	New or amended non-mandatory IMO instruments (MSC): - Revised Principles of safe manning (resolution A.890(21)) including mandatory requirements for determining safe manning - Development of model procedures for executing shipboard emergency measures
						5.2.2.3	Validated model training courses (MSC)
						5.2.2.4	Reports on unlawful practices associated with certificates of competency (Secretariat)

Strategic Directions (SDs) (A.~~989~~…(~~2526~~))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
				5.2.3	Keep under review standards for safe handling and carriage by sea of solid and liquid cargoes carried in bulk and packaged form	5.2.3.1	New or amended mandatory IMO instruments: Safety and security topics (MSC): - ~~Amendments to the BC Code~~ - Amendments to the CSC Convention and associated circulars - Amendments to the CSS Code and associated recommendations - Amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes - Amendments to the IMDG Code and supplements - Harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods - ~~, including s~~Stowage of water-reactive materials ~~cargoes~~ - ~~Application of requirements for dangerous goods in packaged form in SOLAS and the 2000 HSC Code~~ - ~~Review of MSDS for MARPOL Annex I cargoes and marine fuels~~ - ~~SOLAS amendments to make the BC Code mandatory~~ - Review of the BLU Code - Revision of the Code of safe practice for ships carrying timber deck cargoes - Guidance on stowage of water-reactive materials - Review of documentation requirements for dangerous goods in packaged form Environmental topics (MEPC): Input regarding MARPOL Annexes I and II and the IBC Code
						5.2.3.2	New or amended non-mandatory IMO instruments (MSC): - ~~Form and procedure for approval of Cargo Securing Manual~~ - Guidance on protective clothing - ~~Guidance on providing safe working conditions for securing of containers~~ - Review of recommendations on the safe use of pesticides in ships - Revised Guidelines for packing of cargo transport units - Guidance on protective clothing
						5.2.3.4	Measures to prevent fires and explosions on chemical tankers and product tankers under 20,000 deadweight tonnes operating without inert gas systems (MSC)
						5.2.3.5	Development of provisions for the installation of equipment for detection of radioactive sources or radioactive contaminated objects
				5.2.4	Keep under review measures to improve navigational safety, including e-navigation, ships' routeing, ship reporting systems, vessel traffic services, requirements and standards for shipborne navigational aids and systems	5.2.4.1	New or amended mandatory IMO instruments (MSC): - ~~Amendments to COLREG Annex I~~ - ~~Amendments to SOLAS for the carriage of BNWAS~~ - ~~Development of carriage requirements for ECDIS~~ - New routeing measures and mandatory ship reporting systems, including associated protective measures for PSSAs - ~~Review of COLREGs regarding the right of way of vessels over pleasure craft~~ - Amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zones - Amendments to the World-Wide Radio-Navigation System
						5.2.4.2	New or amended non-mandatory IMO instruments (MSC): - ~~Amendments to the General Provisions on Ships' Routeing~~ - Code of conduct during demonstrations/campaigns against ships on high seas - Guidance on interpretation of UNCLOS provisions *vis-à-vis* IMO instruments

Strategic Directions (SDs) (A.~~989~~...(~~25~~26))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
							- Guidelines on the layout and ergonomic design of safety centres on passenger ships - Improved safety of pilot transfer arrangements - Measures to minimize incorrect data transmissions by AIS equipment - Review of vague expressions in SOLAS regulation V/22 - ~~Revised performance standards for IBS~~ - Revision of the Guidance on the application of AIS binary messages - Procedures for updating shipborne navigation and communication equipment - Amendments to the Performance standards for VDR and S-VDR - Guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ - New symbols for AIS Aids to Navigations
						5.2.4.3	~~Update and development of worldwide radionavigation systems (GPS, GLONASS and GALILEO) (MSC)~~
						5.2.4.4	~~Strategic review and policy framework for e-navigation~~ Development of an e-navigation strategy implementation plan (MSC)
				5.2.5	Monitor the operation of the Global Maritime Distress and Safety System (GMDSS)	5.2.5.1	New or amended non-mandatory IMO instruments (MSC): - Amendments to NAVTEX and, SafetyNET ~~and MSI Manuals~~ - Review of documents related to operational and technical coordination provisions of maritime safety information (MSI) services - Guidelines on emergency radiocommunications, including false alerts
						5.2.5.2	Further development of the GMDSS master plan on shore-based facilities, including the completion of the implementation for full Arctic MSI in 2011 (MSC)
						5.2.5.3	~~Replacements for use of NBDP (radio telex) for maritime distress and safety communications in maritime MF/HF bands~~ Monitor developments in Inmarsat and Cospas-Sarsat (MSC)
						5.2.5.4	Evaluation and recognition of future mobile satellite communication systems for use in the GMDSS (MSC)
						5.2.5.5	Reports on developments in maritime radiocommunication systems and technology (MSC)
						5.2.5.6	Procedures for updating shipborne navigation and communication equipment (MSC)
						5.2.5.7	Revision of Performance Standards for float-free satellite EPIRBs MHz (resolution A.810(19))
		5.3	Eliminating shipping that fails to meet and maintain these standards on a continuous basis	5.3.1	Keep under review flag and port State procedures for the control of ships	5.3.1.1	Amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18)) (MSC) (see Output 5.2.1.1)
						5.3.1.2	New or amended non-mandatory IMO instruments: Safety and security topics (MSC): - Revised guidelines on control and compliance measures to enhance maritime security, if necessary - Revised procedures for port State control (resolution A.787(19), as amended by resolution A.882 (21)) - Consideration of the efficacy of Container Inspection Programme Environmental topics (MEPC): - Survey guidelines under the Harmonized System of Survey and Certification for the BWM Convention (see output 5.2.1.2)
						5.3.1.3	Harmonized PSC procedures (MSC)
						5.3.1.4	Methodology for the in-depth analysis of annual PSC report (MSC)

