INTERNATIONAL MARITIME ORGANIZATION

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

Attached are annexes 2 to 33 to the report of the Maritime Safety Committee on its eighty-eighth session (MSC 88/26).

LIST OF ANNEXES

(See document MSC 88/26/Add.2 for annex 1)

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ANNEX 2

RESOLUTION MSC.308(88)
(adopted on 3 December 2010)

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-eighth session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the Annex to the present resolution;

2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 January 2012, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2012 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;

5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

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

Part D
Electrical installations

Regulation 41 – Main source of electrical power and lighting systems

1 In paragraph 6, the words "constructed on or after 1 July 2010" are inserted after the words "In passenger ships".

CHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Part A
General

Regulation 1 – Application

2 In paragraph 1.1, the date "1 July 2002" is replaced by the date "1 July 2012".

3 In paragraph 1.2.2, the date "1 July 2002" is replaced by the date "1 July 2012".

4 The existing paragraph 2.1 is replaced by the following:

"2.1 Unless expressly provided otherwise, for ships constructed before 1 July 2012, the Administration shall ensure that the requirements which are applicable under chapter II-2 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.1(XLV), MSC.6(48), MSC.13(57), MSC.22(59), MSC.24(60), MSC.27(61), MSC.31(63), MSC.57(67), MSC.99(73), MSC.134(76), MSC.194(80), MSC.201(81), MSC.216(82), MSC.256(84), MSC.269(85) and MSC.291(87) are complied with."

5 In paragraph 3.1, the date "1 July 2002" is replaced by the date "1 July 2012".

6 In paragraph 3.2, the date "1 July 2002" is replaced by the date "1 July 2012".

Regulation 3 – Definitions

7 The existing paragraph 23 is replaced by the following:

"23 *Fire Test Procedures Code* means the International Code for Application of Fire Test Procedures, 2010 (2010 FTP Code) as adopted by the Maritime Safety Committee of the Organization by resolution MSC.307(88), 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."

Part C
Suppression of fire

Regulation 7 – Detection and alarm

8 In paragraph 4.1, at the end of subparagraph .1, the word "and" is deleted; at the end of subparagraph .2.2, the period "." is replaced by the word "; and"; and the following new subparagraph .3 is added after the existing subparagraph .2.2:

".3 enclosed spaces containing incinerators".

CHAPTER V
SAFETY OF NAVIGATION

Regulation 18 – Approval, surveys and performance standards of navigation systems and equipment and voyage data recorder

9 The following new paragraph 9 is added after the existing paragraph 8:

"9 The automatic identification system (AIS) shall be subjected to an annual test. The test shall be conducted by an approved surveyor or an approved testing or servicing facility. The test shall verify the correct programming of the ship static information, correct data exchange with connected sensors as well as verifying the radio performance by radio frequency measurement and on-air test using, e.g., a Vessel Traffic Service (VTS). A copy of the test report shall be retained on board the ship."

Regulation 23 – Pilot transfer arrangements

10 The existing text of regulation 23 is replaced by the following:

"**1 Application**

1.1 Ships engaged on voyages in the course of which pilots may be employed shall be provided with pilot transfer arrangements.

1.2 Equipment and arrangements for pilot transfer which are installed[1] on or after 1 July 2012 shall comply with the requirements of this regulation, and due regard shall be paid to the standards adopted by the Organization[2].

1.3 Except as provided otherwise, equipment and arrangements for pilot transfer which are provided on ships before 1 July 2012 shall at least comply with the requirements of regulation 17[3] or 23, as applicable, of the International Convention for the Safety of Life at Sea, 1974, in force prior to that date, and due regard shall be paid to the standards adopted by the Organization prior to that date.

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1 Refer to the Unified interpretation of SOLAS regulation V/23 (MSC.1/Circ.1375).

2 Refer to the Assembly resolution on Pilot transfer arrangements, to be adopted by the Organization.

3 Refer to resolution MSC.99(73), renumbering previous regulation 17 as regulation 23, which entered into force on 1 July 2002.

1.4 Equipment and arrangements installed on or after 1 July 2012, which are a replacement of equipment and arrangements provided on ships before 1 July 2012, shall, in so far as is reasonable and practicable, comply with the requirements of this regulation.

1.5 With respect to ships constructed before 1 January 1994, paragraph 5 shall apply not later than the first survey[4] on or after 1 July 2012.

1.6 Paragraph 6 applies to all ships.

2 General

2.1 All arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.

2.2 The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge and who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

2.3 A pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the Organization[5]. Ladders shall be inspected in accordance with regulations I/6, 7 and 8.

2.4 All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.

2.5 Reference in this regulation to an accommodation ladder includes a sloping ladder used as part of the pilot transfer arrangements.

3 Transfer arrangements

3.1 Arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship.

3.2 In all ships, where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder[6], or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such

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

5 Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799:2004, *Ships and marine technology – Pilot ladders*.

6 Refer to regulation II-1/3-9 on Means of embarkation on and disembarkation from ships, adopted by resolution MSC.256(84), together with the associated Guidelines (MSC.1/Circ.1331).

equipment on each side, unless the equipment is capable of being transferred for use on either side.

3.3 Safe and convenient access to, and egress from, the ship shall be provided by either:

.1 a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that:

.1 it is clear of any possible discharges from the ship;

.2 it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;

.3 each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;

.4 the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes; or

.2 an accommodation ladder in conjunction with the pilot ladder (i.e. a combination arrangement), or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m. The accommodation ladder shall be sited leading aft. When in use, means shall be provided to secure the lower platform of the accommodation ladder to the ship's side, so as to ensure that the lower end of the accommodation ladder and the lower platform are held firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges.

.1 when a combination arrangement is used for pilot access, means shall be provided to secure the pilot ladder and manropes to the ship's side at a point of nominally 1.5 m above the bottom platform of the accommodation ladder. In the case of a combination arrangement using an accommodation ladder with a trapdoor in the bottom platform (i.e. embarkation platform), the pilot ladder and man ropes shall be rigged through the trapdoor extending above the platform to the height of the handrail.

4 Access to the ship's deck

Means shall be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance, and the ship's deck. Where such passage is by means of:

.1 a gateway in the rails or bulwark, adequate handholds shall be provided;

.2 a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted. The bulwark ladder shall be securely attached to the ship to prevent overturning.

5 Shipside doors

Shipside doors used for pilot transfer shall not open outwards.

6 Mechanical pilot hoists

Mechanical pilot hoists shall not be used.

7 Associated equipment

7.1 The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred:

.1 two man-ropes of not less than 28 mm and not more than 32 mm in diameter properly secured to the ship if required by the pilot; man-ropes shall be fixed at the rope end to the ring plate fixed on deck and shall be ready for use when the pilot disembarks, or upon request from a pilot approaching to board (the manropes shall reach the height of the stanchions or bulwarks at the point of access to the deck before terminating at the ring plate on deck);

.2 a lifebuoy equipped with a self-igniting light;

.3 a heaving line.

7.2 When required by paragraph 4 above, stanchions and bulwark ladders shall be provided.

8 Lighting

Adequate lighting shall be provided to illuminate the transfer arrangements overside and the position on deck where a person embarks or disembarks."

APPENDIX
CERTIFICATES

Form of Safety Certificate for Passenger Ships

11 The following new paragraphs 2.10 and 2.11 are added after the existing paragraph 2.9:

"2.10 the ship was/was not[1] subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38[1] of the Convention;

2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements[1] is/is not[1] appended to this Certificate.

_____

[1] Delete as appropriate."

Form of Safety Construction Certificate for Cargo Ships

12 The following new paragraphs 4 and 5 are added after the existing paragraph 3:

"4 That the ship was/was not[4] subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17[4] of the Convention.

5 That a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection[4] is/is not[4] appended to this Certificate.

_____

[4] Delete as appropriate."

Form of Safety Equipment Certificate for Cargo Ships

13 The following new paragraphs 2.7 and 2.8 are added after the existing paragraph 2.6:

"2.7 the ship was/was not[4] subjected to an alternative design and arrangements in pursuance of regulation(s) II-2/17 / III/38[4] of the Convention;

2.8 a Document of approval of alternative design and arrangements for fire protection/life-saving appliances and arrangements[4] is/is not[4] appended to this Certificate.

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[4] Delete as appropriate."

Form of Nuclear Passenger Ship Safety Certificate

14 The existing paragraphs 2.11 and 2.12 are replaced by the following:

"2.11 the ship was/was not[1] subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38[1] of the Convention;

2.12 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements[1] is/is not[1] appended to this Certificate.

_____

[1] Delete as appropriate."

Form of Nuclear Cargo Ship Safety Certificate

15 The existing paragraphs 2.10 and 2.11 are replaced by the following:

"2.10 the ship was/was not[3] subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38/[3] of the Convention;

2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements[3] is/is not[3] appended to this Certificate.

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[3] Delete as appropriate."

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ANNEX 3

RESOLUTION MSC.309(88)
(adopted on 3 December 2010)

ADOPTION OF AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention") and article VI of the Protocol of 1988 relating to the Convention (hereinafter referred to as "the 1988 SOLAS Protocol") concerning the procedure for amending the 1988 SOLAS Protocol,

HAVING CONSIDERED, at its eighty-eighth session, amendments to the 1988 SOLAS Protocol proposed and circulated in accordance with article VIII(b)(i) of the Convention and article VI of the 1988 SOLAS Protocol,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention and article VI of the 1988 SOLAS Protocol, amendments to the appendix to the Annex to the 1988 SOLAS Protocol, the text of which is set out in the Annex to the present resolution;

2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention and article VI of the 1988 SOLAS Protocol, that the said amendments shall be deemed to have been accepted on 1 January 2012, unless, prior to that date, more than one third of the Parties to the 1988 SOLAS Protocol or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES the Parties concerned to note that, in accordance with article VIII(b)(vii)(2) of the Convention and article VI of the 1988 SOLAS Protocol, the amendments shall enter into force on 1 July 2012, upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention and article VI of the 1988 SOLAS Protocol, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Parties to the 1988 SOLAS Protocol;

5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Parties to the 1988 SOLAS Protocol.

ANNEX

AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

ANNEX

MODIFICATIONS AND ADDITIONS TO THE ANNEX TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

APPENDIX

MODIFICATIONS AND ADDITIONS TO THE APPENDIX TO THE ANNEX TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Form of Safety Certificate for Passenger Ships

1 The existing paragraphs 2.10 and 2.11 are replaced by the following:

"2.10 the ship was/was not[1] subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38[1] of the Convention;

2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements[1] is/is not[1] appended to this Certificate.

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[1] Delete as appropriate."

Form of Safety Construction Certificate for Cargo Ships

2 The existing paragraphs 5 and 6 are replaced by the following:

"5 That the ship was/was not[4] subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17[4] of the Convention;

6 That a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection[4] is/is not[4] appended to this Certificate.

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[4] Delete as appropriate."

Form of Safety Equipment Certificate for Cargo Ships

3 The existing paragraphs 2.7 and 2.8 are replaced by the following:

"2.7 the ship was/was not[4] subjected to an alternative design and arrangements in pursuance of regulation(s) II-2/17 / III/38[4] of the Convention;

2.8 a Document of approval of alternative design and arrangements for fire protection/life-saving appliances and arrangements[4] is/is not[4] appended to this Certificate.

[4] Delete as appropriate."

Form of Safety Certificate for Cargo Ships

4 The existing paragraphs 2.11 and 2.12 are replaced by the following:

"2.11 the ship was/was not[4] subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38[4] of the Convention;

2.12 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements[4] is/is not[4] appended to this Certificate.

[4] Delete as appropriate."

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ANNEX 4

RESOLUTION MSC.310(88)
(adopted on 3 December 2010)

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR SAFE CONTAINERS (CSC), 1972

THE MARITIME SAFETY COMMITTEE,

RECALLING article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING article X of the International Convention for Safe Containers, 1972 (hereinafter referred to as "the Convention"), concerning the special procedure for amending the Annexes to the Convention,

HAVING CONSIDERED, at its eighty-eighth session, proposed amendments to the Convention in accordance with the procedure set forth in paragraphs 1 and 2 of article X of the Convention,

1. ADOPTS the amendments to the Annexes of the Convention, the text of which is set out in the Annex to the present resolution;

2. DETERMINES, in accordance with paragraph 3 of article X of the Convention, that the said amendments shall enter into force on 1 January 2012 unless, prior to 1 July 2011, five or more of the Contracting Parties notify the Secretary-General of their objection to the amendments;

3. REQUESTS the Secretary-General, in conformity with paragraph 2 of article X of the Convention, to communicate the certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Parties for their acceptance;

4. FURTHER REQUESTS the Secretary-General to inform all Contracting Parties and Members of the Organization of any request and communication under article X of the Convention and of the date on which the amendments enter into force.

ANNEX

**AMENDMENTS TO
THE INTERNATIONAL CONVENTION FOR SAFE CONTAINERS, 1972, AS AMENDED**

**ANNEX I
REGULATIONS FOR THE TESTING, INSPECTION, APPROVAL
AND MAINTENANCE OF CONTAINERS**

**Chapter I
Regulations common to all systems of approval**

Regulation 1 – Safety Approval Plate

1 A new sentence is added at the end of paragraph 3 as follows:

"Where the stacking or racking values are less than 192,000 kg or 150 kN, respectively, the container shall be considered as having limited stacking or racking capacity and shall be conspicuously marked, as required under the relevant standards*.

* Refer to standard ISO 6346, Freight containers – Coding, identification and marking."

Regulation 2 – Maintenance and examination

2 After the existing paragraph 3, new paragraphs 4 and 5 are added as follows and the existing paragraph 4 is renumbered as paragraph 6:

"4 As a minimum, approved programmes should be reviewed once every 10 years to ensure their continued viability. In order to ensure uniformity by all involved in the inspection of containers and their ongoing operational safety, the Contracting Party concerned shall ensure the following elements are covered in each prescribed periodic or approved continuous examination programme:

.1 methods, scope and criteria to be used during examinations;

.2 frequency of examinations;

.3 qualifications of personnel to carry out examinations;

.4 system of keeping records and documents that will capture:

.1 the owner's unique serial number of the container;

.2 the date on which the examination was carried out;

.3 identification of the competent person who carried out the examination;

.4 the name and location of the organization where the examination was carried out;

.5 the results of the examination; and

.6 in the case of a Periodic Examination Scheme (PES), the Next Examination Date (NED);

.5 a system for recording and updating the identification numbers of all containers covered by the appropriate examination scheme;

.6 methods and systems for maintenance criteria that addresses the design characteristics of the specific containers;

.7 provisions for maintaining leased containers if different than those used for owned containers; and

.8 conditions and procedures for adding containers into an already approved programme.

5 The Contracting Party shall carry out periodic audits of approved programmes to ensure compliance with the provisions approved by the Contracting Party. The Contracting Party shall withdraw any approval when the conditions of approval are no longer complied with."

3 After the renumbered paragraph 6, a new paragraph 7 is added as follows:

"7 Administrations shall make information on approved Continuous Examination Programmes publicly available."

APPENDIX

4 After the existing paragraph 9, new paragraphs 10 and 11 are added as follows:

"10 One door off stacking strength to be indicated on plate only if the container is approved for one door off operation. The marking shall show: ALLOWABLE STACKING MASS ONE DOOR OFF FOR 1.8 g (... kg ... lbs). This marking shall be displayed immediately near the racking test value (see line 5).

11 One door off racking strength to be indicated on plate only if the container is approved for one door off operation. The marking shall show: RACKING TEST LOAD VALUE ONE DOOR OFF (... kg ... lbs). This marking shall be displayed immediately near the stacking test value (see line 6)."

ANNEX II

STRUCTURAL SAFETY REQUIREMENTS AND TESTS

Test loads and test procedures

5 After the existing section 7, a new section 8 is added as follows:

"**8 ONE DOOR OFF OPERATION**

1 Containers with one door removed have a significant reduction in their ability to withstand racking loads and, potentially, a reduction in stacking strength. The removal of a door on a container in operation is considered a modification of the container. Containers must be approved for one door off operation. Such approval should be based on test results as set forth below.

2 On successful completion of the stacking test the container may be rated for the allowable superimposed stacking mass, which should be indicated on the Safety Approval Plate immediately below line 5: ALLOWABLE STACKING MASS FOR 1.8 g (kg and lbs) ONE DOOR OFF.

3 On successful completion of the racking test the racking test load should be indicated on the Safety Approval Plate immediately below line 6: RACKING TEST LOAD VALUE (kg and lbs) ONE DOOR OFF.

TEST LOADINGS AND APPLIED FORCES	TEST PROCEDURES
Stacking	
Internal loading: A uniformly distributed load such that the combined mass of the container and test load is equal to 1.8R.	The test procedures should be as set forth under **2 STACKING**
Externally applied forces: Such as to subject each of the four corner fittings to a vertical downward force equal to 0.25 x 1.8 x the allowable superimposed static stacking mass.	
Transverse racking	
Internal loading: None.	The test procedures should be as set forth under **4 TRANSVERSE RACKING**
Externally applied forces: Such as to rack the end structures of the container sideways. The forces shall be equal to those for which the container was designed."	

6 After the existing annex II, new annex III is added as follows:

"**ANNEX III**

CONTROL AND VERIFICATION

1 Introduction

Article VI of the Convention refers to the control measures that may be taken by Contracting Parties. Such control should be limited to verifying that the container carries a valid Safety Approval Plate, and an approved continuous examination programme (ACEP) or a valid Next Examination Date (NED) marking, unless there is significant evidence for believing that the condition of the container is such as to create an obvious risk to safety. This Annex provides specifics to enable authorized officers to assess the integrity of structurally sensitive components of containers and to help them decide whether a container is safe to continue in transportation or whether it should be stopped until remedial action has been taken. The criteria given are to be used to make immediate out of service determinations, and should not be used as repair or in-service criteria under a CSC ACEP or a periodic examination scheme.

2 Control measures

Authorized officers should consider the following:

.1 control should be exercised on those containers that create an obvious risk to safety;

.2 loaded containers with damages equal to, or in excess of, the criteria set forth below are deemed to place a person in danger. The authorized officer should stop those containers. However, the authorized officer may permit the onward movement of the container, if it is to be moved to its ultimate destination without lifting from its current means of transport;

.3 empty containers with damages equal to, or in excess of, the criteria set forth below are also deemed to place a person in danger. Empty containers are typically repositioned for repair at an owner-selected depot provided they can be safely moved; this can involve either a domestic or an international move. Any damaged container being repositioned should be handled and transported with due regard to its structural deficiency;

.4 authorized officers should notify the container owner, lessee or bailee, as appropriate, whenever a container is placed under control;

.5 the provisions set forth in this Annex are not exhaustive for all types of containers or all possible deficiencies or combination of deficiencies;

.6 damage to a container may appear serious without creating an obvious risk to safety. Some damage such as holes may infringe customs requirements but may not be structurally significant; and

.7 major damage may be the result of significant impact which could be caused by improper handling of the container or other containers, or significant movement of the cargo within the container. Therefore, special attention should be given to signs of recent impact damage.

3 Training of authorized officers

The Contracting Party exercising control should ensure that authorized officers tasked to carry out these assessments and control measures receive the necessary training. This training should involve both theoretical and practical instruction.