Strategic Directions (SDs) (A.~~989~~...(~~2526~~))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
						5.3.1.5	A risk assessment comparison between marine casualties and incidents and PSC inspections (MSC)
		5.4	Increasing the emphasis on the role of the human element in safe shipping	5.4.1	Develop a strategy for the work related to the role of the human element including the chain of responsibility in maritime safety	5.4.1.1	New or amended non-mandatory IMO instruments (MSC): - Guidance for companies on the incorporation of a safety culture and environmental consciousness - Guidelines on how to present relevant information to seafarers
The related performance indicators are: 3, 4, 5, 11, 12 and 13							
6	IMO will seek to enhance the security of the maritime transport network, including vital shipping lanes, and to reduce piracy and armed robbery against ships, as well as the frequency of stowaway incidents, by:	6.1	Promoting a comprehensive and co-operative approach, both among Member States within the Organization and between IMO and other intergovernmental and non-governmental organizations	6.1.1	Keep under review measures (e.g., ISPS Code) to enhance security for ships and port facilities including the ship/port interface and shipping lanes of strategic importance	6.1.1.1	New or amended non-mandatory IMO instruments (MSC): - Guidelines and guidance on the implementation and interpretation of SOLAS chapter XI-2 and the ISPS Code - ~~Guidelines on matters related to the security of ships and of ports to which SOLAS chapter XI-2 and the ISPS Code do not apply~~ - Guidelines relating to the implementation of the provisions of article 8bis of the 2005 SUA Convention (subject to the concurrence of LEG) (see Outputs 1.1.2.3 (legal topics), 1.1.2.4 and 6.1.2.1) - Measures to enhance the security of closed cargo transport units and of freight containers (MSC/FAL)
						6.1.1.2	Self-assessment questionnaires as aids in the implementation and maintenance of SOLAS chapter XI-2 (MSC)
						6.1.1.3	Technical specifications, establishment and testing of the system components for long-range identification and tracking of ships (MSC)
				6.1.2	Keep under review the adequacy of the legal framework to suppress unlawful acts against ships and fixed platforms through the SUA Convention and its Protocol	6.1.2.1	Guidance on implementation of the 2005 SUA Protocols, as may be needed, in the context of international efforts to combat terrorism (MSC and LEG) (see Outputs 1.1.2.3 (legal aspects), 1.1.2.4 and 6.1.1.1)
		6.2	Raising awareness of IMO security measures and promoting their effective implementation	6.2.1	Promulgate information on prevention and suppression of acts of piracy and armed robbery against ships	6.2.1.1	Monthly, quarterly and annual reports (MSC)
						6.2.1.2	Revised guidance relating to the prevention of piracy and armed robbery to reflect emerging trends and behaviour patterns (MSC)
				6.2.2	Assist developing regions in their introduction and implementation of effective security measures and measures against piracy and armed robbery against ships	6.2.2.1	Implementation of related ITCP activities (Secretariat)
						6.2.2.2	Model legislation on maritime security (Secretariat)
		6.3	Increasing the emphasis on the role of the human element and safeguarding the human rights of seafarers in secure shipping	6.3.1	Actively participate in work of the Joint IMO/ILO *ad hoc* expert working groups on issues related to safeguarding the human rights of seafarers	6.3.1.1	Monitor the application of the joint IMO/ILO Guidelines on the fair treatment of seafarers (LEG) (see Output 1.1.2.1 (legal topics))
						6.3.1.2	Policy input on implementation of IMO guidelines on provision of financial security in case of abandonment of seafarers, and IMO guidelines on shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers (LEG) (see Output 1.1.2.3 (legal topics))
				6.3.2	Develop a strategy for the work related to the role of the human element in maritime security	6.3.2.1	Strategy on the role of the human element in the enhancement of maritime security, taking into account human rights, the workload on seafarers, the revised 1988 SUA Convention and its Protocol and developments relating to the revision of the STCW Convention, if necessary (MSC)
The related performance indicators are: 6, 7, 11, 12 and 15							

Strategic Directions (SDs) (A.~~989~~...(~~2526~~))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
7	IMO will focus on reducing and eliminating any adverse impact by shipping on the environment by:	7.1	Identifying and addressing possible adverse impacts	7.1.1	Monitor pollution and adverse impact on the marine environment caused by ships and their cargoes	7.1.1.1	Follow-up to the GESAMP study on "Estimates of Oil Entering the Marine Environment from Sea Based Activities" (MEPC)
						7.1.1.2	Technical guidance for the Secretariat for the development, on the basis of reporting requirements under MARPOL, OPRC and the OPRC-HNS Protocol, as well as other relevant sources of information, of a pollution incident information structure for regular reporting to the FSI and BLG Sub-Committees, and/or the MEPC (MEPC)
				7.1.2	Keep under review measures to reduce adverse impact on the marine environment by ships and their cargoes	7.1.2.1	New or amended mandatory IMO instruments (MEPC): - A legal instrument on ship recycling adopted - Designation of Special Areas and PSSAs and adoption of their associated protective measures
						7.1.2.2	New or amended non-mandatory IMO instruments (MEPC): - Consolidated guidelines on ballast water management (see Output 2.1.1.2 (environmental topics))
						7.1.2.3	Approved ballast water management systems (MEPC)
						7.1.2.4	Approved list of active substances used by ballast water management systems (MEPC) (see Output 1.3.3.2)
						7.1.2.5	Production of a manual entitled "Ballast Water Management – How to do it" (MEPC)
						7.1.2.6	Holding of the third BWM R&D symposium (MEPC) (see Output 13.3.1.2)
						7.1.2.7	Policies on Practices Related to the Reduction of Greenhouse Gas Emissions from Ships (resolution A.963(23)) (MEPC): - Ship CO_2 indexing scheme; CO_2 emission baseline
						7.1.2.8	Measures to promote the AFS Convention (MEPC)
						7.1.2.9	Revised manual on administrative arrangements for response to HNS incidents (MEPC)
						7.1.2.10	OPRC-HNS model courses developed (MEPC)
						7.1.2.11	Updated OPRC Train-the-Trainer Course (MEPC)
						7.1.2.12	Revised Manual on oil pollution, Section 1 – Prevention (MEPC)
						7.1.2.13	Guidance on the carriage of biofuels and biofuel blends as cargo (MEPC)
				7.1.3	Monitor and keep under review the provision of reception facilities in ports and their adequacy	7.1.3.1	Reports on inadequacy of port reception facilities (MEPC)
						7.1.3.2	Follow-up on the implementation of the Action Plan on port reception facilities (MEPC)
				7.1.4	Consider the need for the development of measures to prevent and control marine pollution from small craft	7.1.4.1	Action Plan on prevention and control of marine pollution from small craft, including development of appropriate measures (MEPC)
		7.2	Developing effective measures for mitigating and responding to the impact on the environment caused by shipping incidents and operational pollution from ships	7.2.1	Keep under review the guidelines on the identification of places of refuge	7.2.1.1	Bi-annual MSC circulars on designation of maritime assistance services (MAS) (MSC)
						7.2.1.2	Input to the review of the guidelines on the identification of places of refuge with regard to marine environment protection (MEPC)
						7.2.1.3	Alternative tanker designs assessed (MSC)
				7.2.2	Keep under review the adequacy of the legal framework	7.2.2.1	
				7.2.3	Foster co-operation and mutual assistance between Member States under the provisions of the OPRC Convention and OPRC-HNS Protocol	7.2.3.1	Increased activities within the ITCP regarding the OPRC Convention and the OPRC-HNS Protocol (MEPC/TCC)