4 Structurally sensitive components and definition of serious structural deficiencies in each

4.1 The following components are structurally sensitive and should be examined for serious deficiencies:

Structurally sensitive component	**Serious structural deficiency**
Top rail	Local deformation to the rail in excess of 60 mm or separation or cracks or tears in the rail material in excess of 45 mm in length. Note: On some designs of tank containers the top rail is not a structurally significant component.
Bottom rail	Local deformation perpendicular to the rail in excess of 100 mm or separation or cracks or tears in the rail's material in excess of 75 mm in length.
Header	Local deformation to the header in excess of 80 mm or cracks or tears in excess of 80 mm in length.
Sill	Local deformation to the sill in excess of 100 mm or cracks or tears in excess of 100 mm in length.
Corner posts	Local deformation to the post exceeding 50 mm or tears or cracks in excess of 50 mm in length.
Corner and intermediate fittings (Castings)	Missing corner fittings, any through cracks or tears in the fitting, any deformation of the fitting that precludes full engagement of securing or lifting fittings, any deformation of the fitting beyond 5 mm from its original plane, any aperture width greater than 66 mm, any aperture length greater than 127 mm, any reduction in thickness of the plate containing the top aperture that makes it less than 23 mm thick or any weld separation of adjoining components in excess of 50 mm in length.
Under structure	Two or more adjacent cross members missing or detached from the bottom rails. Twenty per cent (20%) or more of the total number of cross members are missing or detached. Note: If onward transportation is permitted, it is essential that detached cross members are precluded from falling free.
Locking rods	One or more inner locking rod is non-functional. Note: Some containers are designed and approved (and so recorded on the CSC Plate) to operate with one door open or removed.

4.2 The effect of two or more incidents of damage in the same structurally sensitive component, even though each is less than in the above table, could be equal to, or greater than, the effect of the single damage noted in the table. In such circumstances, the authorized officer may stop the container and seek further guidance from the Contracting Party.

4.3 For tank containers, the attachment of the shell to the container frame should also be examined for any readily visible serious structural deficiency comparable to that specified in the table. If any such serious structural deficiency is found in any of these attachments, the control officer should stop the container.

4.4 For platform containers with folding end frames, the end frame locking mechanism and the hinge pins about which the end frame rotates are structurally sensitive and should also be inspected for damage."

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ANNEX 5

RESOLUTION MSC.311(88)
(adopted on 3 December 2010)

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.98(73) by which it adopted the International Code for Fire Safety Systems (hereinafter referred to as "the FSS Code"), which has become mandatory under chapter II-2 of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as "the Convention"),

NOTING ALSO article VIII(b) and regulation II-2/3.22 of the Convention concerning the procedure for amending the FSS Code,

HAVING CONSIDERED, at its eighty-eighth session, amendments to the FSS Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the International Code for Fire Safety Systems, the text of which is set out in the Annex to the present resolution;

2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2012, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention the amendments shall enter into force on 1 July 2012 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;

5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)

The existing chapter 9 is replaced by the following:

"**Chapter 9**
Fixed fire detection and fire alarm systems

1 Application

1.1 This chapter details the specification of fixed fire detection and fire alarm systems as required by chapter II-2 of the Convention. Unless expressly provided otherwise, the requirements of this chapter shall apply to ships constructed on or after 1 July 2012.

1.2 Definitions

1.2.1 *Section* means a group of fire detectors and manually operated call points as reported in the indicating unit(s).

1.2.2 *Section identification capability* means a system with the capability of identifying the section in which a detector or manually operated call point has activated.

1.2.3 *Individually identifiable* means a system with the capability to identify the exact location and type of detector or manually activated call point which has activated, and which can differentiate the signal of that device from all others.

2 Engineering specifications

2.1 General requirements

2.1.1 Any required fixed fire detection and fire alarm system with manually operated call points shall be capable of immediate operation at all times (this does not require a backup control panel). Notwithstanding this, particular spaces may be disconnected, for example, workshops during hot work and ro-ro spaces during on and off-loading. The means for disconnecting the detectors shall be designed to automatically restore the system to normal surveillance after a predetermined time that is appropriate for the operation in question. The space shall be manned or provided with a fire patrol when detectors required by regulation are disconnected. Detectors in all other spaces shall remain operational.

2.1.2 The fire detection system shall be designed to:

.1 control and monitor input signals from all connected fire and smoke detectors and manual call points;

.2 provide output signals to the navigation bridge, continuously manned central control station or onboard safety centre to notify the crew of fire and fault conditions;

.3 monitor power supplies and circuits necessary for the operation of the system for loss of power and fault conditions; and

.4 the system may be arranged with output signals to other fire safety systems including:

.1 paging systems, fire alarm or public address systems;

.2 fan stops;

.3 fire doors;

.4 fire dampers;

.5 sprinkler systems;

.6 smoke extraction systems;

.7 low-location lighting systems;

.8 fixed local application fire-extinguishing systems;

.9 closed circuit television (CCTV) systems; and

.10 other fire safety systems.

2.1.3 The fire detection system may be connected to a decision management system provided that:

.1 the decision management system is proven to be compatible with the fire detection system;

.2 the decision management system can be disconnected without losing any of the functions required by this chapter for the fire detection system; and

.3 any malfunction of the interfaced and connected equipment should not propagate under any circumstance to the fire detection system.

2.1.4 Detectors and manual call points shall be connected to dedicated sections of the fire detection system. Other fire safety functions, such as alarm signals from the sprinkler valves, may be permitted if in separate sections.

2.1.5 The system and equipment shall be suitably designed to withstand supply voltage variation and transients, ambient temperature changes, vibration, humidity, shock, impact and corrosion normally encountered in ships. All electrical and electronic equipment on the bridge or in the vicinity of the bridge shall be tested for electromagnetic compatibility, taking into account the recommendations developed by the Organization*.

2.1.6 Fixed fire detection and fire alarm systems with individually identifiable fire detectors shall be so arranged that:

* Refer to the General requirements for electromagnetic compatibility for all electrical and electronic equipment, adopted by the Organization by resolution A.813(19).

.1 means are provided to ensure that any fault (e.g., power break, short circuit, earth, etc.) occurring in the section will not prevent the continued individual identification of the remainder of the connected detectors in the section;

.2 all arrangements are made to enable the initial configuration of the system to be restored in the event of failure (e.g., electrical, electronic, informatics, etc.);

.3 the first initiated fire alarm will not prevent any other detector from initiating further fire alarms; and

.4 no section will pass through a space twice. When this is not practical (e.g., for large public spaces), the part of the section which by necessity passes through the space for a second time shall be installed at the maximum possible distance from the other parts of the section.

2.1.7 In passenger ships, the fixed fire detection and fire alarm system shall be capable of remotely and individually identifying each detector and manually operated call point. Fire detectors fitted in passenger ship cabins, when activated, shall also be capable of emitting, or cause to be emitted, an audible alarm within the space where they are located. In cargo ships and on passenger ship cabin balconies the fixed fire detection and fire alarm system shall, as a minimum, have section identification capability.

2.2 ***Sources of power supply***

2.2.1 There shall be not less than two sources of power supply for the electrical equipment used in the operation of the fixed fire detection and fire alarm system, one of which shall be an emergency source of power. The supply shall be provided by separate feeders reserved solely for that purpose. Such feeders shall run to an automatic change-over switch situated in or adjacent to the control panel for the fire detection system. The main (respective emergency) feeder shall run from the main (respective emergency) switchboard to the change-over switch without passing through any other distributing switchboard.

2.2.2 There shall be sufficient power to permit the continued operation of the system with all detectors activated, but not more than 100 if the total exceeds this figure.

2.2.3 The emergency source of power specified in paragraph 2.2.1 above shall be sufficient to maintain the operation of the fire detection and fire alarm system for the periods required under regulations II-1/42 and 43 of the Convention, and at the end of that period, shall be capable of operating all connected visual and audible fire alarm signals for a period of at least 30 min.

2.3 ***Component requirements***

2.3.1 Detectors

2.3.1.1 Detectors shall be operated by heat, smoke or other products of combustion, flame, or any combination of these factors. Detectors operated by

other factors indicative of incipient fires may be considered by the Administration provided that they are no less sensitive than such detectors.

2.3.1.2 Smoke detectors required in all stairways, corridors and escape routes within accommodation spaces shall be certified to operate before the smoke density exceeds 12.5% obscuration per metre, but not until the smoke density exceeds 2% obscuration per metre, when tested according to standards EN 54:2001 and IEC 60092-505:2001. Alternative testing standards may be used as determined by the Administration. Smoke detectors to be installed in other spaces shall operate within sensitivity limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or oversensitivity.

2.3.1.3 Heat detectors shall be certified to operate before the temperature exceeds 78ºC but not until the temperature exceeds 54ºC, when the temperature is raised to those limits at a rate less than 1ºC per min, when tested according to standards EN 54:2001 and IEC 60092-505:2001. Alternative testing standards may be used as determined by the Administration. At higher rates of temperature rise, the heat detector shall operate within temperature limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or oversensitivity.

2.3.1.4 The operation temperature of heat detectors in drying rooms and similar spaces of a normal high ambient temperature may be up to 130ºC, and up to 140ºC in saunas.

2.3.1.5 Flame detectors shall be tested according to standards EN 54-10:2001 and IEC 60092-505:2001. Alternative testing standards may be used as determined by the Administration.

2.3.1.6 All detectors shall be of a type such that they can be tested for correct operation and restored to normal surveillance without the renewal of any component.

2.3.1.7 Fixed fire detection and fire alarm systems for cabin balconies shall be approved by the Administration, based on the guidelines developed by the Organization*.

2.3.1.8 Detectors fitted in hazardous areas shall be tested and approved for such service. Detectors required by regulation II-2/20.4 and installed in spaces that comply with regulation II-2/20.3.2.2 of the Convention need not be suitable for hazardous areas. Detectors fitted in spaces carrying dangerous goods, required by regulation II-2/19, table 19.3, of the Convention to comply with regulation II-2/19.3.2 of the Convention, shall be suitable for hazardous areas.

2.3.2 Control panel

The control panel for the fire detection system shall be tested according to standards EN 54-2:1997, EN 54-4:1997 and IEC 60092-504:2001. Alternative standards may be used as determined by the Administration.

* Refer to the Guidelines for approval of fixed fire detection and fire alarm systems for cabin balconies (MSC.1/Circ.1242).

2.3.3 Cables

Cables used in the electrical circuits shall be flame retardant according to standard IEC 60332-1. On passenger ships, cables routed through other main vertical zones that they serve, and cables to control panels in an unattended fire control station shall be fire resisting according to standard IEC 60331, unless duplicated and well separated.

2.4 ***Installation requirements***

2.4.1 Sections

2.4.1.1 Detectors and manually operated call points shall be grouped into sections.

2.4.1.2 A section of fire detectors which covers a control station, a service space or an accommodation space shall not include a machinery space of category A or a ro-ro space. A section of fire detectors which covers a ro-ro space shall not include a machinery space of category A. For fixed fire detection systems with remotely and individually identifiable fire detectors, a section covering fire detectors in accommodation, service spaces and control stations shall not include fire detectors in machinery spaces of category A or ro-ro spaces.

2.4.1.3 Where the fixed fire detection and fire alarm system does not include means of remotely identifying each detector individually, no section covering more than one deck within accommodation spaces, service spaces and control stations shall normally be permitted except a section which covers an enclosed stairway. In order to avoid delay in identifying the source of fire, the number of enclosed spaces included in each section shall be limited as determined by the Administration. If the detection system is fitted with remotely and individually identifiable fire detectors, the sections may cover several decks and serve any number of enclosed spaces.

2.4.1.4 In passenger ships, a section of detectors and manually operated call points shall not be situated in more than one main vertical zone, except on cabin balconies.

2.4.2 Positioning of detectors

2.4.2.1 Detectors shall be located for optimum performance. Positions near beams and ventilation ducts, or other positions where patterns of air flow could adversely affect performance, and positions where impact or physical damage is likely, shall be avoided. Detectors shall be located on the overhead at a minimum distance of 0.5 m away from bulkheads, except in corridors, lockers and stairways.

2.4.2.2 The maximum spacing of detectors shall be in accordance with the table below:

Table 9.1 – Spacing of detectors

Type of detector	Maximum floor area per detector (m^2)	Maximum distance apart between centres (m)	Maximum distance away from bulkheads (m)
Heat	37	9	4.5
Smoke	74	11	5.5

The Administration may require or permit other spacing based upon test data which demonstrate the characteristics of the detectors. Detectors located below moveable ro-ro decks shall be in accordance with the above.

2.4.2.3 Detectors in stairways shall be located at least at the top level of the stair and at every second level beneath.

2.4.2.4 When fire detectors are installed in freezers, drying rooms, saunas, parts of galleys used to heat food, laundries and other spaces where steam and fumes are produced, heat detectors may be used.

2.4.2.5 Where a fixed fire detection and fire alarm system is required by regulation II-2/7.5 of the Convention, spaces having little or no fire risk need not be fitted with detectors. Such spaces include void spaces with no storage of combustibles, private bathrooms, public toilets, fire-extinguishing medium storage rooms, cleaning gear lockers (in which flammable liquids are not stowed), open deck spaces and enclosed promenades having little or no fire risk and that are naturally ventilated by permanent openings.

2.4.3 Arrangement of cables

2.4.3.1 Cables which form part of the system shall be so arranged as to avoid galleys, machinery spaces of category A, and other enclosed spaces of high fire risk except where it is necessary to provide for fire detection or fire alarms in such spaces or to connect to the appropriate power supply.

2.4.3.2 A section with individually identifiable capability shall be arranged so that it cannot be damaged at more than one point by a fire.

2.5 ***System control requirements***

2.5.1 Visual and audible fire signals*

2.5.1.1 The activation of any detector or manually operated call point shall initiate a visual and audible fire detection alarm signal at the control panel and indicating units. If the signals have not been acknowledged within 2 min, an audible fire alarm shall be automatically sounded throughout the crew accommodation and service spaces, control stations and machinery spaces of category A. This alarm sounder system need not be an integral part of the detection system.

2.5.1.2 In passenger ships, the control panel shall be located in the onboard safety centre. In cargo ships, the control panel shall be located on the navigation bridge or in the fire control station.

2.5.1.3 In passenger ships, an indicating unit that is capable of individually identifying each detector that has been activated or manually operated call point that has operated shall be located on the navigation bridge. In cargo ships, an indicating unit shall be located on the navigation bridge if the control panel is located in the fire control station. In cargo ships and on passenger cabin balconies, indicating units shall, as a minimum, denote the section in which a detector has activated or manually operated call point has operated.

* Refer to the Code on Alerts and Indicators, 2009, as adopted by the Organization by resolution A.1021(26).

2.5.1.4 Clear information shall be displayed on or adjacent to each indicating unit about the spaces covered and the location of the sections.

2.5.1.5 Power supplies and electric circuits necessary for the operation of the system shall be monitored for loss of power and fault conditions as appropriate including:

.1 a single open or power break fault caused by a broken wire;

.2 a single ground fault caused by the contact of a wiring conductor to a metal component; and

.3 a single wire to wire fault caused by the contact of two or more wiring conductors.

Occurrence of a fault condition shall initiate a visual and audible fault signal at the control panel which shall be distinct from a fire signal.

2.5.1.6 Means to manually acknowledge all alarm and fault signals shall be provided at the control panel. The audible alarm sounders on the control panel and indicating units may be manually silenced. The control panel shall clearly distinguish between normal, alarm, acknowledged alarm, fault and silenced conditions.

2.5.1.7 The system shall be arranged to automatically reset to the normal operating condition after alarm and fault conditions are cleared.

2.5.1.8 When the system is required to sound a local audible alarm within the cabins where the detectors are located, a means to silence the local audible alarms from the control panel shall not be permitted.

2.5.1.9 In general, audible alarm sound pressure levels at the sleeping positions in the cabins and 1 m from the source shall be at least 75 dB(A) and at least 10 dB(A) above ambient noise levels existing during normal equipment operation with the ship under way in moderate weather. The sound pressure level should be in the 1/3 octave band about the fundamental frequency. Audible alarm signals shall not exceed 120 dB(A).

2.5.2 Testing

Suitable instructions and component spares for testing and maintenance shall be provided. Detectors shall be periodically tested using equipment suitable for the types of fires to which the detector is designed to respond. Ships with self-diagnostic systems that have in place a cleaning regime for areas where heads may be prone to contamination may carry out testing in accordance with the requirements of the Administration."

***

ANNEX 6

RESOLUTION MSC.312(88)
(adopted on 2 December 2010)

REVISED GUIDELINES ON THE PREVENTION OF ACCESS BY STOWAWAYS AND THE ALLOCATION OF RESPONSIBILITIES TO SEEK THE SUCCESSFUL RESOLUTION OF STOWAWAY CASES

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

HAVING CONSIDERED the general purpose of the Convention on Facilitation of International Maritime Traffic, 1965, as amended (the FAL Convention), and in particular article III thereof,

RECALLING the provisions of resolution A.1027(26) on Application and revision of the Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases (resolution A.871(20)),

RECALLING ALSO that the International Convention Relating to Stowaways, 1957, which attempted to establish an internationally acceptable regime for dealing with stowaways, has not yet come into force,

RECALLING FURTHER that, in accordance with article VII(2)(a) of the FAL Convention, the Facilitation Committee, at its twenty-ninth session, adopted by resolution FAL.7(29) Amendments to the Convention on Facilitation of International Maritime Traffic, 1965, as amended, which introduced a new section 4 on Stowaways in the Annex to the Convention, prescribing Standards and Recommended Practices on matters relating to stowaways (the FAL provisions on stowaways), which entered into force on 1 May 2003,

RECALLING IN ADDITION that, for the purpose of this resolution, a stowaway is defined as a person who is secreted on a ship, or in cargo which is subsequently loaded on the ship, without the consent of the shipowner or the master or any other responsible person, and who is detected on board the ship after it has departed from a port, or in the cargo while unloading it in the port of arrival, and is reported as a stowaway by the master to the appropriate authorities,

NOTING with concern the number of incidents involving stowaways, the consequent potential for disruption of maritime traffic, the impact such incidents may have on the safe and secure operation of ships and the considerable risks faced by stowaways, including loss of life,

NOTING FURTHER that the Assembly, at its twentieth regular session, adopted, by resolution A.871(20), Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases (the Guidelines),

RECALLING that resolution A.1027(26) expressed conviction of the need to align, to the extent possible and desirable, the Guidelines with the FAL provisions on stowaways and to revise them in a manner that reflects developments in efforts undertaken to prevent stowaways, as well as to provide guidance and recommendations, taking into account the FAL provisions on stowaways, on measures which can be implemented by vessels to prevent cases involving stowaways,

RECOGNIZING that the revision of the Guidelines should be done in a manner that does not duplicate the existing provisions of the Special measures to enhance maritime security contained in chapter XI-2 of the International Convention for the Safety of Life at Sea, 1974, as amended, and in the International Ship and Port Facility Security (ISPS) Code, but augments and supplements them in the context of preventing cases involving stowaways,

RECALLING that one of the functional requirements of the ISPS Code is to prevent unauthorized access of any kind to ships, port facilities and their restricted areas, and that ship security assessments and port facility security assessments should consider all possible threats, including the presence of stowaways,

TAKING INTO ACCOUNT that some stowaways may be asylum seekers and refugees, which should entitle them to such relevant procedures as those provided by international instruments and national legislation,

BEING AWARE that considerable difficulties continue to be encountered by shipmasters and shipping companies, shipowners and ship operators when stowaways are to be disembarked from ships into the care of the appropriate authorities,

AGREEING that the existence of the present guidance should in no way be regarded as condoning or encouraging the practice of stowing away and other illegal migration, and should not undermine efforts to combat the separate problems of alien smuggling or human trafficking,

NOTING that several Member States which are also Contracting Governments to the FAL Convention:

(a) have notified the Secretary-General, in accordance with article VIII(1) of the FAL Convention (in relation to the Standards specified in section 4 of the Annex to the FAL Convention) either that they find it impracticable to comply with the above-mentioned Standards or of differences between their own practices and those Standards; or

(b) have not yet notified the Secretary-General, in accordance with article VIII(3) of the FAL Convention, that they have brought their formalities, documentary requirements and procedures into accord in so far as practicable with the Recommended Practices specified in section 4 of the Annex to the FAL Convention,

NOTING ALSO that the parallel existence of the Guidelines and the FAL provisions on stowaways has raised questions in relation to the procedures to be followed for dealing with stowaways by Member States which are also Contracting Governments to the FAL Convention, in particular those referred to above,

BELIEVING that, at present, stowaway cases can best be resolved through close co-operation among all authorities and persons concerned,

BELIEVING FURTHER that, in normal circumstances, through such cooperation, stowaways should, as soon as practicable, be removed from the ship concerned and returned to the country of nationality/citizenship or to the port of embarkation, or to any other country which would accept them,

RECOGNIZING that stowaway incidents should be dealt with humanely by all Parties involved, giving due consideration to the operational safety of the ship and its crew,

WHILST URGING national authorities, port authorities, shipowners and masters to take all reasonable precautions to prevent stowaways gaining access to vessels,

RECALLING ALSO resolution A.1027(26), adopted by the Assembly at its twenty-seventh regular session, by which the Assembly, *inter alia,* authorized the Facilitation Committee and the Maritime Safety Committee to adopt jointly the necessary amendments to the Guidelines and to promulgate them by appropriate means,

HAVING CONSIDERED the work done by the Facilitation Committee, at its thirty-sixth session,

NOTING that the Facilitation Committee, at its thirty-seventh session, is expected to adopt a resolution on Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases, in which it will adopt identical amendments to the Guidelines,

1. ADOPTS the Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases, set out in the Annex to the present resolution;

2. AGREES that the provisions of this resolution should, in accordance with resolution A.1027(26), be considered as being of relevance only with respect to:

(a) Member States which are not Contracting Governments to the FAL Convention; and

(b) Member States which are Contracting Governments to the FAL Convention and which:

(i) have notified the Secretary-General, in accordance with article VIII(1) of the FAL Convention (in relation to the Standards specified in section 4 of the Annex to the FAL Convention) either that they find it impracticable to comply with the aforementioned Standards or of differences between their own practices and those Standards; or

(ii) have not yet notified the Secretary-General, in accordance with article VIII(3) of the FAL Convention, that they have brought their formalities, documentary requirements and procedures into accord in so far as practicable with the Recommended Practices specified in section 4 of the Annex to the FAL Convention;

3. URGES Governments to implement in their national policies and practices the amended procedures recommended in the annexed Guidelines as from 1 October 2011;

4. URGES ALSO Governments to deal with stowaway cases in a spirit of cooperation with other parties concerned, on the basis of the allocation of responsibilities set out in the annexed Guidelines;

5. INVITES shipping companies, shipowners, ship operators and other stakeholders to take on the relevant responsibilities set out in the annexed Guidelines and to guide their masters and crews as to their respective responsibilities in stowaway cases;

6. INVITES Governments to develop, in cooperation with the industry, comprehensive strategies to improve access control and prevent intending stowaways from gaining access to ships;

7. AGREES that the Maritime Safety Committee should continue to monitor the effectiveness of the annexed Guidelines on the basis of information provided by Governments and the industry, to keep them under review and to take such further action;

8. REQUESTS ALSO the Assembly to endorse the action taken by the Maritime Safety Committee and the Facilitation Committee.

ANNEX

REVISED GUIDELINES ON THE PREVENTION OF STOWAWAY INCIDENTS AND THE ALLOCATION OF RESPONSIBILITIES TO SEEK THE SUCCESSFUL RESOLUTION OF STOWAWAY CASES

1 Introduction

1.1 Masters, shipowners, public authorities, port authorities and other stakeholders, including those providing security services ashore, have a responsibility to cooperate to the fullest extent possible in order:

.1 to prevent stowaway incidents; and

.2 to resolve stowaway cases expeditiously and secure that an early return or repatriation of the stowaway will take place. All appropriate measures should be taken in order to avoid situations where stowaways must stay on board ships indefinitely.

1.2 However, no matter how effective port and ship security measures are, it is recognized that there will still be occasions when stowaways gain access to vessels, either secreted in the cargo or by surreptitious boarding.

1.3 The resolution of stowaway cases is difficult because of different national legislation in each of the several potentially involved States: the State of embarkation, the State of disembarkation, the flag State of the ship, the State of apparent, claimed or actual nationality/ citizenship or right of residence of the stowaway, and States of transit during repatriation.

2 Definitions

For the purpose of these Guidelines:

.1 *Attempted stowaway*. A person who is secreted on a ship, or in cargo which is subsequently loaded on the ship, without the consent of the shipowner or the master or any other responsible person, and who is detected on board the ship before it has departed from the port.

.2 *Port*. Any port, terminal, offshore terminal, ship and repair yard or roadstead which is normally used for the loading, unloading, repair and anchoring of ships, or any other place at which a ship can call.

.3 *Public authorities*. The agencies or officials in a State responsible for the application and enforcement of the laws and regulations of that State which relate to any aspect of the present Guidelines.

.4 *Security measures*. Measures developed and implemented in accordance with international agreements to improve security on board ships, in port areas, facilities and of goods moving in the international supply chain to detect and prevent unlawful acts[1].

[1] Reference is made to chapter XI-2 of the International Convention for the Safety of Life at Sea, 1974, as amended (1974 SOLAS Convention) and the International Ship and Port Facility Security Code, as amended (the ISPS Code); and to the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (1988 SUA Convention) and its 2005 Protocol (2005 SUA Protocol).

.5 *Shipowner.* One who owns or operates a ship, whether a person, a corporation or other legal entity, and any person acting on behalf of the owner or operator.

.6 *Stowaway.* A person who is secreted on a ship, or in cargo which is subsequently loaded on the ship, without the consent of the shipowner or the master or any other responsible person and who is detected on board the ship after it has departed from a port, or in the cargo while unloading it in the port of arrival, and is reported as a stowaway by the master to the appropriate authorities.

3 Basic principles

On the basis of the experience thus far, the application of the following basic principles have been useful in preventing stowaway incidents and have been helpful in the speedy resolution of stowaway cases:

.1 Stowaway incidents should be dealt with in a manner consistent with humanitarian principles. Due consideration must always be given to the operational safety and security of the ship and to the safety and well-being of the stowaway.

.2 Public authorities, port authorities, shipowners and masters, should co-operate to the fullest extent possible in order to prevent stowaway incidents.

.3 Shipowners, masters, port authorities and public authorities should have adequate security arrangements in place which, as far as practicable, will prevent intending stowaways from getting aboard a ship or, if this fails, will detect them before the ship leaves port or, at the latest, before it arrives at the next port of call.

.4 Adequate, frequent and well timed searches minimize the risk of having to deal with a stowaway case and may also save the life of a stowaway who may, for example, be hiding in a place which is subsequently sealed and/or chemically treated.

.5 Public authorities, port authorities, shipowners and masters, should co-operate to the fullest extent possible in order to resolve stowaway cases expeditiously and secure that an early return or repatriation of the stowaway will take place. All appropriate measures should be taken in order to avoid situations where stowaways must stay on board ships indefinitely.

.6 Stowaways arriving at or entering a State without the required documents are, in general, illegal entrants. Decisions on dealing with such situations are the prerogative of the States where such arrival or entry occurs.

.7 Stowaway asylum-seekers should be treated in accordance with international protection principles as set out in international instruments, such as the provisions of the United Nations Convention relating to the Status of Refugees of 28 July 1951 and of the United Nations Protocol

relating to the Status of Refugees of 31 January 1967 and relevant national legislation.[2]

.8 Every effort should be made to avoid situations where a stowaway has to be detained on board a ship indefinitely. In this regard States should co-operate with the shipowner in arranging the disembarkation of a stowaway to an appropriate State.

.9 States should accept the return of stowaways who have full nationality/citizenship status in that State, or have a right of residence in that State.

.10 Where the nationality or citizenship or right of residence cannot be established, the State of the original port of embarkation of a stowaway should accept the return of such a stowaway for examination pending final case disposition.

4 Preventive measures

4.1 Port/terminal authorities

4.1.1 States and port and terminal owners, operators and authorities should ensure that the necessary infrastructure, and operational and security arrangements for the purpose of preventing persons attempting to stowaway on board ships from gaining access to port installations and to ships, are established in all their ports, taking into consideration when developing these arrangements the size of the port, and what type of cargo is shipped from the port. This should be done in close cooperation with relevant public authorities, shipowners and shore-side entities, with the aim of preventing stowaway occurrences in the individual port.

4.1.2 Operational arrangements and/or security plans should, *inter alia*, address the following issues where appropriate:

.1 regular patrolling of port areas;

.2 establishment of special storage facilities for cargo subject to high risk of access of stowaways, and continuous monitoring of both persons and cargo entering these areas;

.3 inspections of warehouses and cargo storage areas;

.4 search of cargo itself, when presence of stowaways is clearly indicated;

.5 cooperation between public authorities, shipowners, masters and relevant shore-side entities in developing operational arrangements;

.6 cooperation between port authorities and other relevant authorities (for example, police, customs, immigration) in order to prevent smuggling of humans;

[2] In addition, public authorities may wish to consider the non-binding conclusion of the UNHCR Executive Committee on Stowaway Asylum-Seekers (1988, No. 53 (XXXIX)).

.7 developing and implementing agreements with stevedores and other shore-side entities operating in ports to ensure that only personnel authorized by these entities participate in the stowing/unstowing or loading/unloading of ships or other functions related to the ships stay in port;

.8 developing and implementing agreements with stevedores and other shoreside entities to ensure that their personnel having access to the ship are easily identifiable, and a list of names of persons likely to need to board the ship in the course of their duties is provided; and

.9 encouraging stevedores and other persons working in the port area to report to the public and port authorities, the presence of any persons apparently not authorized to be in the port area.

4.2 Shipowner/Master

4.2.1 Shipowners and masters should ensure that adequate security arrangements are in place which, as far as practicable, will prevent intending stowaways from getting aboard the ship, and, if this fails, as far as practicable, will detect them before the ship leaves port or, at the latest, before it arrives at the next port of call.

4.2.2 When calling at ports and during stay in ports, where there is risk of stowaway embarkation, security arrangements should at least contain the following preventive measures:

.1 all doors, hatches and means of access to holds or stores, which are not used during the ship's stay in port should be locked;

.2 access points to the ship should be kept to a minimum and be adequately secured;

.3 areas seaward of the ship should be adequately secured;

.4 adequate deck watch should be kept;

.5 boardings and disembarkations should, where possible, be tallied by the ship's crew or, after agreement with the master, by others;

.6 adequate means of communication should be maintained; and

.7 at night, adequate lighting should be maintained both inside and along the hull.

4.2.3 When departing from a port, where there is risk of stowaway embarkation, a ship should undergo a thorough search in accordance with a specific plan or schedule, and with priorities given to places where stowaways might hide. Search methods, which are likely to harm secreted stowaways should not be used.

4.2.4 Fumigation or sealing should not be carried out until a thorough search of the areas to be fumigated or sealed has taken place in order to ensure that no stowaways are present in those areas.

5 Responsibilities in relation to the resolution of stowaway cases

5.1 Questioning and notification by the master

It is the responsibility of the master of the ship which finds any stowaways on board:

.1 to make every effort to determine immediately the port of embarkation of the stowaway;

.2 to make every effort to establish the identity, including the nationality/citizenship and the right of residence of the stowaway;

.3 to prepare a statement containing all available information relevant to the stowaway for presentation to the appropriate authorities (for example, the public authorities at the port of embarkation, the flag State and any subsequent ports of call if relevant) and the shipowner. In this respect the reporting form provided in the Appendix should be used and completed as far as practicable;

.4 to notify the existence of a stowaway and any relevant details to the shipowner and appropriate authorities at the port of embarkation, the next port of call and the flag State; with the understanding that when a stowaway declares himself/herself to be a refugee, this information should be treated as confidential to the extent necessary for the security of the stowaway;

.5 not to depart from the planned voyage to seek the disembarkation of a stowaway discovered on board the ship after it has left the territorial waters of the State where the stowaways embarked unless permission to disembark the stowaway has been granted by the public authorities of the State to whose port the ship deviates, or repatriation has been arranged elsewhere with sufficient documentation and permission given for disembarkation, or unless there are extenuating safety, security, health or compassionate reasons;

.6 to ensure that the stowaway is presented to the appropriate authorities at the next port of call in accordance with their requirements;

.7 to take appropriate measures to ensure the security, general health, welfare and safety of the stowaway until disembarkation, including providing him/her with adequate provisioning, accommodation, proper medical attention and sanitary facilities;

.8 to ensure that stowaways are not made to work on board the ship, except in emergency situations or in relation to the stowaway's accommodation on board; and

.9 to ensure that stowaways are treated humanely, consistent with the basic principles.

5.2 The shipowner

It is the responsibility of the shipowner of the ship on which stowaways are found:

.1 to ensure that the existence of, and any relevant information on, the stowaway has been notified to the appropriate authorities at the port of embarkation, the next port of call and the flag State;

.2 to comply with any removal directions made by the competent national authorities at the port of disembarkation; and

.3 to cover any applicable costs relating to the removal, detention, care and disembarkation of the stowaway in accordance with the legislation of the States which may be involved.

5.3 The State of the first port of call according to the voyage plan

It is the responsibility of the State of first port of call according to the voyage plan after the discovery of the stowaway:

.1 to accept the stowaway for examination in accordance with the national laws of that State and, where the competent national authority considers that it would facilitate matters, to allow the shipowner and the competent or appointed P&I Club correspondent to have access to the stowaway;

.2 to favourably consider allowing disembarkation and provide, as necessary and in accordance with national law, secure accommodation which may be at the expense of the shipowner, where:

.1 a case is unresolved at the time of sailing of the ship, or

.2 the stowaway is in possession of valid documents for return and the public authorities are satisfied that timely arrangements have been or will be made for repatriation and all the requisites for transit fulfilled, or

.3 other factors make it impractical to remove the stowaway from the ship on arrival; such factors may include but are not limited to cases where a stowaway's presence on board would endanger the safe and secure operation of the ship, the health of the crew or the stowaway;

.3 to make every effort to cooperate in the identification of the stowaway and the establishment of his/her nationality/citizenship or right of residence;

.4 to make every effort to cooperate in establishing the validity and authenticity of a stowaway's documents and, when a stowaway has inadequate documents, to whenever practicable and to an extent compatible with national legislation and security requirements, issue a covering letter with a photograph of the stowaway and any other important information. The letter, authorizing the return of the stowaway either to his/her State of origin or to the point where the stowaway commenced his/her journey, as appropriate, by any means of transportation and specifying any other conditions imposed by the authorities, should be

handed over to the operator effecting the removal of the stowaway. This letter will include information required by the authorities at transit points and/or the point of disembarkation;

.5 to give directions for the removal of the stowaway to the port of embarkation, State of nationality/citizenship or right of residence or to some other State to which lawful directions may be made, in co-operation with the shipowner;

.6 to inform the shipowner on whose ship the stowaway was found, as far as practicable, of the level of cost of detention and return of the stowaway, if the shipowner is to cover these costs. In addition, public authorities should keep such costs to a minimum, as far as practicable, and according to national legislation, if they are to be covered by the shipowner, as well as keeping to a minimum the period during which shipowners are held liable to defray costs of maintenance of a stowaway by public authorities;

.7 to consider mitigation of charges that might otherwise be applicable when shipowners have cooperated with the control authorities to the satisfaction of those authorities in measures designed to prevent the transportation of stowaways; or where the master has properly declared the existence of a stowaway to the appropriate authorities in the port of arrival, and has shown that all reasonable preventive measures had been taken to prevent stowaways gaining access to the ship;

.8 to issue, if necessary, in the event that the stowaway has no identification and/or travel documents, a document attesting to the circumstances of embarkation and arrival to facilitate the return of the stowaway either to his/her State of origin, to the State of the port of embarkation, or to any other State to which lawful directions can be made, by any means of transport;

.9 to provide the document to the transport operator effecting the removal of the stowaway;

.10 to take proper account of the interests of, and implications for, the shipowner when directing detention and setting removal directions, so far as is consistent with the maintenance of control, their duties or obligations to the stowaway under the law, and the cost to public funds;

.11 to report incidents of stowaways to the Organization[3];

.12 to cooperate with flag State of the ship in identifying the stowaway and their nationality/citizenship and right of residence, to assist in removal of the stowaway from the ship, and to make arrangements for removal or repatriation; and

.13 if disembarkation is refused, to notify the flag State of the ship the reasons for refusing disembarkation.

[3] Refer to FAL.2/Circ.50/Rev.2 on Reports on Stowaway Incidents, as may be amended.

5.4 Subsequent ports of call

When the disembarkation of a stowaway has not been possible at the first port of call, it is the responsibility of the State of subsequent port of call to follow the guidance provided in paragraph 5.3.

5.5 State of embarkation

It is the responsibility of the State of the original port of embarkation of the stowaway (i.e. the State where the stowaway first boarded the ship):

.1 to accept any returned stowaway having nationality/citizenship or right of residence;

.2 to accept a stowaway back for examination where the port of embarkation is identified to the satisfaction of the public authorities of the receiving State; the public authorities of the State of embarkation should not return such stowaways to the State where they were earlier found to be inadmissible;

.3 to apprehend and detain the attempted stowaway, where permitted by national legislation, if the attempted stowaway is discovered before sailing either on the ship or in cargo due to be loaded; to refer the attempted stowaway to local authorities for prosecution, and/or, where applicable, to the immigration authorities for examination and possible removal: no charge is to be imposed on the shipowner in respect of detention or removal costs, and no penalty is to be imposed;

.4 to apprehend and detain the stowaway, where permitted by national legislation, if the stowaway is discovered while the ship is still in the territorial waters of the State of the port of his/her embarkation, or in another port in the same State (not having called at a port in another State in the meantime): no charge is to be imposed on the shipowner in respect of detention or removal costs, and no penalty is to be imposed;

.5 to report incidents of stowaways or attempted stowaways to the Organization[4]; and

.6 to reassess the preventative arrangements and measures in place and to verify the implementation and effectiveness of any corrective actions.

5.6 State of nationality or right of residence

It is the responsibility of the apparent or claimed State of nationality/citizenship of the stowaway and/or of the apparent or claimed State of residence of the stowaway:

.1 to make every effort to assist in determining the identity and nationality/citizenship or the rights of residence of the stowaway and to document the stowaway, accordingly once satisfied that he or she holds the nationality/citizenship or the right of residence claimed;

[4] Refer to FAL.2/Circ.50/Rev.2 on Reports on Stowaway Incidents, as may be amended.

.2 to accept the stowaway where nationality/citizenship or right of residence is established; and

.3 to report incidents of stowaways to the Organization[5].