Strategic Directions (SDs) (A.~~989~~...(~~2526~~))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
		7.3	Contributing to international efforts to reduce atmospheric pollution and address global warming (see SDs 13.1 and 13.3)	7.3.1	Keep under review IMO measures to reduce atmospheric pollution and address global warming (see HLAs 2.1.1 and 7.1.2)	7.3.1.1	New or amended mandatory IMO instruments (MEPC): - Revised MARPOL Annex VI and NOx Technical Code (see Output 2.1.1.1 (environmental topics))
						7.3.1.2	Updated study on greenhouse gas (GHG) emissions from ships (MEPC)
						7.3.1.3	Completed work plan to identify and develop mechanisms needed to achieve the limitation or reduction of CO_2 emissions from international shipping (MEPC)
		7.4	Increasing the emphasis on the role of the human element in environmentally sound shipping				
The related performance indicators are: 8, 9, 10, 11 and 12							
8	IMO will seek to ensure that measures to promote safe, secure and environmentally sound shipping do not unduly affect the efficiency of shipping. It will also constantly review such measures to ensure their adequacy, effectiveness and relevance, using the best available tools			8.1.1	Promote wider acceptance of the FAL Convention and adoption of measures contained therein, to assist the Committee's effort and work towards the universal implementation of measures to facilitate international maritime traffic	8.1.1.1	Reports on the status of the FAL Convention (FAL)
						8.1.1.2	Finalized Explanatory Manual to the FAL Convention (FAL) (see Output 1.3.4.3)
				8.2.1	Ensure that an appropriate balance is maintained between measures to enhance maritime security and measures to facilitate international maritime traffic	8.2.1.1	FAL provisions compatible with the provisions in SOLAS chapter XI-2 and the ISPS Code (FAL)
						8.2.1.2	Access procedures at the ship/port interface for public officers and service providers visiting a vessel (FAL)
						8.2.1.3	Procedures to facilitate seafarers' access in and out of a port facility during shore leave, if necessary (FAL)
						8.2.1.4	Guidance on documentation required by passengers, particularly transit cruise passengers, to ensure their smooth flow through ports (FAL)
						8.2.1.5	Procedures for cargo and baggage clearance through a port facility (FAL)
				8.3.1	Encourage the use of information and communication technology to drive continuous improvement and innovation in the facilitation of maritime traffic	8.3.1.1	Information and communication technology solutions and standards developed for use by public authorities to facilitate procedures for visiting ships, their cargo, crews and passengers (FAL)
						8.3.1.2	Revised IMO Compendium of Facilitation and Electronic Business (FAL)
						8.3.1.3	Information technology solutions (e.g., electronic signature) developed to facilitate the process of clearing the ship, its cargo, passengers and crew (FAL)
						8.3.1.4	Technologies made available for demonstration to public authorities and other stakeholders (FAL)
The related performance indicators are: 1, 2, 3 and 20							
9	IMO will pay special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDCs)			9.1.1	Identify and address the special shipping needs of SIDS and LDCs (see HLA 3.4.1)	9.1.1.1	Report on the implementation of the global ITCP programme on support to SIDS and LDCs for their special shipping needs (TCC/Secretariat)
						9.1.1.2	Report to the Council on the committees' consideration of the special shipping needs of SIDS and LDCs *vis-à-vis* new IMO standards (Secretariat)
The related performance indicator is: 14							
10	IMO will establish goal-based standards for the design and construction of new ships			10.1.1	Develop goal-based standards for the design and construction of new ships	10.1.1.1	New or amended mandatory IMO instruments (MSC): - Amendments to SOLAS chapter II-1 for types of ships - Development of goal-based ship construction standards (GBS) for ~~new oil tankers and bulk carriers~~ all types of ships

Strategic Directions (SDs) (A.~~989~~...(~~25~~26))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
						~~10.1.1.2~~	~~Further development of GBS based on both the prescriptive and safety level approach as integral element of the IMO GBS (MSC)~~
						~~10.1.1.3~~	~~Establishment of an MSC group of experts to carry out the verification of compliance with GBS for oil tankers and bulk carriers (MSC)~~
The related performance indicator is: 18							
ENHANCING THE PROFILE OF SHIPPING AND INSTILLING A QUALITY CULTURE AND ENVIRONMENTAL CONSCIENCE							
11	IMO, in partnership with other stakeholders, will seek to raise the profile of the safety, security and environmental records of shipping in the eyes of civil society	11.1	Actively publicizing the vital importance of shipping as a safe, secure and environmentally sound mode of transport for goods and people, and underlining the role of the Organization in that regard	11.1.1	Raise awareness of the role of international shipping in world trade and the global economy and the importance of the Organization's role	11.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the Millennium Development Goals (Assembly, Council, all Committees and Secretariat) (see Outputs 1.1.1.1 and 3.3.1.1)
						11.1.1.2	Speeches, messages, interviews and articles delivered and published in all media on the work and advances of IMO and the shipping industry (Secretariat)
						11.1.1.3	Other outreach activities delivered (including some 50 press releases annually) to enhance the image of IMO and the industry, and promote IMO's work and the effective implementation of its standards (Secretariat)
						11.1.1.4	Two World Maritime Day celebrations and two Parallel Events organized, and consequential action plans implemented to promote and publicize the respective World Maritime Day themes (Secretariat)
						11.1.1.5	Winners elected for two International Maritime Prizes and two IMO Awards for Exceptional Bravery at Sea (Council)
						11.1.1.6	Measures to promote the "IMO Children's Ambassador" concept, in collaboration with junior marine environment protection associations worldwide (MEPC)
				11.1.2	Enhance the image of the role of the human element in the context of the shipping industry	11.1.2.1	See outputs 11.1.1.1 to 11.1.1.5
		11.2	Actively developing its community relations programmes	11.2.1	Actively promote and encourage the development of community relations programmes	11.2.1.1	ITCP programmes identified that are amenable to the addition of community outreach activities (TCC)
The related performance indicators are: 4(b), 5(b), 6, 7, 8, 10, 11, 14 and 17(b)							
12	IMO will take the lead in enhancing the quality of shipping by:	12.1	Encouraging the utilization of the best available techniques not entailing excessive costs, in all aspects of shipping	12.1.1	Use formal safety assessment techniques in the development of technical standards	12.1.1.1	New or amended non-mandatory IMO instruments (MSC): - Revised FSA guidelines
				12.1.2	Use risk-based tools that take account of costs and the human element in the development of operational standards	12.1.2.1	Guidelines for all sub-committees on the casualty analysis process (MSC)
						12.1.2.2	A casualty analysis process effectively implemented and monitored (MSC)
		12.2	Encouraging proper management of ships	12.2.1	Keep under review the effectiveness of the ISM Code with regard to safety and protection of the marine environment	12.2.1.1	New or amended mandatory IMO instruments (MSC): - ~~Amendments to the ISM Code, including requirements for seafarer safety representation~~
						12.2.1.2	New or amended non-mandatory IMO instruments (MSC): - Guidelines and associated training to assist companies and seafarers in improving the implementation of the ISM Code (see Output 5.4.1.1) - Revised guidelines for Administrations (resolution A.913(22)) to make them more effective and user-friendly (see Output 5.4.1.1)

Strategic Directions (SDs) (A.~~989~~…(~~25~~26))				High-level Actions (HLAs)		Planned outputs for ~~2008-2009~~2010-2011	
		12.3	Promoting and enhancing the availability of, and access to, information – including casualty information – relating to ship safety and security (i.e. transparency)	12.3.1	Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications	12.3.1.1	Guidance on the development of GISIS and on access to information (MSC) (see Outputs 4.2.1.1 and 13.2.1.1)
						12.3.1.2	PSC-related data collected and disseminated in co-operation with PSC regimes (MSC)
						12.3.1.3	Reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas (MSC/MEPC)
		12.4	Ensuring that all stakeholders understand and accept their responsibilities regarding safe, secure and environmentally sound shipping by developing a 'chain of responsibility concept' among them	12.4.1	Raise awareness of the "chain of responsibility" concept among all stakeholders through organizations that have consultative status	12.4.1.1	Guidelines and MEPC circulars (MEPC)
		12.5	Identifying, correlating and evaluating the factors, including human interaction on board ships, that influence safety and security culture, and developing practical and effective mechanisms to address them	12.5.1	Promote bridge resource management	12.5.1.1	Bridge resource management effectively addressed through comprehensive review of the STCW Convention and the STCW Code (MSC) (see Output 5.2.2.1 (safety and security topics))
The related performance indicators are: 3, 11 and 12							
13	IMO will seek to enhance environmental conscience within the shipping community by:	13.1	Strengthening awareness of the need for a continuous reduction of the adverse impact of shipping on the environment			13.1.1.1	Continued promotion of World Maritime Day theme on IMO's response to current environmental challenges (Secretariat)
		13.2	Promoting and enhancing the availability of, and access to, information relating to environmental protection (i.e. transparency)	13.2.1	Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications	13.2.1.1	Guidance for the Secretariat on the development of GISIS and on access to information (MEPC) (see Outputs 4.2.1.1 and 12.3.1.1)
						13.2.1.2	Databases as part of GISIS and other means, including electronic ones (all Committees, as appropriate/Secretariat)
		13.3	Encouraging the use in shipping of the best available environmental technology not entailing excessive costs, in line with the goal of sustainable development			13.3.1.1	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution (MEPC) (see Outputs 7.1.2.3 and 7.3.1.1)
						13.3.1.2	Holding of the third BWM R&D symposium (MEPC) (see Output 7.1.2.6)
The related performance indicators are: 10, 11 and 12							

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ANNEX 28

STATEMENT BY THE DELEGATION OF INDIA

We are pleased and welcome the Supreme Court of the Republic of Korea judgment in the **Hebei Spirit** case to the extent that it has overturned the jail sentence of the ship's Captain and Chief Officer. Apart from concluding that the facts of the case did not justify imprisonment, the Supreme Court has otherwise upheld the findings, i.e. has upheld the guilty verdict of the Court of Appeal.

The two officers have been found guilty of negligence causing the collision. Guilty, notwithstanding the **Hebei Spirit** was a fully loaded VLCC lying at anchor when the crane barge bore down upon them. Guilty, notwithstanding they took all reasonable steps to avoid the collision. Guilty, notwithstanding the decision of the Court of First Instance of the Republic of Korean to acquit them of all such charges. The two officers have also been found guilty of negligence causing the pollution which followed the collision. Guilty notwithstanding their efforts to stem the flow of oil overboard by rigging collision mats. Guilty notwithstanding their efforts to internally transfer oil from the damaged to the undamaged tanks. Guilty notwithstanding their efforts to list the ship by ballasting to reduce the outflow of oil from the damaged tanks. The guilty verdicts of the Court of Appeal were based upon the findings of the Korean Maritime Safety Tribunal (KMST).

At the last meeting of the Committee in November last year we expressed our concerns about the manner in which the KMST conducted their investigations. We drew attention to the KMST's failure to follow the Interim Guidelines to assist flag States and other substantially interested States to establish and maintain an effective framework for consultation and co-operation in marine casualty investigations (MSC/Circ.1058-MEPC/Circ.400) and the Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code). We drew attention to the apportionment of blame by the KMST in their reports. We drew attention to the publication of their reports during the criminal proceedings and that the submission of their reports in evidence in those proceedings. We and representatives of the Shipping Industry here today also expressed our profound concerns privately to the Government of the Republic of Korea about the actual findings of the KMST. Findings which totally disregard established tanker safety practices, procedures and training. The two officers' actions in trying to prevent the collision and the subsequent pollution were exemplary and have been widely praised by marine and tanker experts alike. They have been subjected to a grave injustice, and have been badly let down by the KMST.

We call upon the Government of the Republic of Korea to right these injustices; to formally pardon both men who remain still in the Republic of Korea where they have been detained now for about 535 days.

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ANNEX 29

STATEMENTS BY THE DELEGATION OF GREECE

Part 1 – Statement made on 27 May 2009

Thank you Mr. Chairman for giving us the floor,

Dear delegates,

This delegation would like to make comments with respect to the LRIT Data Distribution Plan information on geographical areas, provided by a member State and which currently appear on the GISIS test environment of the International Maritime Organization.

Most unfortunately, the aforementioned internal waters and territorial sea polygons are incompatible with the international law, the agreed framework of the LRIT system such as MSC resolution 263(84) and the applicable rules of SOLAS regulation 19-1 of chapter five. More specifically, the existing jurisdictional framework of the law of the sea is disregarded and in addition the above actions lead to confusion as to the respective rights of coastal States in general, as long as within the agreed LRIT framework. In this light the proper, smooth and commonly accepted operation of the LRIT system, is seriously questioned and doubted.

Our comments have already been forwarded to IMO for distribution to all Member States by means of Circular letter No.2961, which is requested to be circulated as J paper for discussion by the Committee and also to be included in the final report of this session. We reiterate our position for further discussion at the LRIT W.G.

Thank you Mr. Chairman.

Part 2 – Statement made on 1 June 2009

Mr. Chairman,

During MSC 84 it had been agreed that for the drawing of the LRIT territorial sea polygons, no technical specifications were needed for, since the drawing would be in accordance to the international conventional or customary law of the seas.