5.7 The flag State

It is the responsibility of the flag State of the ship:

.1 to be willing, if practicable, to assist the master/shipowner or the appropriate authority at the port of disembarkation in identifying the stowaway and determining his/her nationality/citizenship or right of residence;

.2 to be prepared to make representations to the relevant authority to assist in the removal of the stowaway from the ship at the first available opportunity;

.3 to be prepared to assist the master/shipowner or the authority at the port of disembarkation in making arrangements for the removal or repatriation of the stowaway; and

.4 to report incidents of stowaways to the Organization[5].

5.8 States of transit during repatriation

It is the responsibility of any States of transit during repatriation to allow, subject to normal visa requirements and national security concerns, the transit through their ports and airports of stowaways travelling under the removal instructions or directions of the State of the port of disembarkation.

[5] Refer to FAL.2/Circ.50/Rev.2 on Reports on Stowaway Incidents, as may be amended.

APPENDIX

FORM OF STOWAWAY DETAILS REFERRED TO IN RECOMMENDED PRACTICE 4.6.2 OF THE CONVENTION ON FACILITATION OF INTERNATIONAL MARITIME TRAFFIC 1965, AS AMENDED

SHIP DETAILS	*Date of birth:*
Name of ship:	*Place of birth:*
IMO number:	*Claimed nationality:*
Flag:	*Home address:*
Company:	*Country of domicile:*
Company address:	*ID-document type, e.g., Passport No.:*
Agent in next port:	*ID Card No. or Seaman's Book No.:*
Agent address:	*If yes,*
	When issued:
IRCS:	*Where issued:*
INMARSAT number:	*Date of expiry:*
Port of registry:	*Issued by:*
Name of Master:	
	Photograph of the stowaway:
STOWAWAY DETAILS	Photograph if available
Date/time found on board:	
Place of boarding:	
Country of boarding:	
Date/time of boarding:	
Intended final destination:	
Stated reasons for boarding the ship:[*]	*General physical description of the stowaway:*
Surname:	
Given name:	
Name by which known:	
Gender:	
First language:	*Other languages:*
Spoken:	*Spoken:*
Read:	*Read:*
Written:	*Written:*

[*] If the stowaway declares himself to be a refugee or an asylum seeker, this information shall be treated as confidential to the extent necessary to the security of the stowaway.

Other details:

1) Method of boarding, including other persons involved (e.g., crew, port workers, etc.), and whether the stowaway was secreted in cargo/container or hidden in the ship:

2) Inventory of the stowaway's possessions:

3) Statement made by the stowaway:

4) Statement made by the master (including any observations on the credibility of the information provided by the stowaway):

Date(s) of interview(s):

Stowaway's signature: *Master's signature:*

Date: *Date:*

***

ANNEX 7

DRAFT AMENDMENTS TO THE 2000 HSC CODE

Chapter 14 – Radiocommunications

In paragraph 14.15.10, subparagraph .1.1 is amended to read as follows:

".1.1 on passenger craft, within 3 months before the expiry date of the High-Speed Craft Safety Certificate or the anniversary date of the certificate; and"

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ANNEX 8

DRAFT AMENDMENTS TO CHAPTERS 5 TO 8 OF THE FSS CODE

CHAPTER 5
FIXED GAS FIRE-EXTINGUISHING SYSTEMS

1 The following new paragraph 2.2.1.2 is inserted after the existing paragraph 2.2.1.1 and the subsequent paragraphs are renumbered accordingly:

"2.2.1.2 For vehicle spaces and ro-ro spaces which are not special category spaces, the quantity of carbon dioxide available shall be at least sufficient to give a minimum volume of free gas equal to 45% of the gross volume of the largest such cargo space which is capable of being sealed, and the arrangements shall be such as to ensure that at least two-thirds of the gas required for the relevant space shall be introduced within 10 min. Carbon dioxide systems shall not be used for the protection of special category spaces."

2 The following new paragraph 2.2.1.7 is added after the renumbered paragraph 2.2.1.6:

"2.2.1.7 For container and general cargo spaces (primarily intended to carry a variety of cargoes separately secured or packed) the fixed piping system shall be such that at least two-thirds of the gas can be discharged into the space within 10 min. For solid bulk cargo spaces the fixed piping system shall be such that at least two-thirds of the gas can be discharged into the space within 20 min. The system controls shall be arranged to allow one-third, two-thirds or the entire quantity of gas to be discharged based on the loading condition of the hold."

3 The existing text of section 2.4 is deleted and section 2.5 is renumbered accordingly.

CHAPTER 6
FIXED FOAM FIRE-EXTINGUISHING SYSTEMS

4 The existing text of the chapter is replaced by the following:

"**1 APPLICATION**

This chapter details the specifications for fixed foam fire-extinguishing systems for the protection of machinery spaces in accordance with SOLAS regulation II-2/10.4.1.1.2 of this Convention, cargo spaces in accordance with regulation II-2/10.7.1.1, cargo pump-rooms in accordance with regulation II-2/10.9.1.2 and vehicle, special category and ro-ro spaces in accordance with regulation II-2/20.6.1.3. This chapter does not apply to cargo pump-rooms of chemical tankers carrying liquid cargoes referred to in regulation II-2/1.6.2 of the Convention, unless the Administration specifically accepts the use of these systems based on additional tests with alcohol-based fuel and alcohol resistant foam. Unless expressly provided otherwise, the requirements of this chapter shall apply to ships constructed on or after [*date of entry into force*].

2 DEFINITIONS

2.1 *Design filling rate* is at least the minimum nominal filling rate used during the approval tests.

2.2 *Foam* is the extinguishing medium produced when foam solution passes through a foam generator and is mixed with air.

2.3 *Foam solution* is a solution of foam concentrate and water.

2.4 *Foam concentrate* is a liquid which, when mixed with water in the appropriate concentration forms a foam solution.

2.5 *Foam delivery ducts* are supply ducts for introducing high-expansion foam into the protected space from foam generators located outside the protected space.

2.6 *Foam mixing rate* is the percentage of foam concentrate mixed with water forming the foam solution.

2.7 *Foam generators* are discharge devices or assemblies through which high-expansion foam solution is aerated to form foam that is discharged into the protected space. Foam generators using inside air typically consist of a nozzle or set of nozzles and a casing. The casing is typically made of perforated steel/stainless steel plates shaped into a box that enclose the nozzle(s). Foam generators using outside air typically consist of nozzles enclosed within a casing that spray onto a screen. An electric, hydraulic or pneumatically driven fan is provided to aerate the solution.

2.8 *High-expansion foam fire-extinguishing systems* are fixed total flooding extinguishing systems that use either inside air or outside air for aeration of the foam solution. A high-expansion foam system consists of both the foam generators and the dedicated foam concentrate approved during the fire testing specified in 3.1.3.

2.9 *Inside air foam system* is a fixed high-expansion foam fire-extinguishing system with foam generators located inside the protected space and drawing air from that space.

2.10 *Nominal flow rate* is the foam solution flow rate expressed in *l*/min.

2.11 *Nominal application rate* is the nominal flow rate per area expressed in *l*/min/m^2.

2.12 *Nominal foam expansion ratio* is the ratio of the volume of foam to the volume of foam solution from which it was made, under non-fire conditions, and at an ambient temperature of e.g., ± 20ºC.

2.13 *Nominal foam production* is the volume of foam produced per time unit, i.e. nominal flow rate times nominal foam expansion ratio, expressed in m^3/min.

2.14 *Nominal filling rate* is the ratio of nominal foam production to the area, i.e. expressed in m/min.

2.15 *Nominal filling time* is the ratio of the height of the protected space to the nominal filling rate, i.e. expressed in minutes.

2.16 *Outside air foam system* is a fixed high-expansion foam system with foam generators installed outside the protected space that are directly supplied with fresh air.

3 FIXED HIGH-EXPANSION FOAM FIRE-EXTINGUISHING SYSTEMS

3.1 Principal performance

3.1.1 The system shall be capable of manual release, and shall be designed to produce foam at the required application rate within 1 minute of release. Automatic release of the system shall not be permitted unless appropriate operational measures or interlocks are provided to prevent any local application systems required by regulation II-2/10.5.6 of the Convention from interfering with the effectiveness of the system.

3.1.2 The foam concentrates shall be approved by the Administration based on the guidelines developed by the Organization[*]. Different foam concentrate types shall not be mixed in a high-expansion foam system.

3.1.3 The system shall be capable of fire extinction and manufactured and tested to the satisfaction of the Administration based on the guidelines developed by the Organization[**].

3.1.4 The system and its components shall be suitably designed to withstand ambient temperature changes, vibration, humidity, shock, clogging and corrosion normally encountered on ships. Piping, fittings and related components inside the protected spaces (except gaskets) shall be designed to withstand 925°C.

3.1.5 System piping, foam concentrate storage tanks, components and pipe fittings in contact with the foam concentrate shall be compatible with the foam concentrate and be constructed of corrosion resistant materials such as stainless steel, or equivalent. Other system piping and foam generators shall be full galvanized steel or equivalent. Distribution pipework shall have self draining capability.

3.1.6 Means for testing the operation of the system and assuring the required pressure and flow shall be provided by pressure gauges at both inlets (water and foam concentrate supply) and at the outlet of the foam proportioner. A test valve shall be installed on the distribution piping downstream of the foam proportioner, along with orifices which reflect the calculated pressure drop of the system. All sections of piping shall be provided with connections for flushing, draining and purging with air. All nozzles shall be able to be removed for inspection in order to prove clear of debris.

3.1.7 Means shall be provided for the crew to safely check the quantity of foam concentrate and take periodic control samples for foam quality.

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[*] Refer to the Guidelines for the performance and testing criteria and surveys of high-expansion foam concentrates for fixed fire-extinguishing systems (MSC/Circ.670).

[**] Refer to the Guidelines for the approval of fixed high-expansion foam systems (MSC.1/Circ.1384).

3.1.8 Operating instructions for the system shall be displayed at each operating position.

3.1.9 Spare parts shall be provided based on the manufacturer's instruction.

3.1.10 If an internal combustion engine is used as a prime mover for the seawater pump for the system, the fuel oil tank to the prime mover shall contain sufficient fuel to enable the pump to run on full load for at least 3 h and sufficient reserves of fuel shall be available outside the machinery space of category A to enable the pump to be run on full load for an additional 15 h. If the fuel tank serves other internal combustion engines simultaneously, the total fuel tank capacity shall be adequate for all connected engines.

3.1.11 The arrangement of foam generators and piping in the protected space shall not interfere with access to the installed machinery for routine maintenance activities.

3.1.12 The system source of power supply, foam concentrate supply and means of controlling the system shall be readily accessible and simple to operate, and shall be arranged at positions outside the protected space not likely to be cut off by a fire in the protected space. All electrical components directly connected to the foam generators shall have at least an IP 54 rating.

3.1.13 The piping system shall be sized in accordance with a hydraulic calculation technique* to ensure availability of flows and pressures required for correct performance of the system.

3.1.14 The arrangement of the protected spaces shall be such that they may be ventilated as the space is being filled with foam. Procedures shall be provided to ensure that upper level dampers, doors and other suitable openings are kept open in case of a fire. For inside air foam systems, spaces below 500 m^3 need not comply with this requirement.

3.1.15 Onboard procedures shall be established to require personnel re-entering the protected space after a system discharge to wear breathing apparatus to protect them from oxygen deficient air and products of combustion entrained in the foam blanket.

3.1.16 Installation plans and operating manuals shall be supplied to the ship and be readily available on board. A list or plan shall be displayed showing spaces covered and the location of the zone in respect of each section. Instructions for testing and maintenance shall be available on board.

* Where the Hazen-Williams method is used, the following values of the friction factor *C* for different pipe types which may be considered should apply:

Pipe type	*C*
Black or galvanized mild steel	100
Copper or copper alloys	150
Stainless steel	150

3.1.17 All installation, operation and maintenance instructions/plans for the system shall be in the working language of the ship. If the working language of the ship is not English, French, nor Spanish, a translation into one of these languages shall be included.

3.1.18 The foam generator room shall be ventilated to protect against overpressure, and shall be heated to avoid the possibility of freezing.

3.1.19 The quantity of foam concentrate available shall be sufficient to produce a volume of foam equal to at least five times the volume of the largest protected space enclosed by steel bulkheads, at the nominal expansion ratio, or enough for 30 min of full operation for the largest protected space, whichever is greater.

3.1.20 Machinery spaces, cargo pump-rooms, vehicle spaces, ro-ro spaces and special category spaces shall be provided with audible and visual alarms within the protected space warning of the release of the system. The alarms shall operate for the length of time needed to evacuate the space, but in no case less than 20 s.

3.2 Inside air foam systems

3.2.1 *Systems for the protection of machinery spaces and cargo pump-rooms*

3.2.1.1 The system shall be supplied by both main and emergency sources of power. The emergency power supply shall be provided from outside the protected space.

3.2.1.2 Sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the largest protected space within 10 min.

3.2.1.3 The arrangement of foam generators shall in general be designed based on the approval test results. A minimum of two generators shall be installed in every space containing combustion engines, boilers, purifiers, and similar equipment. Small workshops and similar spaces may be covered with only one foam generator.

3.2.1.4 Foam generators shall be uniformly distributed under the uppermost ceiling in the protected spaces including the engine casing. The number and location of foam generators shall be adequate to ensure all high risk areas are protected in all parts and at all levels of the spaces. Extra foam generators may be required in obstructed locations. The foam generators shall be arranged with at least 1 m free space in front of the foam outlets, unless tested with less clearance. The generators shall be located behind main structures, and above and away from engines and boilers in positions where damage from an explosion is unlikely.

3.2.2 *Systems for the protection of vehicle, ro-ro, special category and cargo spaces*

3.2.2.1 The system shall be supplied by the ship's main power source. An emergency power supply is not required.

3.2.2.2 Sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the largest protected space within 10 min, except that, for systems for the protection of vehicle and ro-ro spaces and special category spaces with the deck height of 3 metres or less, the filling rate shall be not less than two thirds of the design filling rate and in addition sufficient to fill the largest protected space within 10 min.

3.2.2.3 The system may be divided into sections, however, the capacity and design of the system shall be based on the protected space demanding the greatest volume of foam. Adjacent protected spaces need not be served simultaneously if the boundaries between the spaces are "A" class divisions.

3.2.2.4 The arrangement of foam generators shall in general be designed based on the approval test results. The number of generators may be different, but the minimum design filling rate determined during approval testing shall be provided by the system. A minimum of two generators shall be installed in every space. The foam generators shall be arranged to uniformly distribute foam in the protected spaces, and the layout shall take into consideration obstructions that can be expected when cargo is loaded on board. As a minimum, generators shall be located on every second deck, including movable decks. The horizontal spacing of the generators shall ensure rapid supply of foam to all parts of the protected space. This shall be established on the basis of full scale tests.

3.2.2.5 The foam generators shall be arranged with at least 1 m free space in front of the foam outlets, unless tested with less clearance.

3.3 Systems using outside air

3.3.1 *Systems for the protection of machinery spaces and cargo pump-rooms*

3.3.1.1 The system shall be supplied by both main and emergency sources of power. The emergency power supply shall be provided from outside the protected machinery space.

3.3.1.2 Sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the largest protected space within 10 min.

3.3.1.3 The arrangement of foam delivery ducts shall in general be designed based on the approval test results. The number of ducts may be different, but the minimum design filling rate determined during approval testing shall be provided by the system. A minimum of two ducts shall be installed in every space containing combustion engines, boilers, purifiers, and similar equipment. Small workshops and similar spaces may be covered with only one duct.

3.3.1.4 Foam delivery ducts shall be uniformly distributed under the uppermost ceiling in the protected spaces including the engine casing. The number and location of ducts shall be adequate to ensure all high risk areas are protected in all parts and at all levels of the spaces. Extra ducts may be required in obstructed locations. The ducts shall be arranged with at least 1 m free space in front of the foam delivery ducts, unless tested with less clearance. The ducts shall be located behind main structures, and above and away from engines and boilers in positions where damage from an explosion is unlikely.

3.3.1.5 The arrangement of the foam delivery ducts shall be such that a fire in the protected space will not affect the foam-generating equipment. If the foam generators are located adjacent to the protected space, foam delivery ducts shall be installed to allow at least 450 mm of separation between the generators and the protected space, and the separating divisions shall be class "A-60" rated. Foam delivery ducts shall be constructed of steel having a thickness of not less than 5 mm. In addition, stainless steel dampers (single or multi-bladed) with a thickness of not less than 3 mm shall be installed at the openings in the boundary bulkheads or decks between the foam generators and the protected space. The dampers shall be automatically operated (electrically, pneumatically or hydraulically) by means of remote control of the foam generator related to them, and arranged to remain closed until the foam generators begin operating.

3.3.1.6 The foam generators shall be located where an adequate fresh air supply can be arranged.

3.3.2 *Systems for the protection of vehicle and ro-ro spaces and special category and cargo spaces*

3.3.2.1 The system shall be supplied by the ship's main power source. An emergency power supply is not required.

3.3.2.2 Sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the largest protected space within 10 min, except that, for systems for the protection of vehicle and ro-ro spaces and special category spaces with the deck height of 3 m or less, the filling rate shall be not less than two-thirds of the design filling rate and in addition sufficient to fill the largest protected space within 10 min.

3.3.2.3 The system may be divided into sections, however, the capacity and design of the system shall be based on the protected space demanding the greatest volume of foam. Adjacent protected spaces need not be served simultaneously if the boundaries between the spaces are "A" class divisions.

3.3.2.4 The arrangement of foam delivery ducts shall in general be designed based on the approval test results. The number of ducts may be different, but the minimum design filling rate determined during approval testing shall be provided by the system. A minimum of two ducts shall be installed in every space. The foam generators shall be arranged to uniformly distribute foam in the protected spaces, and the layout shall take into consideration obstructions that can be expected when cargo is loaded on board. As a minimum, ducts shall be led to every second deck, including movable decks. The horizontal spacing of the ducts shall ensure rapid supply of foam to all parts of the protected space. This shall be established on the basis of full scale tests.

3.3.2.5 The system shall be arranged with at least 1 m free space in front of the foam outlets, unless tested with less clearance.

3.3.2.6 The arrangement of the foam delivery ducting shall be such that a fire in the protected space will not affect the foam-generating equipment. If the foam generators are located adjacent to the protected space, foam delivery ducts shall be installed to allow at least 450 mm of separation between the generators and the protected space, and the separating divisions shall be class "A-60" rated. Foam delivery ducts shall be constructed of steel having a thickness of

not less than 5 mm. In addition, stainless steel dampers (single or multi-bladed) with a thickness of not less than 3 mm shall be installed at the openings in the boundary bulkheads or decks between the foam generators and the protected space. The dampers shall be automatically operated (electrically, pneumatically or hydraulically) by means of remote control of the foam generator related to them, and arranged to remain closed until the foam generators begin operating.

3.3.2.7 The foam generators shall be located where an adequate fresh air supply can be arranged.

3.4 Installation testing requirements

3.4.1 After installation, the pipes, valves, fittings and assembled systems shall be tested to the satisfaction of the Administration, including functional testing of the power and control systems, water pumps, foam pumps, valves, remote and local release stations and alarms. Flow at the required pressure shall be verified for the system using orifices fitted to the test line. In addition, all distribution piping shall be flushed with freshwater and blown through with air to ensure that the piping is free of obstructions.