Mr. Chairman, Turkey has drawn its territorial sea in the Black Sea, the Aegean Sea and the Mediterranean Sea not using the 6 or 12 nautical miles, which is a provision of the law of the sea, but it has depicted distances far beyond this provision and in many cases has reached or exceeded the 90 miles. It is obvious that this is not a small adjustment of the territorial sea for LRIT purposes as the LRIT technical specifications allow. And this is the first technical problem.

The second one is that according to regulation 19-1 of SOLAS convention paragraph 8.1.4, no data centre in a distance of 1,000 miles including the European one, could have any information for Turkey's flagged vessels, practically in the half of the Black Sea, in the middle of the Aegean Sea and in a big part of the North Eastern Mediterranean Sea.

Mr. Chairman it is our belief that your Committee has to decide for the following:

That during the production face all LRIT Data Centres must adjust their polygons in accordance with international conventional or customary law of the seas as it has being formally decided by the MSC.

In this way all legal and technical aspects regarding the proper operation of LRIT will be ensured. Also we believe that every country and every data centre should be able to show to the Committee that the information provided in relation to the geographical areas defined in the LRIT Data Distribution Plan are in compliance with applicable international Law, in particular the codified customary law (i.e. UNCLOS) as well as section 1 of SOLAS regulation V-19 and paragraph 11.2 of the annex of resolution MSC.263(84).

Finally the terminology used in the various LRIT instruments, in particular that used to define LRIT geographical areas, should be applied and interpreted in a manner consistent with international Law. Widely–accepted terminology or established principals of international law should not be given a new meaning for the purposes of LRIT.

Thank you Mr. Chairman.

Part 3 – Statement made on 2 June 2009

Mr. Chairman,

We would like to stress for once again that the issue has significant technical impact, since fundamental principles of annex paragraph 11.2 of MSC resolution 263(84) and the applicable provisions of SOLAS regulation V 19-1 paragraph 8.1.4 are not followed.

It is clearly defined that the extent of the territorial sea, does not affect traffic monitoring principles. For this purpose the 1,000 nautical miles zone covers this requirement and gives this benefit to all Member States.

Unless a proper and full application of LRIT requirements is followed by the Member States, the LRIT system will not operate properly.

In addition and as far as the idea of bilateral discussions mentioned by the distinguished delegation of Turkey is concerned, we stress the fact that in any case is not an issue of any kind of bilateral discussions. It has to be reminded that that our country participates in the EU DC, which is dully affected by the incorrect data concerning the territorial sea of Turkey. Twenty seven Member States have entrusted their obligations and wrights to the EU DC and in any case it cannot be considered as a bilateral issue.

Finally, this body and this Organization created and adopted the LRIT system and any issue pertinent to its proper operation falls within its competence.

Thank you Mr. Chairman.

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ANNEX 30

STATEMENTS BY THE DELEGATION OF TURKEY

Part 1 – Statement made on 27 May 2009

Thank you Mr. Chairman,

Firstly, the circular letter from H.E. the Greek Ambassador in London on the subject of LRIT Data Distribution Plan (DDP) has been brought to our attention this morning as a real surprise. We wish these views had been expressed much earlier and in accordance with the established procedures and practices of the IMO, so that we could also come prepared to the meeting.

Even though we reserve our right to issue a letter during or shortly after the MSC meeting with a view to reflecting our own assessments regarding the subject matter, we would like to state the following as an initial reaction to what has been argued in the letter of the Greek Ambassador.

We have no doubt that shared objective for the LRIT system is its efficient functioning. No one country can think of gaining advantages for its political or legal causes as the LRIT system is in essence a technical arrangement for the identification and tracking of maritime traffic. As such, first and foremost, LRIT system must satisfy the legitimate needs of all coastal and flag states as well as maritime administrations concerned.

Obviously, as stated and agreed in principle at MSC 84 and reiterated subsequently during various meetings, LRIT polygons, their limits and any terminology used to define them are without prejudice to any legal and political position of the countries concerned and will not have any bearing on them in accordance with international law.

Moreover, as known well, at the previous MSC meeting in December 2008, Turkey shared its observations for the future implementation and possible adaptation of the LRIT system if needed. We still believe that certain overlappings of LRIT polygons will be inevitable particularly between adjacent and opposite coastal states in enclosed or semi-enclosed seas as is the case in the Black Sea, Aegean and Eastern Mediterranean Seas. In such areas, the only solution is cooperation between those states. And, Turkey stands ready to do so with Greece, as made clear to this country's high ranking officials on various occasions.

Finally, the guidance and caveats on the LRIT system as reflected including in MSC-1/Circ.1256 dated June 5, 2008, clearly state the following:

> "The geographical information provided in the LRIT Data Distribution Plan are unilateral declarations of the Contracting Governments concerned and have been entered or uploaded by the Contracting Governments themselves or have been entered or uploaded by the Secretariat on the expressed request of the Contracting Government concerned.
>
> The geographical information so provided does not imply any right or obligation of individual Contracting Government other than for the sole purpose of complying with provisions of regulation V/19-1. Their use by the LRIT system does not constitute any form of recognition or acceptance by the other Contracting Governments.

The geographical information provided shall not be interpreted or considered as supporting or prejudicing the position of the Contracting Governments in relation to land or maritime claims or land or maritime sovereign rights.

The Contracting Governments have further agreed that none of the data or information provided in relation to the geographical areas defined in the LRIT Data Distribution Plan shall prejudice the rights, jurisdiction or obligations of States under international law, in particular relating to, the continental shelf, the legal regimes of the high seas, the exclusive economic zone, the contiguous zone, the territorial seas, internal waters or straits used for international navigation and archipelagic lanes.

The International Maritime Organization is making available through the LRIT Data Distribution Plan server the geographical information provided by the Contracting Government at their request and this does not imply the expression of any opinion whatsoever on the part of the Secretariat of the International Maritime Organization concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries."

In conclusion, legal and political disputes concerning delimitation of frontiers and boundaries are outside the mission scope and operational procedures and rules of the IMO. Such disputes can only be settled in accordance with Article 33 of the UN Charter and first and foremost by establishing a sincere and constructive bilateral dialogue on all issues of disagreement.

Thank you Mr. Chairman.

Part 2 – Statement made on 1 June 2009

Mr. Chairman,

First of all, we must always recall the fundamental objective of the LRIT system. It provides for the global identification and tracking of ships. As such, the coastal countries do have a legitimate need to identify, track and monitor ships navigating within a distance to their coastline.

LRIT arrangements seem to function rather unproblematic for countries having a coastal projection towards the oceans and high seas where there is no opposite coastal state facing their landmass.

However, as clearly seen from many debates conducted and papers submitted so far, the situation is not going to be so simple in cases where there are more than one coastal state in closed/semi-enclosed seas as well as where sea lanes exist between and amongst states claiming to have an archipelagic status.

From the outset, Turkey has pointed out to the potential problems due to the use of certain legal definitions, especially when such definitions are attempted to be applied to geographical areas that need to be specified by individual governments for LRIT purposes.

With this understanding, we shared, at our last meeting in December 2008, those observations with a view to highlighting the potential difficulties and the way ahead as we saw at that time. Unfortunately, the gist of our observations and the rationale behind them could not be captured, as intended in good faith.

I would like to once again stress that LRIT is in essence a technical system and arrangement to identify and track ships at a global scale. As such, the system must meet the legitimate needs of all the coastal and flag states as well as that of the maritime administrations concerned. Therefore, all parties should treat LRIT for what it stands for, namely, a purely technical system to monitor maritime traffic, and not use it as an excuse to raise bilateral legal and political claims and issues, which are totally irrelevant for the purposes of LRIT and equally not suitable for discussion within the IMO.

Having said that, I would like to emphasize Turkey's determination to make LRIT fully effective and functional. To this end, we will do our utmost to complete the testing and transition period, which still is underway. And we will spare no effort for the excellence of our national LRIT data centre.

Regarding the polygons uploaded by Turkey to LRIT Data Distribution Plan in the testing environment, I would like to express at the outset that the intention is to provide maximum coverage in waters around Turkey, as there is an intensive maritime traffic in the area.

As we understand, Greece also prepared seemingly a number of territorial sea polygons in the Aegean Sea in the form of four or five groups of islands and rocks. At first sight, they look like "*de facto* archipelagic formations", also cutting off the seaward opening of Turkish landmass and preventing the view of maritime traffic from the Turkish coastline. It must be stated clearly that Turkey will need to monitor maritime traffic in sea areas surrounding its coastline with the LRIT system in which we have been investing seriously. We will not accept the exclusion of large sea areas from our tracking range in the Aegean on the basis of unilateral legal and political considerations.

Since we already predicted the situation we are facing today much earlier, we pointed out to potential problems and possible solutions for the smooth functioning of LRIT. We also made an application to the EU in order to become a part of EU's own system but it was not open for us. We have shared our observations and views throughout the development and design process of LRIT in good faith.

We still believe that broad and unrestricted coverage of maritime traffic by the LRIT system is not only to the benefit of the coastal states concerned but also to that of the wider international maritime community.

It is beyond the perception of this delegation that some of the Contracting Governments will be able to monitor, without unnecessary restrictions, the maritime traffic up to 1,000 nautical miles from their coastline while some others are to be denied from the same opportunity even at 30 to 50 nautical miles from their coast.

It should also be noted that no problem whatsoever has been reported up until now with regards to Turkey's participation in the LRIT testing environment. It is obvious that problems brought to the attention of the Committee by the distinguished Greek colleagues are by no means technical in nature but they are political and legal issues that cannot be discussed and judged within the IMO, as this Organization is not the proper venue for it.

As I have informed your Committee on Wednesday when this issue was first brought up, the guidance and caveats on the LRIT system, as reflected including in MSC-1/Circ.1256 dated June 5, 2008, do recognize that the terminology used in relation to LRIT does not have any bearing with regards to Contracting Government's legal or political positions. That is what we should be very carefully observant of. And that is the basis to skip bilateral issues here.

As also stipulated in subparagraph 3 of article 7.6 of resolution MSC.263 (84), we should not endeavour to resolve any issues which may arise when geographical areas specified by the Contracting Governments overlap with those specified by other governments.

In fact, the only solution to overlapping claims of maritime zones in the context of LRIT is to achieve cooperation between the states concerned for the purposes of LRIT without prejudicing the legal and political positions of either side. And, Turkey stands ready to do so with Greece, as made clear on various occasions. With good will and a constructive approach from all sides, finding a practical solution is possible and it should be energetically sought and encouraged.

That concludes my remarks Mr. Chairman.

Thank you.

Part 3 – Statement made on 2 June 2009

Thank you Mr. Chairman,

My intention is never to take the floor over and over again. Yet with regard to the three delegates who took the floor on LRIT yesterday and this morning, I deem it necessary to once again voice our views briefly.

As explained in quite detail yesterday and last Wednesday, we believe that LRIT is a technical arrangement for the identification and tracking of maritime traffic and it should not be used as an excuse to raise bilateral legal and political claims and issues, which are irrelevant for the purposes of LRIT.

In response to the Cypriot delegate, I would like to state that the spokesperson for this delegation also in his capacity as the chairman of the MEPC, must have sufficient experience to know that IMO and the MSC is not the proper venue for discussing issues of legal and political nature between member states. But I understand that he was acting under instructions from his administration.

Let me also state that Cyprus issue is a registered international conflict at the UN for over 30 years. Negotiations between the parties for a comprehensive settlement based on the parameters of the relevant UN body of work, including the concept of two constituent states and the new partnership state which would also be authorized to act on delimitation of maritime zones. Since discussions are still ongoing, I wish to say no more about this matter.

I understand that the intervention by distinguished delegate of Sweden is also made on behalf of the EU. The general outline of this intervention is balanced and constructive. The reference to settlement of the issue among the parties concerned through dialogue outside the IMO is carefully noted. It is indeed wise to advice that, to ensure smooth functioning of LRIT, parties concerned should come together to address their differences.

We have also noted with regret the statement by the representative of Bulgaria. The input inserted by Turkey to the LRIT Data Distribution Plan is for testing purposes at this stage. Therefore, one shall not jump into conclusions about this matter before having full information on its real content.

In conclusion, Mr. Chairman, I would to reiterate that it is not within the province of the IMO or MSC to adjudicate or resolve issues of political and legal nature among Member States.

Thank you Mr. Chairman.

Part 4 – Statement made on 5 June 2009

Thank you Chair,

I would like to thank the Secretariat for the truthful reflection of the discussion at the Committee in the chronological order.

This delegation is surprised by the attempt by the distinguished delegation of Sweden to modify the text of their intervention on Tuesday. It is obvious that discussions on Monday and Tuesday are over and the statements are already made. These are translated into a number of languages for the record and hence, are registered and reflected into the text before us today. Assuming otherwise would imply that Secretariat is producing statements on behalf of some delegations, which we believe is clearly not the case.

I do not wish to question the right of Swedish delegation to make a new statement today provided that it is not substantive and does not go to the core of the previous discussion. But since a statement is already made on Tuesday, in accordance with established procedures, it should not be changed simply because it would be an inaccurate reflection of the discussion and would constitute a distortion of reality. The new statement, if made, should be reflected to the appropriate section of the minutes, which most plausibly seems to be under the headline of "Friday, 5 June 2009".