3.4.2 Functional tests of all foam proportioners or other foam mixing devices shall be carried out to confirm that the mixing ratio tolerance is within + 30 to -0% of the nominal mixing ratio defined by the system approval. For foam proportioners using foam concentrates of Newtonian type with kinematic viscosity equal to or less than 100 cSt at 0ºC and density equal to or less than 1.1 kg/dm^3, this test can be performed with water instead of foam concentrate. Other arrangements shall be tested with the actual foam concentrate.

3.5 Systems using outside air with generators installed inside the protected space

Systems using outside air but with generators located inside the protected space and supplied by fresh air ducts may be accepted by the Administration provided that these systems have been shown to have performance and reliability equivalent to systems defined in 3.3. For acceptance, the Administration should consider the following minimum design features:

.1 lower and upper acceptable air pressure and flow rate in supply ducts;

.2 function and reliability of damper arrangements;

.3 arrangements and distribution of air delivery ducts including foam outlets; and

.4 separation of air delivery ducts from the protected space.

4 FIXED LOW-EXPANSION FOAM FIRE-EXTINGUISHING SYSTEMS

4.1 Quantity and foam concentrates

4.1.1 The foam concentrates of low-expansion foam fire-extinguishing systems shall be approved by the Administration based on the guidelines adopted by the

Organization*. Different foam concentrate types shall not be mixed in a low-expansion foam system. Foam concentrates of the same type from different manufacturers shall not be mixed unless they are approved for compatibility.

4.1.2 The system shall be capable of discharging through fixed discharge outlets, in no more than 5 min, a quantity of foam sufficient to produce an effective foam blanket over the largest single area over which oil fuel is liable to spread.

4.2 Installation requirements

4.2.1 Means shall be provided for effective distribution of the foam through a permanent system of piping and control valves or cocks to suitable discharge outlets, and for the foam to be effectively directed by fixed sprayers onto other main fire hazards in the protected space. The means for effective distribution of the foam shall be proven acceptable to the Administration through calculation or by testing.

4.2.2 The means of control of any such systems shall be readily accessible and simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by a fire in the protected space."

CHAPTER 7
FIXED PRESSURE WATER-SPRAYING AND WATER-MIST FIRE-EXTINGUISHING SYSTEMS

5 The following new paragraphs 2.4 and 2.5 are added after the existing paragraph 2.3:

"2.4 Fixed pressure water-spraying fire-extinguishing systems for vehicle, ro-ro and special category spaces

Fixed-pressure water-spraying fire-extinguishing systems for vehicle, ro-ro and special category spaces shall be approved by the Administration based on guidelines developed by the Organization*.

2.5 Fixed water-based fire-fighting systems for ro-ro spaces and special category spaces equivalent to that referred to in resolution A.123(V)

Fixed water-based fire-fighting systems for ro-ro and special category spaces equivalent to that referred to in resolution A.123(V) shall be approved by the Administration based on guidelines developed by the Organization**.

* Refer to the Recommendation on fixed fire-extinguishing systems for special cargo spaces adopted by the Organization by resolution A.123(V).

** Refer to the Guidelines for approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces equivalent to that referred to in resolution A.123(V) (MSC.1/Circ.1272)."

* Refer to the Revised Guidelines for the performance and testing criteria and surveys of low-expansion foam concentrates for fixed fire-extinguishing systems (MSC.1/Circ.1312).

CHAPTER 8
AUTOMATIC SPRINKLER, FIRE DETECTION AND FIRE ALARM SYSTEMS

6 In paragraph 2.1.1, after the first sentence, the following words are inserted:

"Control stations, where water may cause damage to essential equipment, may also be fitted with dry pipe sprinklers as permitted by regulation II-2/10.6.1.1 of the Convention."

***

ANNEX 9

DRAFT AMENDMENTS TO SOLAS CHAPTER II-2

CHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Part A
General

Regulation 1 – Application

1 In paragraph 1.1, the date "1 July 2012" is replaced by the date "[*the date of entry into force*]".

2 In subparagraph .2 of paragraph 1.2, the date "1 July 2012" is replaced by the date "[*the date of entry into force*]".

3 In paragraph 2.1, the date "1 July 2012" is replaced by the date "[*the date of entry into force*]" and the words "and MSC.291(87)" are replaced by the words "MSC.291(87) and MSC.308(88)".

[4 The existing paragraphs 2.2 and 2.3 are deleted, and paragraph 2.4 is renumbered as paragraph 2.2.]

5 In paragraph 3.1, the date "1 July 2012" is replaced by the date "[*the date of entry into force*]".

6 In paragraph 3.2, the date "1 July 2012" is replaced by the date "[*the date of entry into force*]".

Regulation 9 – Containment of fire

7 In table 9.3, column (11) (Special category and ro-ro spaces), row (2) (Corridors), the symbol "A-15" is replaced by the symbol "A-30".

8 In table 9.3, column (11) (Special category and ro-ro spaces), row (4) (Stairways), the symbol "A-15" is replaced by the symbol "A-30".

9 In table 9.3, column and row (11) (Special category and ro-ro spaces), the symbol "A-0" is replaced by the symbol "A-30".

10 In table 9.4, column (11) (Special category and ro-ro spaces), row (1) (Control stations), the symbol "A-30" is replaced by the symbol "A-60".

11 In table 9.4, column (11) (Special category and ro-ro spaces), row (2) (Corridors), the symbol "A-0" is replaced by the symbol "A-30".

12 In table 9.4, column (11) (Special category and ro-ro spaces), row (4) (Stairways), the symbol "A-0" is replaced by the symbol "A-30".

13 In table 9.4, column and row (11) (Special category and ro-ro spaces), the symbol "A-0" is replaced by the symbol "A-30".

14 In table 9.4, column (2) (Corridors), row (11) (Special category and ro-ro spaces), the symbol "A-15" is replaced by the symbol "A-30".

15 In table 9.4, column (4) (Stairways), row (11) (Special category and ro-ro spaces), the symbol "A-15" is replaced by the symbol "A-30".

16 In table 9.4, column (6) (Machinery spaces of category A), row (11) (Special category and ro-ro spaces), the symbol "A-30" is replaced by the symbol "A-60".

17 In table 9.5, column and row (11) (Ro-ro and vehicle spaces), the symbol "*[h]" is replaced by the symbol "A-30".

18 In table 9.6, column (11) (Ro-ro and vehicle spaces), row (10) (Open decks), the symbol "*" is replaced by the symbol "A-0".

19 In table 9.6, column and row (11) (Ro-ro and vehicle spaces), the symbol "*[h]" is replaced by the symbol "A-30".

20 In table 9.6, column (10) (Open decks), row (11) (Ro-ro and vehicle spaces), the symbol "*" is replaced by the symbol "A-0".

21 Paragraphs 6.2 and 6.3 are deleted and the subsequent paragraphs are renumbered accordingly.

Regulation 10 – Fire fighting

22 In paragraph 5.6.3, in subparagraph .1, the words "used for the ship's main propulsion and power generation" are deleted.

Regulation 20 – Protection of vehicle, special category and ro–ro spaces

23 The existing paragraphs 6.1.1 and 6.1.2 are replaced by the following:

"**6.1 Fixed fire-extinguishing systems**

6.1.1 Vehicle spaces and ro-ro spaces which are capable of being sealed from a location outside of the cargo spaces, shall be fitted with one of the following fixed fire-extinguishing systems:

.1 a fixed gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code;

.2 a fixed high-expansion foam fire-extinguishing system complying with the provisions of the Fire Safety Systems Code;

.3 an approved fixed pressure water-spraying fire-extinguishing system for manual operation complying with the provisions of the Fire Safety Systems Code and paragraphs 6.1.2.1 to 6.1.2.4; or

.4 a fixed water-based fire-fighting system for ro-ro spaces and special category spaces equivalent to that referred to in resolution A.123(V) complying with the provisions of the Fire Safety Systems Code.

6.1.2 Ro-ro and vehicle spaces not capable of being sealed shall be fitted with an approved fixed pressure water-spraying fire-extinguishing system for manual operation complying with the provisions of the Fire Safety Systems Code which shall protect all parts of any deck and vehicle platform in such spaces. Such water spray system shall have:

.1 a pressure gauge on the valve manifold;

.2 clear marking on each manifold valve indicating the spaces served;

.3 instructions for maintenance and operation located in the valve room; and

.4 a sufficient number of drainage valves."

24 The following new paragraph 6.1.3 is inserted after paragraph 6.1.2 and the subsequent paragraphs are renumbered accordingly:

"6.1.3 Special category spaces shall be fitted with one of the following fixed fire-extinguishing systems:

.1 an approved fixed pressure water-spraying fire-extinguishing system for manual operation complying with the provisions of the Fire Safety Systems Code and paragraphs 6.1.2.1 to 6.1.2.4; or

.2 a fixed water-based fire-fighting system for ro-ro spaces and special category spaces equivalent to that referred to in resolution A.123(V) complying with the provisions of the Fire Safety Systems Code."

***

ANNEX 10

RESOLUTION MSC.313(88)
(adopted on 26 November 2010)

AMENDMENTS TO THE GUIDELINES FOR THE APPLICATION OF PLASTIC PIPES ON SHIPS (RESOLUTION A.753(18))

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution MSC.61(67), by which it adopted the International Code for Application of Fire Test Procedures (FTP Code) for the testing of new marine materials which are increasingly being introduced into the design and construction of ships and craft engaged in international maritime transport,

RECALLING FURTHER resolution A.753(18), by which the Assembly, at its eighteenth session, adopted Guidelines for the application of plastic pipes on ships, to assist maritime Administrations to determine, in a rational and uniform manner, the permitted applications of such materials,

NOTING that part 2 of the FTP Code makes reference to resolution A.753(18) for the testing of materials for smoke and toxic hazards,

RECOGNIZING that the continual development of plastic materials for use on ships and improvement of marine safety standards since the adoption of resolution A.753(18) necessitated the revision of the provisions of the Guidelines for the application of plastic pipes on ships in order to take into account technological developments and maintain the highest practical level of safety,

NOTING FURTHER that the Assembly requested the Committee to keep the Guidelines under review and amend them as necessary,

HAVING CONSIDERED, at its eighty-eighth session, amendments to the Guidelines for the application of plastic pipes on ships, proposed by the Sub-Committee on Fire Protection at its fifty-fourth session,

1. ADOPTS amendments to the Guidelines for the application of plastic pipes on ships (resolution A.753(18)), the text of which is set out in the Annex to the present resolution;

2. INVITES Governments to apply the annexed amendments when considering the use of plastic piping on board ships flying the flag of their State.

ANNEX

AMENDMENTS TO THE GUIDELINES FOR THE APPLICATION OF PLASTIC PIPES ON SHIPS (RESOLUTION A.753(18))

1 The existing paragraph 1.2.3 is replaced by the following:

"These Guidelines are applicable to piping systems made predominantly of other material than metal. The use of mechanical and flexible couplings which are accepted for use in metallic piping systems is not addressed."

2 In paragraph 1.4.1, the following sentence is added at the end:

"Plastic includes synthetic rubber and materials of similar thermo/mechanical properties."

3 In paragraph 2.2.1.2.1, the following text is added at the end:

"Level 1W – Piping systems similar to level 1 systems except these systems do not carry flammable fluid or any gas and a maximum 5% flow loss in the system after exposure is acceptable[*]."

4 In paragraph 2.2.1.2.2, the following text is added at the end:

"Level 2W – Piping systems similar to level 2 systems except a maximum 5% flow loss in the system after exposure is acceptable[*]."

5 In paragraph 4.1.1 after the words "pipe dimension" add the words ", length of the piping".

6 In appendix 1, note 2 to paragraph 1, the words "as set out in paragraph 3.1.3 of the annex to Assembly resolution A.517(13)" are replaced by the words "as set out in paragraphs 7.1, 7.2 and 7.3 of the annex to Assembly resolution A.754(18)".

7 In appendix 1, paragraph 6, the words "without leakage" at the end of the second sentence are deleted and the following new text is inserted after the second sentence:

"Pipes without leakage qualify as level 1 or 2 depending on the test duration. Pipes with negligible leakage, i.e. not exceeding 5% flow loss, qualify as level 1W or level 2W depending on the test duration."

8 In appendix 4, in the Fire Endurance Requirements Matrix, "L1" is replaced by "L1W" in rows 14, 15 and 23 and "L2" is replaced by "L2W" in rows 16, 17 and 31.

***

[*] The flow loss must be taken into account when dimensioning the system.

ANNEX 11

NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

OFF THE WESTERN COAST OF NORWAY

(Reference charts: Norwegian Charts No.306, 307 and 308 published by the Norwegian Hydrographic Service.
***Note*:** These charts are based on European Datum 1950 (ED 50). The geographical positions, (1) to (43), listed below are based on World Geodetic System 1984 Datum (WGS 84).)

Categories of ships to which the traffic separation schemes apply

(a) tankers as defined in Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78);

(b) chemical tankers carrying noxious liquid substances in bulk assessed or provisionally assessed as Category X or Y in Annex II to MARPOL 73/78;

(c) ships of 5,000 gross tonnage and upwards, in transit or on international voyages to or from Norwegian ports; and

(d) the routeing schemes do not apply to any size or category of ship in domestic traffic with passengers and/or goods between Norwegian ports.

International voyages to or from ports in Norway

Ships of above categories on international voyages, to or from ports in Norway, should follow the ship's routeing system until a course to port can be clearly set. This also applies to ships calling at Norwegian ports for supplies or service.

Description of the traffic separation schemes

I Off Runde

(a) A separation zone is bounded by a line connecting the following geographical positions:

(1)	62° 59′.95 N	004° 08′.40 E
(2)	62° 55′.17 N	004° 04′.07 E
(3)	62° 49′.98 N	004° 04′.07 E
(4)	62° 49′.98 N	004° 08′.43 E
(5)	62° 54′.78 N	004° 08′.43 E
(6)	62° 59′.18 N	004° 12′.45 E

(b) A traffic lane for southbound traffic is established between the separation zone described in paragraph (a) and a line connecting the following geographical positions:

(7)	63° 01′.12 N	004° 02′.32 E
(8)	62° 55′.78 N	003° 57′.50 E
(9)	62° 50′.00 N	003° 57′.52 E

(c) A traffic lane for northbound traffic is established between the separation zone described in paragraph (a) and a line connecting the following geographical positions:

(10)	62° 58′.05 N	004° 18′.52 E
(11)	62° 54′.20 N	004° 15′.00 E
(12)	62° 50′.00 N	004° 14′.97 E

II Off Stad

(d) A separation zone is bounded by a line connecting the following geographical positions:

(13)	61° 59′.00 N	004° 04′.13 E
(14)	61° 54′.00 N	004° 04′.13 E
(15)	61° 54′.00 N	004° 08′.37 E
(16)	61° 59′.00 N	004° 08′.37 E

(e) A traffic lane for southbound traffic is established between the separation zone described in paragraph (d) and a line connecting the following geographical positions:

(17)	61° 59′.00 N	003° 57′.78 E
(18)	61° 54′.00 N	003° 57′.80 E

(f) A traffic lane for northbound traffic is established between the separation zone described in paragraph (d) and a line connecting the following geographical positions:

(19)	61° 59′.00 N	004° 14′.72 E
(20)	61° 54′.00 N	004° 14′.70 E

III Off Sotra

(g) A separation zone is bounded by a line connecting the following geographical positions:

(21)	60° 20′.00 N	004° 04′.23 E
(22)	60° 15′.00 N	004° 04′.25 E
(23)	60° 15′.00 N	004° 08′.25 E
(24)	60° 20′.00 N	004° 08′.27 E

(h) A traffic lane for southbound traffic is established between the separation zone described in paragraph (g) and a line connecting the following geographical positions:

(25)	60° 20′.00 N	003° 58′.20 E
(26)	60° 15′.00 N	003° 58′.23 E

(i) A traffic lane for northbound traffic is established between the separation zone described in paragraph (g) and a line connecting the following geographical positions:

(27)	60° 20′.00 N	004° 14′.30 E
(28)	60° 15′.00 N	004° 14′.27 E

IV Off Utsira

(j) A separation zone is bounded by a line connecting the following geographical positions:

(29)	59° 05′.00 N	004° 04′.32 E
(30)	58° 59′.83 N	004° 04′.32 E
(31)	58° 57′.72 N	004° 08′.20 E
(32)	59° 05′.00 N	004° 08′.20 E

(k) A traffic lane for southbound traffic is established between the separation zone described in paragraph (j) and a line connecting the following geographical positions:

(33)	59° 05′.00 N	003° 58′.47 E
(34)	58° 58′.50 N	003° 58′.47 E

(l) A traffic lane for northbound traffic is established between the separation zone described in paragraph (j) and a line connecting the following geographical positions:

(35)	59° 05′.00 N	004° 14′.03 E
(36)	59° 01′.73 N	004° 14′.03 E
(37)	58° 58′.50 N	004° 19′.95 E

Description of the recommended routes

(m) A recommended route is established between the traffic separation schemes Off Runde and Off Stad with a central line between the following geographical positions:

(38)	62° 50′.00 N	004° 06′.25 E
(39)	61° 59′.00 N	004° 06′.25 E

(n) A recommended route is established between the traffic separation schemes Off Stad and Off Sotra with a central line between the following geographical positions:

(40)	61° 54′.00 N	004° 06′.25 E
(41)	60° 20′.00 N	004° 06′.25 E

(o) A recommended route is established between the traffic separation schemes Off Sotra and Off Utsira with a central line between the following geographical positions:

(42)	60° 15′.00 N	004° 06′.25 E
(43)	59° 05′.00 N	004° 06′.25 E

Note:

Chart No.	Title	Scale	Datum
306	Skagerrak, vestre blad	1:350 000	ED 50
307	Stavanger - Florø	1:350 000	ED 50
308	Florø - Smøla	1:350 000	ED 50

Typical shift of position co-ordinates referred to the WGS 84 Datum to the ED 50 Datum are:

From Datum	To Datum	Approximate latitude in the area	Datum shift
WGS 84	ED 50	62° 30′ N	99 m (NE-diagonal)
WGS 84	ED 50	59° 00′ N	109 m (NE-diagonal)

OFF THE COAST OF SOUTHERN NORWAY

(Reference charts: Norwegian Charts No.305 (INT 1300) and 306 published by the Norwegian Hydrographic Service.
Note: These charts are based on European Datum 1950 (ED 50). The geographical positions, (1) to (63), listed below are based on World Geodetic System 1984 Datum (WGS 84).)

Categories of ships to which the traffic separation schemes apply

(a) tankers as defined in Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78);

(b) chemical tankers carrying noxious liquid substances in bulk assessed or provisionally assessed as Category X or Y in Annex II to MARPOL 73/78;

(c) ships of 5,000 gross tonnage and upwards, in transit or on international voyages to or from Norwegian ports; and

(d) the routeing schemes do not apply to any size or category of ship in domestic traffic with passengers and/or goods between Norwegian ports.

International voyages to or from ports in Norway

Ships of above categories on international voyages, to or from ports in Norway, should follow the ship's routeing system until a course to port can be clearly set. This also applies to ships calling at Norwegian ports for supplies or service.