As the distinguished delegate of Sweden said, they may wish to withdraw the third paragraph of their statement, we would not object to it, on the proviso that the content of this part is reflected in the minutes of the meeting somehow. That is to say, parties concerned should settle the issue outside the IMO due to the fact that it is not within the province of IMO to adjudicate or resolve legal and political issues between member states. Involvement in such issues must be avoided and IMO's long standing policy in this regard must be maintained.

And since some other delegations, as far as this delegation recalls that of the Netherlands and United Kingdom supported the intervention by Sweden as a whole, their views in respect of this last paragraph should also be reflected.

Thank you Chairman.

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ANNEX 31

STATEMENTS BY THE DELEGATION OF CYPRUS

Part 1 – Statement made on 27 May 2009

Thank you Mr. Chairman and good morning to all.

This delegation first would like to thank Turkey for its intervention.

Mr. Chairman

This delegation believes that this is a very serious issue and should be resolved within the Committee as it is a purely technical issue. Overlapping polygons for internal and territorial waters will, most probably, generate serious obstacles to the smooth implementation of the LRIT system and the implementation of regulation 19-1 of SOLAS.

Mr. Chairman

This delegation believes the Committee and the LRIT Working Group, during their deliberations this week, should consider and if possible resolve the issue.

Thank you Mr. Chairman.

Part 2 – Statement made on 1 June 2009

Thank you Mr. Chairman

As many distinguished delegates may recall, the issue of the definition of geographical areas for the SOLAS Contracting Governments which are neither States Parties to the 1982 United Nations Convention on the Law of the Sea nor States Parties to the 1958 Conventions on the Territorial Sea and the Contiguous Zone and on the Continental Shelf, was raised during the last Session of this Committee (MSC 84). At that time the Committee was invited, by the *Ad Hoc* LRIT Group [MSC 84/6/1/Add.2, paragraph 3.12], to consider whether there was a need, as far as those SOLAS Contracting Governments which were neither States Parties to UNCLOS nor States Parties to 1958 TS & CZ, to develop any guidance in relation to the definition of geographical areas which should be included in the DDP.

During the deliberations on the issue at MSC 84, the delegation of Turkey stated that, it was not party to UNCLOS. However, Turkey agreed with most of its provisions that reflect international customary law. Accordingly, Turkey's maritime jurisdiction areas, where established so far, were in line with international law. As such, it was in their view not necessary to provide further guidance for the definition of geographical areas. The aforesaid statement of Turkey is shown in paragraph 6.51 of the report of the Committee (MSC 84/24).

Given the statement of Turkey, which was supported by another SOLAS Contracting Government which is not party to UNCLOS, and in the absence of any other interventions on the issue, the Committee concluded that no further guidance was needed in this issue.

Mr. Chairman, as shown in the maps attached to Circular letter No.2961 and the maps prepared by the IMO Secretariat, the Turkish territorial sea polygon, as inserted in the DDP for the testing environment on the 26th February 2009, in some cases extends over 90 nautical miles from the baseline of Turkey, well beyond the legal notion of the territorial sea and its maximum permissible breadth under international law. It should be noted that the Turkish territorial sea polygon covers half the island of Cyprus and the surrounding territorial sea of the Republic of Cyprus.

Section 1 of SOLAS chapter V regulation 19-1 clearly states that "Nothing in this regulation or the provisions of performance standards and functional requirements adopted by the Organization in relation to the long-range identification and tracking of ships shall prejudice the rights, jurisdiction or obligations of States under international law, in particular, the legal regimes of the high seas, the exclusive economic zone, the contiguous zone, the territorial seas or the straits used for international navigation and archipelagic sea lanes". Furthermore, section 11.2.2.2 of the Revised performance standards and functional requirements for the Long-range identification and tracking of ships clearly indicates that the polygons for the territorial sea should be in accordance with international law.

Mr. Chairman,

Bearing in mind the deliberations of the Committee and the statement of Turkey during MSC 84, the Turkish territorial sea polygon, as inserted in the DDP for the testing environment on the 26th February 2009, and the statement of Turkey last Wednesday, this delegation strongly believes that every SOLAS Contracting Government should be able to show that the data and information provided in relation to the geographical areas defined in the DDP are in compliance with applicable international law, in particular the codified customary law (UNCLOS) as well as section 1 of SOLAS chapter V regulation 19-1 and section 11.2 of the Revised performance standards and functional requirements for the Long-range identification and tracking of ships.

Furthermore, the distortion of the terminology used in the various instruments developed by this Committee, regarding the definition of the various LRIT geographical areas should not be accepted. The terminology currently in use is consistent with established principles of international law and should be interpreted in a manner consistent with international law.

The consistent and uniform interpretation of the terminology used in various instruments for the definition of the LRIT geographical areas is of paramount importance for the successful implementation of the LRIT system. The right of the SOLAS Contracting Governments to receive or not LRIT information from ships in the vicinity of their coast lines is determined by these geographical polygons. When a SOLAS Contracting Government improperly claims huge sea areas as territorial sea or internal waters, this automatically inhibits other SOLAS Contracting Governments from receiving LRIT Information which may be essential for security, safety or pollution prevention purposes.

Therefore Mr. Chairman, considering the importance of the correct and uniform implementation of SOLAS chapter V regulation 19-1 and section 11.2 of the Revised performance standards and functional requirements for the Long-range identification and tracking of ships, we kindly request the Committee to instruct the Secretariat to remove from the DDP any geographical areas which are not in accordance with the aforesaid instruments.

Thank you Mr. Chairman.

Part 3 – Statement made on 2 June 2009

Thank you Mr. Chairman,

The delegation of Cyprus will not answer to the comments made by Turkey concerning the political problem of Cyprus and the ongoing negotiations for the settlement of the Cyprus problem respecting the fact that the International Maritime Organization is a technical Organization dealing with technical issues.

Mr. Chairman,

Regarding the issue in hand, this delegation will like to stress out that this is neither a political problem nor a bilateral issue, as suggested. As we have indicated in our intervention yesterday this is purely technical problem, where one Member State has entered in the Data Distribution Plan for the Long-Range Identification and Tracking of Ships geographical polygons which are not in accordance with the relevant provisions of regulation 19-1 of chapter V of SOLAS and section 11.2 of the Revised performance standards and functional requirements for the Long-range identification and tracking of ships.

Section 11.2 of the Revised performance standards and functional requirements for the Long-range identification and tracking of ships clearly states that the polygons to be used for the definition of the waters landward of the baselines, the territorial sea and distance of 1,000 nautical miles from the coast of the SOLAS Contracting Government should be in accordance with international law.

Mr. Chairman,

This delegation has simply requested that every State should be able to demonstrate that the data and the information they have provided in relation to the geographical areas defined in the Long-range identification and tracking of ships Data Distribution Plan are in compliance with applicable international law and the relevant provisions of regulation 19-1 of chapter V of SOLAS and section 11.2 of the Revised performance standards and functional requirements for the Long-range identification and tracking of ships.