Description of the traffic separation schemes

I Off Egersund

(a) A separation zone is bounded by a line connecting the following geographical positions:

(1)	58° 21′.00 N	005° 15′.23 E
(2)	58° 18′.78 N	005° 19′.20 E
(3)	58° 16′.82 N	005° 23′.58 E
(4)	58° 18′.33 N	005° 26′.02 E
(5)	58° 20′.22 N	005° 21′.80 E
(6)	58° 22′.37 N	005° 18′.00 E

(b) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (a) and a line connecting the following geographical positions:

(7)	58° 18′.95 N	005° 11′.08 E
(8)	58° 16′.60 N	005° 15′.27 E
(9)	58° 14′.53 N	005° 19′.90 E

(c) A traffic lane for westbound traffic is established between the separation zone described in paragraph (a) and a line connecting the following geographical positions:

(10)	58° 24′.40 N	005° 22′.17 E
(11)	58° 22′.40 N	005° 25′.75 E
(12)	58° 20′.63 N	005° 29′.70 E

II Off Farsund

(d) A separation zone is bounded by a line connecting the following geographical positions:

(13)	57° 46′.62 N	006° 30′.43 E
(14)	57° 44′.43 N	006° 35′.20 E
(15)	57° 44′.30 N	006° 41′.48 E
(16)	57° 46′.30 N	006° 41′.62 E
(17)	57° 46′.40 N	006° 36′.63 E
(18)	57° 48′.12 N	006° 32′.87 E

(e) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (d) and a line connecting the following geographical positions:

(19)	57° 44′.33 N	006° 26′.80 E
(20)	57° 41′.48 N	006° 33′.03 E
(21)	57° 41′.32 N	006° 41′.25 E

(f) A traffic lane for westbound traffic is established between the separation zone described in paragraph (d) and a line connecting the following geographical positions:

(22)	57° 50′.40 N	006° 36′.52 E
(23)	57° 49′.35 N	006° 38′.80 E
(24)	57° 49′.28 N	006° 41′.85 E

III Off Ryvingen

(g) A separation zone is bounded by a line connecting the following geographical positions:

(25)	57° 42′.80 N	007° 41′.87 E
(26)	57° 42′.55 N	007° 51′.72 E
(27)	57° 44′.87 N	007° 59′.92 E
(28)	57° 44′.55 N	007° 50′.77 E
(29)	57° 44′.78 N	007° 42′.10 E

(h) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (g) and a line connecting the following geographical positions:

(30)	57° 39′.85 N	007° 41′.72 E
(31)	57° 39′.58 N	007° 52′.97 E
(32)	57° 39′.92 N	008° 00′.25 E

(i) A traffic lane for westbound traffic is established between the separation zone described in paragraph (g) and a line connecting the following geographical positions:

(33)	57° 47′.75 N	007° 42′.55 E
(34)	57° 47′.58 N	007° 49′.68 E
(35)	57° 49′.40 N	007° 56′.00 E

IV Off Lillesand

(j) A separation zone is bounded by a line connecting the following geographical positions:

(36)	57° 58′.25 N	008° 46′.92 E
(37)	57° 59′.75 N	008° 52′.25 E
(38)	58° 02′.17 N	008° 56′.22 E
(39)	58° 03′.47 N	008° 53′.38 E
(40)	58° 01′.35 N	008° 49′.88 E
(41)	58° 00′.02 N	008° 45′.15 E

(k) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (j) and a line connecting the following geographical positions:

(42)	57° 55′.60 N	008° 49′.55 E
(43)	57° 57′.37 N	008° 55′.82 E
(44)	58° 00′.18 N	009° 00′.47 E

(l) A traffic lane for westbound traffic is established between the separation zone described in paragraph (j) and a line connecting the following geographical positions:

(45)	58° 02′.67 N	008° 42′.50 E
(46)	58° 03′.73 N	008° 46′.32 E
(47)	58° 05′.45 N	008° 49′.13 E

V Off Risør

(m) A separation zone is bounded by a line connecting the following geographical positions:

(48)	58° 26′.27 N	009° 36′.28 E
(49)	58° 30′.03 N	009° 42′.53 E
(50)	58° 31′.33 N	009° 39′.67 E
(51)	58° 27′.57 N	009° 33′.42 E

(n) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (m) and a line connecting the following geographical positions:

(52)	58° 24′.30 N	009° 40′.60 E
(53)	58° 28′.07 N	009° 46′.85 E

(o) A traffic lane for westbound traffic is established between the separation zone described in paragraph (m) and a line connecting the following geographical positions:

(54)	58° 29′.53 N	009° 29′.08 E
(55)	58° 33′.30 N	009° 35′.33 E

Description of the recommended routes

(p) A recommended route is established between the traffic separation schemes Off Egersund and Off Farsund with a central line between the following geographical positions:

(56)	58° 17′.60 N	005° 24′.85 E
(57)	57° 47′.38 N	006° 31′.65 E

(q) A recommended route is established between the traffic separation schemes Off Farsund and Off Ryvingen with a central line between the following geographical positions:

(58)	57° 45′.33 N	006° 41′.57 E
(59)	57° 43′.82 N	007° 41′.97 E

(r) A recommended route is established between the traffic separation schemes Off Ryvingen and Off Lillesand with a central line between the following geographical positions:

(60)	57° 44′.70 N	007° 55′.23 E
(61)	57° 59′.17 N	008° 46′.03 E

(s) A recommended route is established between the traffic separation schemes Off Lillesand and Off Risør with a central line between the following geographical positions:

(62)	58° 02′.78 N	008° 54′.80 E
(63)	58° 26′.95 N	009° 34′.78 E

Note:

Chart No.	Title	Scale	Datum
306	Skagerrak, vestre blad	1:350 000	ED 50
305 (INT 1300)	Skagerrak	1:350 000	WGS 84

Typical shift of position co-ordinates referred to the WGS 84 Datum to the ED 50 Datum are:

From Datum	To Datum	Approximate latitude in the area	Datum shift
WGS 84	ED 50	62˚ 30′ N	99 m (NE-diagonal)
WGS 84	ED 50	59˚ 00′ N	109 m (NE-diagonal)

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME "IN THE STRAIT OF DOVER AND ADJACENT WATERS"

1 In "WARNINGS" section, the existing paragraph 3 is deleted and the following new paragraphs are added after the existing paragraph 2:

"3 In the area of the deep-water route east of the separation line, ships are recommended to avoid overtaking where traffic and navigation do not allow sufficient sea room and passing distance. If overtaking is performed then a safe distance must be maintained and COLREG Rule 13 observed.

4 Mariners leaving the north east going lane and planning to cross the south west going lane, between the Varne (51° 01′.3 N 001° 23′.9 E) and F1 (51° 11′.2 N 001°45′.0 E) light-buoys should be aware of heavy traffic in the south west going lane, as well as ferry traffic, and alter course and/or speed at an appropriate point."

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME "OFF THE SOUTH-WEST COAST OF ICELAND"

1 The first paragraph after the title "OFF THE SOUTH-WEST COAST OF ICELAND", which refers to the reference chart, is replaced by the following text:

"(Reference chart: Icelandic No.31 (INT 1103) Dyrhólaey – Snæfellsnes (May 2008 edition).
Note: The chart is based on World Geodetic System 1984 datum (WGS 84).)"

2 In "Notes" section, the following paragraph is added after the existing paragraph 1.4:

"1.5 Passenger ships of unlimited size may only navigate the Inner Route (Húllid Passage) during the period from 1 May to 1 October."

3 In "Notes" section, the reference to paragraphs "1.2 and 1.4" in the last part of paragraph 1.1 is replaced by "1.2 to 1.5".

***

ANNEX 12

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

ESTABLISHMENT OF AN AREA TO BE AVOIDED "OFF THE COAST OF GHANA IN THE ATLANTIC OCEAN"

(Reference chart: British Admiralty 1383, 2009 edition.
***Note*:** This chart is based on World Geodetic System 1984 Datum (WGS 84).)

Description of the Area To Be Avoided

Excepting ships authorized by the Ghana Maritime Authority, all ships should avoid the area within a radius of 5 nautical miles centred on the following geographical position:

04° 32′.10 N, 002° 54′.60 W (marked J-09).

ESTABLISHMENT OF A NEW DEEP-WATER ROUTE "IN THE APPROACHES TO THE NEW PORT OF KING ABDULLAH PORT (KAP PORT) IN THE NORTHERN RED SEA"

(Reference chart: British Admiralty (BA) 2659, 4 May 1990.
***Note*:** This chart is not based on World Geodetic System 1984 Datum (WGS 84). The geographical positions, (1) to (11), listed in item (a) below are referenced to BA 2659.)

Description of the deep-water route

(a) The deep-water route is bounded by a line drawn connecting the following geographical positions:

(1)	22° 17′.236 N	038° 52′.933 E
(2)	22° 18′.610 N	038° 53′.600 E
(3)	22° 20′.570 N	038° 54′.640 E
(4)	22° 25′.940 N	038° 57′.472 E
(5)	22° 28′.997 N	038° 58′.978 E
(6)	22° 31′.752 N	039° 03′.008 E
(7)	22° 29′.578 N	039° 03′.610 E
(8)	22° 26′.694 N	038° 59′.418 E
(9)	22° 21′.250 N	038° 56′.610 E
(10)	22° 19′.240 N	038° 55′.580 E
(11)	22° 15′.900 N	038° 53′.905 E

Thence back to the point of origin (1)

Notes:

Geographical positions referenced to WGS 84

(1)	22° 17′.238 N	038° 52′.942 E
(2)	22° 18′.612 N	038° 53′.609 E
(3)	22° 20′.572 N	038° 54′.649 E
(4)	22° 25′.942 N	038° 57′.481 E
(5)	22° 28′.999 N	038° 58′.987 E
(6)	22° 31′.752 N	039° 03′.017 E
(7)	22° 29′.580 N	039° 03′.619 E

(8)	22° 26′.696 N	038° 59′.427 E
(9)	22° 21′.252 N	038° 56′.619 E
(10)	22° 19′.242 N	038° 55′.589 E
(11)	22° 15′.902 N	038° 53′.914 E

ESTABLISHMENT OF A NEW PRECAUTIONARY AREA "IN THE APPROACHES TO THE NEW PORT OF KING ABDULLAH PORT (KAP PORT) IN THE NORTHERN RED SEA"

(Reference chart: British Admiralty (BA) 2659, 4 May 1990.
***Note*:** This chart is not based on World Geodetic System 1984 Datum (WGS 84). The geographical positions, (1) to (4), listed in item (a) below are referenced to BA 2659.)

Description of the precautionary area

(a) The precautionary area is established bounded by a line connecting the following geographical positions:

(2)	22° 18′.610 N	038° 53′.600 E
(3)	22° 20′.570 N	038° 54′.640 E
(9)	22° 21′.250 N	038° 56′.610 E
(10)	22° 19′.240 N	038° 55′.580 E

Thence back to the point of origin (2)

Notes:

Geographical positions referenced to WGS 84

(2)	22° 18′.612 N	038° 53′.609 E
(3)	22° 20′.572 N	038° 54′.649 E
(9)	22° 21′.252 N	038° 56′.619 E
(10)	22° 19′.242 N	038° 55′.589 E

AMENDMENTS TO THE EXISTING AREA TO BE AVOIDED "OFF THE SOUTH-WEST COAST OF ICELAND"

1 The first paragraph after the title "OFF THE SOUTH-WEST COAST OF ICELAND", which refers to the reference chart, is replaced by the following text:

"(Reference chart: Icelandic No.31 (INT 1103) Dyrhólaey – Snæfellsnes (May 2008 edition).
Note: The chart is based on World Geodetic System 1984 datum (WGS 84).)"

2 In "Notes" section, the following two new paragraphs are added after the existing paragraph 2:

"3 Ships of up to 20,000 gross tonnage, en route to or from Faxaflói Bay, which neither carry dangerous goods nor noxious materials in bulk or cargo tanks, may transit the Eastern ATBA south of latitude 63° 45′ N. When sailing such ships within this area, navigating officers should take utmost precaution and take special notice of weather and sea state forecasts in onshore wind conditions.

4 Passenger ships of unlimited size may only transit the area during the period 1 May to 1 October. When sailing such ships within this area, navigating officers should take utmost precaution and take special notice of weather and sea state forecasts in onshore wind conditions."

AMENDMENTS TO THE EXISTING DEEP-WATER ROUTE FORMING PART OF THE "IN THE STRAIT OF DOVER AND ADJACENT WATERS" TRAFFIC SEPARATION SCHEME

1 In "WARNINGS" section, the existing paragraph 3 is replaced by the following text:

"3 In the area of the deep-water route east of the separation line, ships are recommended to avoid overtaking where traffic and navigation do not allow sufficient sea room and passing distance. If overtaking is performed then a safe distance must be maintained and COLREG Rule 13 observed."

AMENDMENTS TO THE RULES FOR VESSELS NAVIGATING THROUGH THE STRAITS OF MALACCA AND SINGAPORE – RECOMMENDATIONS FOR VESSELS CROSSING THE TRAFFIC SEPARATION SCHEME (TSS) AND PRECAUTIONARY AREAS IN THE SINGAPORE STRAIT DURING HOURS OF DARKNESS (INTERIM RECOMMENDATORY MEASURE)

1 Vessels are recommended to display the night signals consisting of 3 all-round green lights[1] in a vertical line in the following situations:

a) Vessels departing from ports or anchorages when crossing the westbound or eastbound lane of the TSS or precautionary areas in the Singapore Strait to join the eastbound or westbound lane respectively; and

b) Eastbound or westbound vessels in the TSS or precautionary areas in the Singapore Strait crossing to proceed to ports or anchorages in the Singapore Strait.

2 The night signals should be displayed by:

a) Vessels of 300 gross tonnage and above;

b) Vessels of 50 metres or more in length; and

c) Vessels engaged in towing or pushing with a combined 300 gross tonnage and above, or with a combined length of 50 metres or more.

3 Vessels crossing the TSS and precautionary areas in the Singapore Strait to proceed to or from ports or anchorages are recommended to comply with the following procedures:

a) A vessel in the Singapore Strait which intends to cross the eastbound or westbound traffic lanes in the TSS or precautionary areas respectively, is recommended to comply with the following:

i) report to the VTIS to indicate its intention in advance.

ii) display the signals consisting of 3 all-round green lights in a vertical line. VTIS would alert ships in the vicinity to keep a good look out for the crossing vessel.

[1] The specifications of the lights used in configuring the "3 green lights" signal are to comply closely with positioning and technical details of lights in ANNEX I of COLREG.

iii) when traffic condition is favourable, alter course boldly if necessary, (to be readily apparent to other vessels in the vicinity observing by sight or radar) and cross the traffic lane on a heading as nearly as practicable at right angles to the general direction of traffic flow.

iv) report to VTIS and switch off the night signals when it has safely left/crossed or joined the appropriate traffic lane.

b) Displaying the night signals shall not exempt the crossing vessel of its obligation to give way to other vessels in a crossing situation or any other rules under the COLREG.

***

ANNEX 13

RESOLUTION MSC.314(88)
(adopted on 29 November 2010)

NEW MANDATORY SHIP REPORTING SYSTEM
"IN THE SOUND BETWEEN DENMARK AND SWEDEN" (SOUNDREP)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20), resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation, at its fifty-sixth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, a new mandatory ship reporting system "In the Sound between Denmark and Sweden" (SOUNDREP), as set out in annex;

2. DECIDES that the above-mentioned new mandatory ship reporting system will enter into force at 0000 hours UTC on 1 September 2011;

3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization.

ANNEX

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM "IN THE SOUND BETWEEN DENMARK AND SWEDEN" (SOUNDREP)

1 Categories of ships required to participate in the system

1.1 Ships participating in the ship reporting system:

Ships of 300 gross tonnage and upwards proceeding to or from ports or anchorages in the Sound or passing through the reporting area.

Pursuant to SOLAS 1974 Convention, as amended, the SOUNDREP does not apply to warships, naval auxiliaries, other ships owned or operated by a Contracting Government and used, only on Government non-commercial service. However, such ships are encouraged to participate in the reporting system.

2 Geographical coverage of the system and the number and edition of the reference chart used for delineation of the system

2.1 The mandatory ship reporting system SOUNDREP is operated by Sound VTS. The call sign is "Sound Traffic".

2.2 The operational area of SOUNDREP covers the northern, central and southern part of the Sound as shown on the chartlet given in Appendix 1. The area includes the routeing systems, in the north TSS "In the Sound" and in the south TSS "Off Falsterbo", both adopted by the Organization.

2.2.1 Report and border line North

Denmark:

(1)	56° 06´.58 N	012° 11´.00 E	(Rågeleje)
(2)	56° 14´.00 N	012° 11´.00 E	(At sea North of Rågeleje)

Sweden:

(3)	56° 18´.08 N	012° 17´.39 E	(At sea West of Kullen)
(4)	56° 18´.08 N	012° 26´.88 E	(Kullen Light House)

2.2.2 Report and border line South

Denmark:

(5)	55° 17´.44 N	012° 27´.28 E	(Stevns Light House)
(6)	55° 10´.00 N	012° 27´.28 E	(At sea South of Stevns)

Sweden:

(7)	55° 10´.00 N	012° 54´.50 E	(At sea South of Falsterbo)

2.2.3 Report and border line East

Sweden:

(7)	55° 10´.00 N	012° 54´.50 E	(At sea South of Falsterbo)
(8)	55° 22´.89 N	013° 01´.93 E	(Fredshög)

2.2.4 Report and border line West

Denmark:

(9)	55° 19´.81 N	012° 27´.30 E	(Mandehoved)
(10)	55° 33´.28 N	012° 35´.53 E	(Aflandshage)

2.2.5 Sector division

The SOUNDREP area is divided into two sectors at latitude 55° 50´.00 N; sector 1 northerly and sector 2 southerly. Each sector has an assigned VHF channel as shown in Appendix 2.

2.3 The reference charts (Datum: World Geodetic System 1984 (WGS 84)), which include the operational area of SOUNDREP, are:

.1 Danish charts Nos. 102 (7th edition May 2009), 104 (5th edition Aug 2009), 131 (1st edition Nov 2008), 132 (19th edition Aug 2009) and 133 (13th edition Sep 2009); and

.2 Swedish charts Nos. 921 (4th edition 2009) and 922 (22th edition 2009).

3 Format, content of reports, times and geographical positions for submitting reports, authority of whom reports should be sent and available services

3.1 *Procedures of reporting*

3.1.1 The SOUNDREP report must be initiated (see paragraph 3.1.4) to Sound VTS using VHF voice transmission. However, ships can fulfil most of the reporting requirements of the reporting system by the use of non-verbal means such as AIS (Automatic Information System) class A as approved by the Organization, and by e-mail or other alternative methods, prior to entering the ship reporting area (see also paragraph 3.4.1, Note (c)). Additional details are given in Appendix 3. For contact information see Appendix 2.

3.1.2 The use of correct and updated AIS information can accomplish the reporting requirements for designators A (part of), B, C, E, F, I, O, P and W.

3.1.3 E-mail or other alternative methods prior to entering the ship reporting area, can accomplish the reporting requirements for designators L, T and X. Such non-verbal partly report must also state designator A (see also paragraph 3.4.1, Note (c)). Additional details are given in Appendix 3.

3.1.4 A ship which fulfils the reporting requirements of the SOUNDREP mandatory ship reporting system, by the use of non-verbal means, must as a minimum carry out a VHF voice transmission to communicate the name of the ship (part of designator A) and the report line of entry, to the Sound VTS when actually entering the area. The same procedure must be followed before departing a port or leaving an anchorage in the SOUNDREP area. Additional details are given in Appendix 3.

3.1.5 Designators U and Q, if applicable, shall at all times be given using VHF voice transmission to Sound VTS when entering the area. Additional details are given in Appendix 3.

3.1.6 To prevent overloading the VHF channels for reporting by verbal voice transmissions and to avoid interference with essential navigational duties, and by this hampering the safety of navigation in the area, a ship unable to accomplish the reporting requirements for designators L, T and X by e-mail or other alternative methods prior to entering the ship reporting area, can report these designators by the use of radio telephone or mobile phone to Sound VTS. Designator A must additionally be included in this part reporting.

3.2 Verbal reporting is not required when a ship is passing the SOUNDREP sector line at latitude 55° 50´.00 N. However, change of VHF frequency is required according to Appendix 2.

3.3 *Format*

The mandatory ship report shall be drafted in accordance with the format shown in Appendix 3. The information requested from ships is derived from the Standard Reporting Format shown in paragraph 2 of the Appendix to resolution A.851(20).

3.4 *Content*

A report from a ship to the SOUNDREP by non-verbal means or by voice transmission must contain the following information:

A	Name of the ship, call sign and if available IMO identification number and MMSI No.
B	Date and time
C	Position expressed in latitude and longitude
E	True course
F	Speed
I	Destination and ETA
L	Route information on the intended route through the Sound
O	Maximum present draught
P	Cargo; and quantity and IMO class of dangerous goods, if applicable (see note (c) below)
Q	Defects and deficiencies or other limitations
T	Contact details for the communication of cargo information (see note (c) below)
U	Air draught when exceeding 35 metres
W	Total number of persons on board
X	Type and estimated quantity of bunker fuel, for ships of 1,000 gross tonnage and above

Note:

(a) On receipt of a report, operators of the Sound VTS will establish the relation to the ship's position and the information supplied by the facilities available to them.

(b) The master of the ship must forthwith inform the Sound VTS concerned of any change to the information notified, including designator Q.

(c) Information on dangerous cargo and contact details for the communication of cargo information (designator P and T of the reporting format) is only requested when such information has not been notified to the competent authority via SafeSeaNet in an European Union (EU) member State in accordance with the requirements of Article 13 (for ships leaving or entering an EU port) in Directive 2002/59/EC on establishing Community vessel traffic monitoring and information system and amended by Directive 2009/17/EC, prior to entering the operational SOUNDREP area. Additional details are given in Appendix 3.

3.5 *Geographical position for submitting reports*

3.5.1 Ships entering the SOUNDREP operational area shall submit a report when crossing the entrance lines or on departure from a port or anchorage within the operational area.

3.5.2 Further reports should be made whenever there is a change in navigational status or circumstance, particularly in relation to designator Q the reporting format.

3.6 *Crossing traffic*

Recognizing that ferries crossing between Helsingør and Helsingborg operate according to published schedules special reporting arrangements can be made on a ship to ship basis. Ferries leaving the ports Helsingør in Denmark and Helsingborg in Sweden operating according to published schedules are normally not requested to report to the Sound VTS.

3.7 *Authority*

The VTS Authority for the SOUNDREP is Sound VTS with call sign "Sound Traffic". Additional details are given in Appendix 2.

4 Information to be provided to ships and procedures to be followed

4.1 Ships are required to keep a continuous listening watch in the area on the relevant VHF sector channel and VHF channel 16.

4.2 Sound VTS will provide information service to shipping about specific and urgent situations, which could cause conflicting traffic movements as well as other information concerning safety of navigation for instance, information about weather, current, ice, water level, navigational problems or other hazards.

4.2.1 If necessary, Sound VTS can provide individual information to a ship particularly in relation to positioning and navigational information or local conditions by using the IMO Standard Marine Communication Phrases (SMCP), section A1/6 for VTS message markers. The message markers can be of ADVICE, WARNING, INFORMATION, QUESTION, ANSWER, REQUEST and INTENTION.

4.2.2 Information of general interest to shipping in the area will be broadcast by Sound VTS on VHF channel as specified by the VTS operator or will be given on request. A broadcast will be preceded by an announcement on VHF channel 16. All ships navigating in the area should listen to the announced broadcast.

4.3 If a ship needs to anchor due to breakdown, low visibility, adverse weather, changes in the indicated depth of water, etc., Sound VTS can recommend suitable anchorages or other place of refuge within the operational area.

5 Communication required for the SOUNDREP system

5.1 The language used for communication shall be English, using IMO Standard Marine Communication Phrases, where necessary.

5.2 Details of communication and contact information are given in Appendix 2.

6 Rules, regulations and recommendation in force in the area of the system

6.1 *Regulations for preventing collisions at sea*

The International Regulations for Preventing Collisions at Sea (COLREG) are applicable throughout the operational area of SOUNDREP.

6.2 *Traffic separation scheme "In the Sound"*

The Traffic separation scheme "In the Sound", situated to the north in the narrows of the Sound, as adopted by the Organization, and rule 10 of the International Regulations for Preventing Collisions at Sea therefore applies.

6.3 *Traffic separation scheme "Off Falsterbo"*

The separation scheme "Off Falsterbo" situated in the southern part of the Sound, as adopted by the Organization, and rule 10 of the International Regulations for Preventing Collisions at Sea therefore applies.

6.4 *IMO Recommendation on Navigation through the entrances to the Baltic Sea – The Sound*

SN.1/Circ.263, section 1.9 and IMO publication on Ships' Routeing, part C, on Amendments to Recommendation on Navigation through the entrances to the Baltic Sea, adopted at MSC 83 in October 2007, recommends for the Sound that loaded oil tankers with a draught of 7 metres or more, loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF Code materials), when navigating the Sound between a line connecting Svinbådan Lighthouse and Hornbæk Harbour and a line connecting Skanör Harbour and Aflandshage should use the pilotage services established by the Governments of Denmark and Sweden.

6.5 *Mandatory pilotage*

Harbours within the SOUNDREP area are covered by provisions about mandatory pilotage for certain ships bound for or coming from Danish and Swedish ports.

6.6 *Air draught when exceeding 35 metres*

6.6.1 The navigable Drogden channel is located beside a major airport. In order to ensure safety of navigation in the dredged channel of Drogden and to reduce the risk of collision between an aircraft that serves the airport and a ship or other floating equipment, a reporting obligation has been established. Additional details are given in Appendix 3, designator U.

6.6.2 The safety procedure that has been established is that for all ships, including ships with a tow, with an air draught exceeding 35 metres, Sound VTS shall notify the air traffic control stating the maximum air draught of the ship or floating equipment. The notification shall be given at least 30 minutes prior to the expected time (UTC) for passage of:

.1 Nordre Røse lighthouse at position 55° 38´.17 N, 012° 41´.21 E; and

.2 light buoy No.9 at position 55° 36´.15 N, 012° 41´.79 E.

6.6.3 Sound VTS will transfer the information to the air traffic control.

7 Shore-based facilities to support the operation of the system

7.1 *System capability*

7.1.1 The Sound VTS centre is situated at Malmö, Sweden.

7.1.2 The Sound VTS system comprises several remote sensor sites. The sites provide surveillance of the SOUNDREP area using a combination of radar and AIS. An integrated network of ten radar sensors integrated with AIS provides surveillance of the area.

7.1.3 All the sensors mentioned below will be controlled or monitored by the VTS operators.

7.1.4 Recording equipment automatically stores information from all tracks, which can be replayed. In case of incidents the VTS authority can use records as evidence. VTS operators have access to different ship registers, pilot information and hazardous cargo data.

7.1.5 An integrated database is available for the operators in handling information.

7.2 *Radar and other sensors*

Information necessary to evaluate the traffic activities within the operational area of SOUNDREP is compiled via remote controlled sensors comprising:

.1 Sensors for water level and current at Drogden and Flintrännan;

.2 High-resolution radar systems; and

.3 VHF communications systems including DSC call (see Appendix 2).

7.3 *Radio communication equipment*

Redundant VHF system with DSC functionality (see Appendix 2).

7.4 *AIS facilities*

Sound VTS is linked to both the Danish and Swedish national shore-based AIS network and can continually receive messages broadcast by ships with transponders to gain information on their identity and position. The information is displayed as part of the VTS system and is covering the ship reporting area.

7.5 *Personnel qualifications and training*

7.5.1 The VTS centre is staffed with personnel all educated and experienced as officers in charge of navigational watch according to national and international requirements.

7.5.2 Training of VTS personnel will meet the standards recommended by IMO in MSC/Circ.1065 on IALA Standards for training and certification of VTS personnel (Ed. 2).

7.5.3 Refresher training is carried out on a regular basis.

8 Information concerning the applicable procedures if the communication facilities of shore-based Authority fail

8.1 The system is designed with sufficient system redundancy to cope with normal equipment failure.

8.2 In the event of radio communication system failure at the VTS centre, communication will be maintained via a redundant standby VHF system. If the radar system or other essential equipment suffers a breakdown, information of reduced operational capability will be given by Sound VTS or as national navigational warnings.

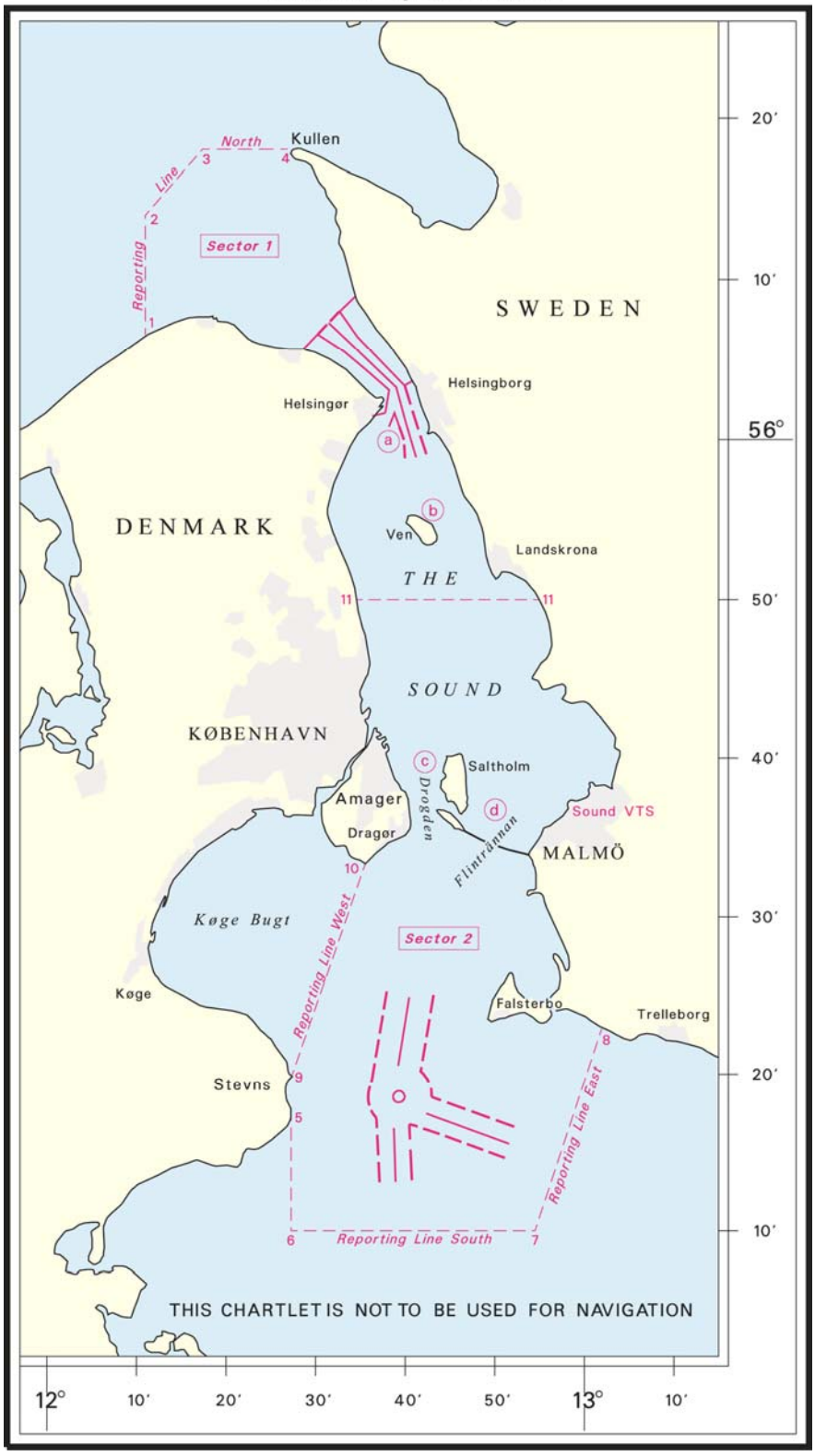
9 Measures to be taken if a ship fails to comply with the requirements of the system

9.1 The objective of the VTS Authority is to facilitate the exchange of information between the shipping and the shore in order to ensure safe passages of the bridges, support safety of navigation and the protection of the marine environment.

9.2 All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11. If reports are not submitted and the offending ship can be positively identified, then information will be passed to the relevant flag State Authority for investigation and possible prosecution in accordance with national legislation. Information will also be made available to Port State Control inspectors.

Appendix 1

SOUNDREP Operational Area



Appendix 2

Contact information and assigned VHF channels for sectors in the mandatory ship reporting system "In the Sound between Denmark and Sweden" (SOUNDREP)

SOUNDREP, radio call sign:	**"Sound Traffic"**

VHF Channels	**Operational use**
VHF Channel 73	Sound VTS – Sector 1 North
VHF Channel 71	Sound VTS – Sector 2 South
VHF Channel 79	Sound VTS – Broadcast 1, individual assistance
VHF Channel 68	Sound VTS – Broadcast 2, individual assistance and reserve channel

The Sound VTS operating SOUNDREP is located in Malmö, Sweden:

H24 contact information:

1) Sound VTS is monitoring VHF channels 73, 71 and 16 continuously.

2) Duty officer phone: +46 40 20 43 17 or,
+46 40 20 43 34

3) Fax: +46 40 20 43 45

4) E-mail: contact@soundvts.org

Address:

Sound VTS
Hans Michelsensgata 9
Box 855
S-201 80 Malmö
Sweden

Appendix 3

Drafting of reports to the mandatory ship reporting system "In the Sound between Denmark and Sweden" (SOUNDREP)

Designator	AIS	Function	Information required
A	Yes, and VHF	Ship	Name of the ship (VHF); call sign and if available IMO identification number and MMSI number (AIS)
B	Yes	Date and time of event	A 6-digit group event giving day of month and hours and minutes in Universal Co-ordinated Time (UTC).
C	Yes	Position	A 5-digit group giving latitude in degrees and minutes, decimal, suffixed with N and a 6-digit group giving longitude in degrees and minutes, decimal, suffixed with E.
E	Yes	True course	A 3-digit group
F	Yes	Speed in knots and tenths of knots	A 3-digit group
I	Yes	Destination and ETA	The name of next port of call given in UN LOCODE. For details see in IMO SN/Circ.244 and; www.unece.org/cefact/locode/service/main.htm. Date and time group expressed as in (B)
L	No	Route information	A brief description of the intended route as planned by the master. Ships navigating in The Sound have options on deciding route in the following areas (see Appendix 1); a) Disken shoal b) Ven island c) Drogden channel d) Flintrännan channel The route information should be given coded by using the following local designators: • DW – Disken, west of • DE – Disken, east of • VW – Ven, west of • VE – Ven, east of • D – Drogden • F – Flintrännan See examples below.
O	Yes	Maximum present draught in metres	A 2-digit or 3-digit group giving the present maximum draught in metres (e.g.: 6.1 or 10.4)
P	Yes	Cargo on board	Cargo; and quantity and IMO class of dangerous goods, if applicable. (see 3.4.1, note c)

Designator	AIS	Function	Information required
Q	VHF	Defects and deficiencies or other limitations	Details of defects and deficiencies affecting the equipment of the ship or any other circumstances affecting normal navigation and manoeuvrability.
T	No	Ship's representative and or owner	Address and particulars from which detailed information on the cargo may be obtained.
U	VHF	Ship's size	Information of maximum air draught when exceeding 35 metres, required for all ships, including ships towing or other floating equipment. This information shall be given by voice transmissions when entering the SOUNDREP area, irrespectively of, if the information also is given by, e.g., AIS; details in paragraph 6.6.
W	Yes	Total number of persons on board	State number.
X	No	Miscellaneous	Type and estimated quantity of bunker fuel, for ships of 1,000 gross tonnage and above.

Examples of routes as given under designator L

A northbound ship leaving Malmö Port planning to sail, east of Ven, TSS In the Sound (UN LOCODE format for Malmö Port is SE MMA):

L: SE MMA, VE

A southbound ship in transit planning to sail TSS In the Sound, east of Disken, west of Ven, Drogden channel and TSS Off Falsterbo:

L: DE, VW, D

***

ANNEX 14

RESOLUTION MSC.315(88)
(adopted on 29 November 2010)

AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM "IN THE TORRES STRAIT REGION AND THE INNER ROUTE OF THE GREAT BARRIER REEF" (REEFREP)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20), resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation, at its fifty-sixth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system "In the Torres Strait region and the Inner Route of the Great Barrier Reef" (REEFREP), as described in the annex of this resolution;

2. DECIDES that the amendments to this existing mandatory ship reporting system will enter into force at 0000 hours UTC on 1 July 2011;

3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization.