Thank you Mr. Chairman.

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ANNEX 32

STATEMENT BY THE DELEGATION OF SWEDEN

Thank you Mr. Chairman,

Sweden is committed to the continuous enhancement of maritime safety and marine environmental protection and will work actively towards achieving these goals. Sweden recognizes the necessity in dealing with maritime issues on an international level with IMO as the primary forum for developing international regulations and standards governing shipping, and is fully committed to the work done within IMO. We are, therefore, deeply concerned by the concerns that have been raised at previous sessions of this Committee regarding the recently adopted Regulation No 391/2009 of the European Parliament and of the Council on common rules and standards for ship inspection and survey organizations. The Regulation was published on the 28th of May, and will enter into force on the 17th of June.

At the last session of this Committee, an extensive discussion regarding Article 10 of the EU Regulation took place. Following that discussion, the Committee requested the Secretary-General to forward the concerns that were raised to the appropriate authorities of the European Union. Sweden was contacted as the Acting Presidency of the EU, on behalf of the Czech Republic, in matters regarding shipping, and it is in that capacity the Swedish Minister of Communications has replied to the letter. It is also in that capacity Sweden is making this statement. The same concerns that were voiced at the last session of this Committee, have also been brought to the attention of Sweden, as Acting Presidency of the EU in Shipping issues on behalf of the Czech Republic, in letters by several fellow IMO Member States.

The Secretariat has presented the content of the letter from the Swedish Minister for Communication. Sweden hereby wants to reiterate what has been stated in the letter from the Swedish Minister, and also explain further the content and consequences of Article 10 of the EU RO Regulation is about.

First, I want to reassure you that Sweden considers cooperation and partnership with other countries as key elements for achieving the goals of enhancement of maritime safety and marine environmental protection. We consider it absolutely necessary to, and take pride in, implementing the internationally adopted instruments in a timely and correct manner.

The Article of the EU Regulation that concern mutual recognition of class certificates between those organizations that are recognized according to the Regulation. The concept of mutual recognition applies only to certificates issued for classification purposes, not to statutory certificates, and it aims at making the classification process less time consuming and reduce costs arising from multiple testing.

The Regulation in question regulates the relationship between the EU States and the Organizations they recognize. Article 10 of the Regulation, is one part of the legal framework whereby the EU States have recognized certain organizations. The organizations that want to be recognized according to the EU Regulation must abide by its rules, but it is voluntary to apply for and accept the recognition. Article 10 is nothing the EU States will force on any organization. Only those organizations that have made the commercial decision that they can and want to be bound by Article 10 of the Regulation, and other conditions that are applicable to organizations that are recognized according to the Regulation in question, will apply for and receive recognition.

We have also been asked by many States how the Article will be applied and enforced. Again, I want to make clear that the Article governs the relationship between the EU States and the organizations that are recognized according to the regulation. Thus, the Article will not have an effect on port State control activities carried out by the EU States. It will be the European Commission, in its capacity as guardian of the community legislation that is responsible for applying and enforcing the Article with regard to the organizations that are recognized according to the Regulation. According to the EU Regulation, the Commission shall submit a report within five years, based on an independent study, on the level reached in the process of harmonizing the rules and procedures and on mutual recognition. This report will be the opportunity to closely examine the functioning and the implementation of mutual recognition, and, where appropriate, to take the corrective measures if there are problems, in particular in maritime safety.

The purpose of the Regulation in question is to contribute to the enhancement of maritime safety and environmental protection by making the recognition process and the work done by recognized organizations more effective, high-performing, transparent and uniform. Sweden hopes this intervention has made it clear that Article 10 of Regulation No 391 only affects the relationship between the EU States and the organizations those States have recognized. The Regulation does not prevent other States from adopting any type of rules applicable to ships that are flagged by them. Neither does the Regulation regulate an area where this Organization is the legislator.

I sincerely hope this will settle any doubts that have been expressed regarding the implications of the Regulation and reassure those concerned that Sweden, and the EU, are dedicated to working within the international framework, as well as with our national legislation, to enhance maritime safety and marine environmental protection.

Thank you Mr. Chairman.

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ANNEX 33

STATEMENT BY THE DELEGATION OF THE UNITED STATES

The delegation of the United States thanks the Secretariat for providing the information in document MSC 86/INF.9 concerning the correspondence between the Secretary-General and the European Union (EU) regarding the application of Article 10 of the recently adopted European Parliament and Council Regulation on common rules and standards for ship inspection and survey organizations.

The United States have corresponded separately with the EU on this issue and just recently received a reply. Copies of this correspondence will be made available to all delegates who so desire.

Unfortunately, the United States find these replies very dissatisfactory and unresponsive to the concerns raised by many countries in this body at our last session, which were so ably communicated by the Secretary-General to the EU. In their replies and in the intervention by Sweden, the EU freely acknowledge this legislation and Article 10 regarding a mutual recognition system applies to all classification work by all EU recognized organizations, regardless of the flag of the vessel. As this delegation and many others clearly stated at the last sessions, the United States find this completely unacceptable. As we all know, many if not all EU ROs are also ROs of our country and other countries as well, and to try and separate their obligation by country is not practical. The United States are solely responsible for the administration of United States flag ships, and as such the EU has no authority to apply provisions regarding the certification and classification of United States flag ships.

In their replies, the EU tried to demonstrate how Article 10 has no negative impact on safety and, consequently, the mutual recognition system should not be the concern of other countries. First of all, the United States fundamentally disagree with them on this point, especially as the United States have no say in how the mutual recognition system will be implemented. But even more fundamentally, they are missing the point. When it comes to ships of their flag, only the United States have the responsibility, obligation and authority to determine what does and what does not impact safety and to what extent the United States will consider any mutual recognition provisions between classification societies. In this instance, the EU has chosen to not provide us that consideration.

Perhaps, what the United States find most troubling and disappointing is the missed opportunity. The United States understand the issue the EU is trying to address by imposing the Article 10 mutual recognition system. At the same time, the United States also welcomed the EU proposal for the development of a Code for ROs. Unfortunately, by moving separately with this legislation, it questions the sincerity of the EU in the development of the Code. In the event that the EU continue to maintain there is no connection between ship classification, SOLAS and RO, the delegation respectfully requests that they review SOLAS regulation II-1/3-1.

In conclusion, let there be no misunderstanding. The United States acknowledge the authority of the EU to mandate requirements regarding EU ROs when carrying out their work on EU flag ships, but not on the ships of any other flag. For our part, the United States does not recognize the applicability of Article 10 to a United States RO, which also happens to be an EU RO, when carrying out its work on a United States flag ship.