ANNEX

AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM "IN THE TORRES STRAIT REGION AND THE INNER ROUTE OF THE GREAT BARRIER REEF" (REEFREP)

ANNEX 1 OF RESOLUTION MSC.52(66), AS AMENDED BY RESOLUTION MSC.161(78)

1 In Annex 1, paragraphs 2.1 and 2.2 are replaced by the following paragraphs:

"2.1 The reporting system will cover the general area, as shown in the chartlet at appendix 1. The area encompasses the Torres Strait between longitudes 141º 45′ E and 144º 00′ E, including the Endeavour Strait, and the waters of the Great Barrier Reef (GBR) between the Australian coast and the outer edge of the GBR, from the latitude of Cape York (10º 40′ S) south-eastwards to 21° 00′ S 152° 55′ E. From this position, the REEFREP boundary extends as follows:

(a) to position 23° 42′ S 153° 45′ E,

(b) thence to position 24° 30′ S 153° 35′ E,

(c) thence westward on latitude 24° 30′ S to its intersection with the Queensland coastline at the low water mark, and

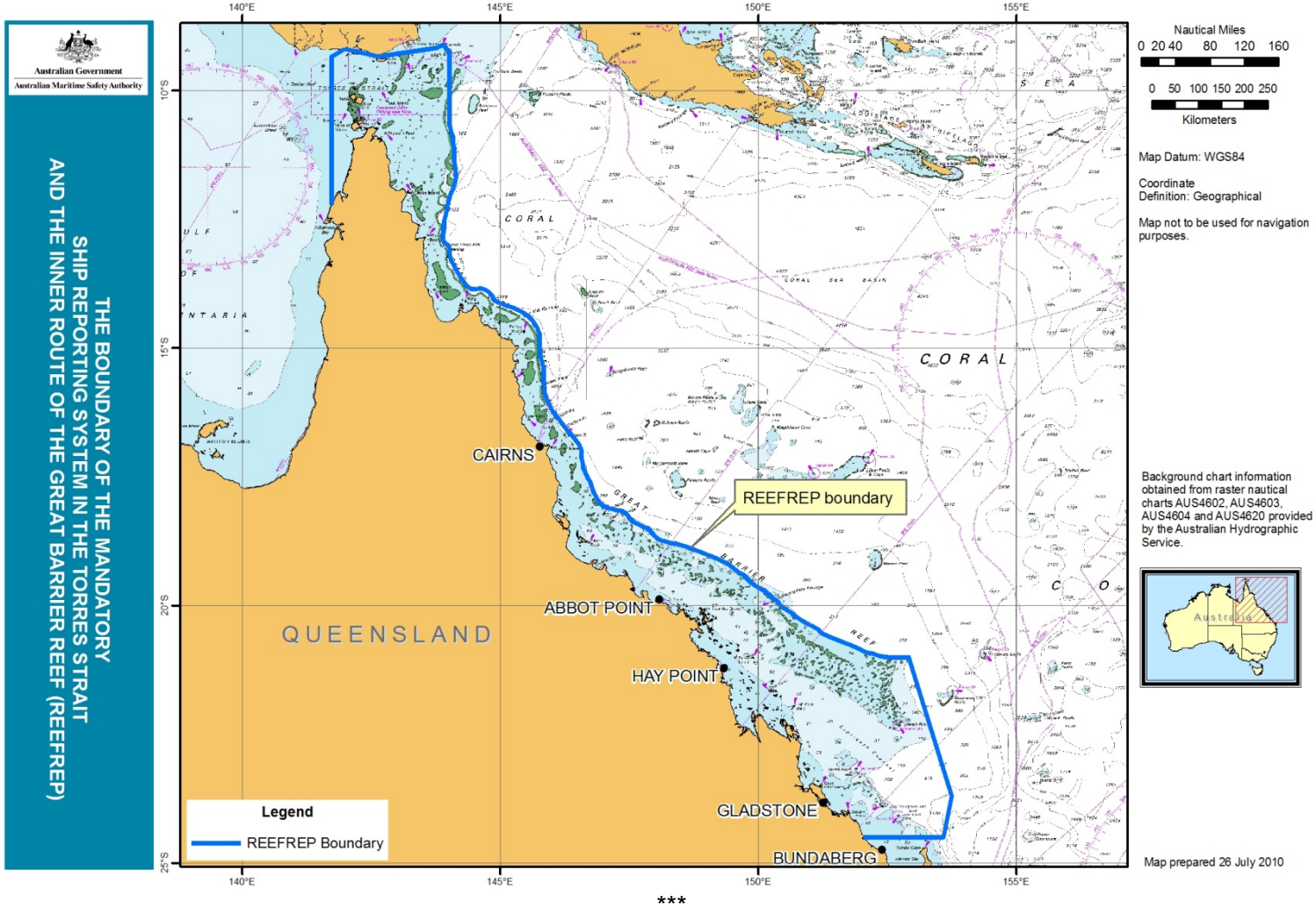
(d) thence generally north-westerly along the coastline to the latitude of Cape York (10º 40′ S).

2.2 The REEFREP area is shown on charts AUS 4620 (1996) and AUS 4635 (2010). A series of large scale charts is provided for coastal navigation throughout the REEFREP area."

2 Appendix 1 is replaced with the following:

Appendix 1

GENERAL AREA COVERED BY THE REPORTING SYSTEM



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ANNEX 15

RESOLUTION MSC.316(88)
(adopted on 29 November 2010)

AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM "OFF THE SOUTH AND SOUTH-WEST COAST OF ICELAND" (TRANSREP)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20), resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems, adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation, at its fifty-sixth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system "Off the south and south-west coast of Iceland" (TRANSREP), as described in the annex of this resolution;

2. DECIDES that the amendments to this existing mandatory ship reporting system will enter into force at 0000 hours UTC on 1 July 2011;

3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to Members of the Organization.

ANNEX

AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM "OFF THE SOUTH AND SOUTH-WEST COAST OF ICELAND" (TRANSREP)

Section 1 – Categories of ships required to participate in the system

1 The following paragraphs are added after the existing paragraph 1.1.2:

".3 ships of up to 20,000 gross tonnage, en route to or from Faxaflói Bay, which neither carry dangerous goods nor noxious materials in bulk or cargo tanks and which may transit the Eastern ATBA south of latitude 63° 45´ N; and

.4 passenger ships of unlimited size, which may only transit the inner route (Húllid Passage) and the Eastern ATBA during the period 1 May to 1 October."

Section 2 – Geographical coverage of the system and the number and edition of the reference charts used for the delineation of the system

2 The second paragraph, which refers to the reference chart, is replaced by the following paragraph:

"The reference chart, which includes all the area of coverage for the system, is Icelandic chart No.31 (INT 1103) *Dyrhólaey – Snæfellsnes* (May 2008 edition), based on datum WGS 84."

***

ANNEX 16

DRAFT ASSEMBLY RESOLUTION

WORLD-WIDE RADIONAVIGATION SYSTEM

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,

RECALLING ALSO resolution A.815(19) by which it adopted, as the IMO policy on the recognition and acceptance of suitable radionavigation systems intended for international use, the Report on the study of a world-wide radionavigation system, annexed to that resolution,

RECOGNIZING the need for a world-wide radionavigation system to provide ships with navigational position-fixing throughout the world,

RECOGNIZING ALSO the need to amend the aforementioned Report on the study of a world-wide radionavigation system,

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

1. ADOPTS, as the IMO policy for the recognition and acceptance of suitable radionavigation systems intended for international use, the Revised report on the study of a world-wide radionavigation system, set out in the Annex to the present resolution;

2. INVITES Governments to keep the Organization informed of the operational development of any suitable radionavigation systems conforming to the policy referred to above, which might be considered by the Organization for use by ships world-wide;

3. INVITES ALSO Governments and organizations providing radionavigation systems to consent to recognition of these systems by IMO;

4. REQUESTS the Maritime Safety Committee to recognize systems conforming with the requirements set out in the annex to this resolution, and to publish information on such systems;

5. REQUESTS ALSO the Maritime Safety Committee to keep the aforesaid Report under review for adjustment as necessary;

6. REVOKES resolution A.953(23).

ANNEX

REVISED REPORT ON THE STUDY OF A WORLD-WIDE RADIONAVIGATION SYSTEM

1 INTRODUCTION

1.1 Studies on a world-wide radionavigation system have been taking place since 1983. These studies have provided a basis on which chapter V of the 1974 SOLAS Convention has been amended to include a requirement for ships to carry means of receiving transmissions from suitable radionavigation systems throughout their intended voyage.

1.2 The operational requirements for world-wide radionavigation systems are given in the appendix.

1.3 It is not considered feasible for IMO to fund a world-wide radionavigation system. Existing and planned systems which are being provided and operated by Governments or organizations have therefore been studied, in order to ascertain the conditions under which such systems might be recognized or accepted by IMO.

2 PROCEDURES AND RESPONSIBILITIES CONCERNING THE RECOGNITION OF SYSTEMS

2.1 Procedures and functions of IMO

2.1.1 The recognition by IMO of a radionavigation system would mean that the Organization recognizes that the system is capable of providing adequate position information within its coverage area and that the carriage of receiving equipment for use with the system satisfies the relevant requirements of the 1974 SOLAS Convention, as amended.

2.1.2 IMO should not recognize a radionavigation system without the consent of the Government or organization which has provided and is operating the system.

2.1.3 In deciding whether or not to recognize a radionavigation system, IMO should consider whether:

.1 the Government or organization providing and operating the system has stated formally that the system is operational and available for use by merchant shipping;

.2 its continued provision is assured;

.3 it is capable of providing position information within the coverage area declared by the Government or organization operating and providing the system with a performance not less than that given in the appendix;

.4 adequate arrangements have been made for publication of the characteristics and parameters of the system and of its status, including amendments, as necessary; and

.5 adequate arrangements have been made to protect the safety of navigation should it be necessary to introduce changes in the characteristics or parameters of the system that could adversely affect the performance of shipborne receiving equipment.

2.1.4 In deciding, in the light of any changes to a recognized system, whether the system should continue to be recognized, the criteria listed in paragraph 2.1.3 should be applied.

2.2 Responsibilities of Governments or organizations

2.2.1 The provision and operation of a radionavigation system is the responsibility of the Governments or organizations concerned.

2.2.2 Governments or organizations willing to have a radionavigation system recognized by IMO should formally notify IMO that the system is operational and available for use by merchant shipping. The Government or organization should also declare the coverage area of the system and provide as much other information as practicable to assist IMO in its consideration of the factors identified in paragraph 2.1.3.

2.2.3 Governments or organizations that have a system recognized by IMO should not allow changes to the operational characteristics of the system under which the system was recognized without notifying IMO (see resolution A.577(14)).

3 SHIPBORNE RECEIVING EQUIPMENT

3.1 To avoid the necessity of carrying more than one set of receiving equipment on a ship, the shipborne receiving equipment should be suitable for operating either with a world-wide radionavigation system, or with radionavigation systems which cover the area in which the ship trades.

3.2 Shipborne receiving equipment should conform to the relevant performance standards not inferior to those adopted by the Organization.

3.3 Radionavigation systems should make it possible for shipborne receiving equipment automatically to select the appropriate stations for determining the ship's position with the required performance.

3.4 Shipborne receiving equipment should be provided with at least one output* from which position information can be supplied in a standard form to other equipment.

* IEC publication 61162.

Appendix

OPERATIONAL REQUIREMENTS

1 INTRODUCTION

1.1 The operational requirements for a world-wide radionavigation system should be general in nature and capable of being met by a number of systems. All systems should be capable of being used by an unlimited number of ships.

1.2 The requirements may be met by individual radionavigation systems or by a combination of such systems.

1.3 The system is considered to be available when it provides the required integrity for the given accuracy level.

2 NAVIGATION IN OCEAN WATERS

2.1 Where a radionavigation system is used to assist in the navigation of ships in ocean waters, the system should provide positional information with an error not greater than 100 m with a probability of 95%. This degree of accuracy is suitable for purposes of general navigation and provision of position information in the GMDSS.

2.2 In view of the fact that merchant fleets operate world-wide, the information provided by a radionavigation system must be suitable for use for general navigation by ships engaged on international voyages in any ocean waters.

2.3 Taking into account the radio frequency environment, the coverage of the system should be adequate to provide position-fixing throughout this phase of navigation.

2.4 The radionavigation system should permit an update rate of the computed position data not less than once every 2 s.

2.5 Signal availability should exceed 99.8%.

2.6 An integrity warning of system malfunction, non-availability or discontinuity should be provided to users as soon as practicable by Maritime Safety Information (MSI) systems.

3 NAVIGATION IN HARBOUR ENTRANCES, HARBOUR APPROACHES AND COASTAL WATERS*

3.1 Where a radionavigation system is used to assist in the navigation of ships in such waters, the system should provide positional information with an error not greater than 10 m with a probability of 95%.

3.2 Taking into account the radio frequency environment, the coverage of the system should be adequate to provide position-fixing throughout this phase of navigation.

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* SOLAS regulation V/13 requires each contracting Government to provide, as it deems practical and necessary either individually or in cooperation with other contracting Governments, such aids to navigation as the volume of traffic justifies and the degree of risk requires.

3.3 The radionavigation system should permit an update rate of the computed position data not less than once every 2 s[**].

3.4 Signal availability should exceed 99.8%.

3.5 When the system is available, the service continuity should be ≥99.97% over a period of 15 minutes.

3.6 An integrity warning of system malfunction, non-availability or discontinuity should be provided to users within 10 s.

3.7 The system shall be considered available when it provides the required integrity for the given accuracy level.

***

[**] This applies to the computed and displayed position data, but not to the update rate of any correction data, which may remain valid for 30 s or more.

ANNEX 17

DRAFT ASSEMBLY RESOLUTION

PRINCIPLES OF MINIMUM SAFE MANNING

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 Article 28(a) of that Convention which requires the Maritime Safety Committee to consider, *inter alia*, the manning of seagoing ships from a safety standpoint,

NOTING that safe manning is a function of the number of qualified and experienced seafarers necessary for the safety and security of the ship, crew, passengers, cargo and property and for the protection of the marine environment,

RECOGNIZING the importance of the requirements of the pertinent IMO instruments as well as those adopted by ILO, ITU and WHO relevant to maritime safety and protection of the marine environment,

MINDFUL of the provisions of SOLAS regulation V/14, as amended, with respect to the issue of an appropriate safe manning document or equivalent as evidence of minimum safe manning,

ALSO MINDFUL of the provisions of SOLAS chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code relating to the security of ships and port facilities,

BEING AWARE that the ability of seafarers to maintain observance of these requirements is dependent upon their continued efficiency through conditions relating to training, hours of work and rest, occupational safety, health and hygiene and the proper provision of food,

BELIEVING that international acceptance of broad principles as a framework for administrations to determine the safe manning of ships would materially enhance maritime safety, security and protection of the marine environment,

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

1. ADOPTS the Principles of minimum safe manning, consisting of the Guidelines for the application of principles of safe manning, the Guidelines for determination of minimum safe manning, the Responsibilities in the application of principles of minimum safe manning, the Guidance on contents and model form of minimum safe manning document and the Framework for determining minimum safe manning, set out respectively in Annexes 1, 2, 3, 4 and 5 to the present resolution;

2. RECOMMENDS that Governments, in establishing the minimum safe manning for ships flying their countries' flag, observe the Principles set out in Annex 1 and the procedures as set out in Annex 5 and take into account the Guidelines set out in Annexes 2 and 3;

3. URGES Governments to ensure that minimum safe manning documents contain, as a minimum, the information set out in Annex 4;

4. URGES FURTHER Governments, when exercising port State control functions under international conventions in force with respect to foreign ships visiting their ports, to regard compliance with the minimum safe manning documents as evidence that such ships are safely manned;

5. REQUESTS the Maritime Safety Committee to keep this resolution under review;

6. REVOKES resolutions A.890(21) and A.955(23).

ANNEX 1

GUIDELINES FOR THE APPLICATION OF PRINCIPLES OF MINIMUM SAFE MANNING

1 Introduction

1.1 These Guidelines should be used in applying the principles of minimum safe manning set out in section 3 to ensure the safe operation of ships to which article III of the 1978 STCW Convention, as amended, applies, and the security of ships to which chapter XI-2 of the 1974 SOLAS Convention, as amended, applies, and for the protection of the marine environment.

1.2 The Administration may retain or adopt arrangements which differ from the provisions herein recommended and which are especially adapted to technical developments and to special types of ships and trades. However, at all times the Administration should satisfy itself that the detailed manning arrangements ensure a degree of safety at least equivalent to that established by these Guidelines.

2 Objectives

The objectives of these Guidelines are to ensure that a ship is sufficiently, effectively and efficiently manned to provide safety and security of the ship, safe navigation and operations at sea, safe operations in port, prevention of human injury or loss of life, the avoidance of damage to the marine environment and to property, and to ensure the welfare and health of seafarers through the avoidance of fatigue. These objectives can be achieved through the following:

.1 adoption of a goal-based approach;

.2 standard procedures for effective implementation; and

.3 effective enforcement.

3 Principles of minimum safe manning

3.1 The following principles should be observed in determining the minimum safe manning of a ship:

.1 the capability to:

.1 maintain safe navigational, port, engineering and radio watches in accordance with regulation VIII/2 of the 1978 STCW Convention, as amended, and also maintain general surveillance of the ship;

.2 moor and unmoor the ship safely;

.3 manage the safety functions of the ship when employed in a stationary or near-stationary mode at sea;

.4 perform operations, as appropriate, for the prevention of damage to the marine environment;

.5 maintain the safety arrangements and the cleanliness of all accessible spaces to minimize the risk of fire;

.6 provide for medical care on board ship;

.7 ensure safe carriage of cargo during transit;

.8 inspect and maintain, as appropriate, the structural integrity of the ship; and

.9 operate in accordance with the approved Ship's Security Plan; and

.2 the ability to:

.1 operate all watertight closing arrangements and maintain them in effective condition, and also deploy a competent damage control party;

.2 operate all onboard fire-fighting and emergency equipment and life-saving appliances, carry out such maintenance of this equipment as is required to be done at sea, and muster and disembark all persons on board; and

.3 operate the main propulsion and auxiliary machinery including pollution prevention equipment and maintain them in a safe condition to enable the ship to overcome the foreseeable perils of the voyage.

3.2 The following onboard functions, when applicable, should also be taken into account:

.1 ongoing training requirements for all personnel, including the operation and use of fire-fighting and emergency equipment, life-saving appliances and watertight closing arrangements;

.2 specialized training requirements for particular types of ships and in instances where crew members are engaged in shipboard tasks that cross departmental boundaries;

.3 provision of proper food and drinking water;

.4 need to undertake emergency duties and responsibilities; and

.5 need to provide training opportunities for entrant seafarers to allow them to gain the training and experience needed.

ANNEX 2

GUIDELINES FOR DETERMINATION OF MINIMUM SAFE MANNING

1.1 The minimum safe manning of a ship should be established taking into account all relevant factors, including the following:

.1 size and type of ship;

.2 number, size and type of main propulsion units and auxiliaries;

.3 level of ship automation;

.4 construction and equipment of the ship;

.5 method of maintenance used;

.6 cargo to be carried;

.7 frequency of port calls, length and nature of voyages to be undertaken;

.8 trading area(s), waters and operations in which the ship is involved;

.9 extent to which training activities are conducted on board;

.10 degree of shoreside support provided to the ship by the company;

.11 applicable work hour limits and/or rest requirements; and

.12 the provisions of the approved Ship's Security Plan.

1.2 The determination of the minimum safe manning of a ship should be based on performance of the functions at the appropriate level(s) of responsibility, as specified in the STCW Code, which include the following:

.1 navigation, comprising the tasks, duties and responsibilities required to:

.1 plan and conduct safe navigation;

.2 maintain a safe navigational watch in accordance with the requirements of the STCW Code;

.3 manoeuvre and handle the ship in all conditions; and

.4 moor and unmoor the ship safely;

.2 cargo handling and stowage, comprising the tasks, duties and responsibilities required to plan, monitor and ensure safe loading, stowage, securing, care during the voyage and unloading of cargo to be carried on the ship;

.3 operation of the ship and care for persons on board, comprising the tasks, duties and responsibilities required to:

.1 maintain the safety and security of all persons on board and keep life-saving, fire-fighting and other safety systems in operational condition;

.2 operate and maintain all watertight closing arrangements;

.3 perform operations, as appropriate, to muster and disembark all persons on board;

.4 perform operations, as appropriate, to ensure protection of the marine environment;

.5 provide for medical care on board the ship; and

.6 undertake administrative tasks required for the safe operation and the security of the ship;

.4 marine engineering, comprising the tasks, duties and responsibilities required to:

.1 operate and monitor the ship's main propulsion and auxiliary machinery and evaluate the performance of such machinery;

.2 maintain a safe engineering watch in accordance with the requirements of the STCW Code;

.3 manage and perform fuel and ballast operations; and

.4 maintain safety of the ship's engine equipment, systems and services;

.5 electrical, electronic and control engineering, comprising the tasks, duties and responsibilities required to:

.1 operate the ship's electrical and electronic equipment; and

.2 maintain the safety of the ship's electrical and electronic systems;

.6 radiocommunications, comprising the tasks, duties and responsibilities required to:

.1 transmit and receive information using the radio equipment of the ship;

.2 maintain a safe radio watch in accordance with the requirements of the ITU Radio Regulations and the 1974 SOLAS Convention, as amended; and

.3 provide radio services in emergencies; and

.7 maintenance and repair, comprising the tasks, duties and responsibilities required to carry out maintenance and repair work to the ship and its machinery, equipment and systems, as appropriate to the method of maintenance and repair used.

1.3 In addition to the factors and functions in paragraphs 1.1 and 1.2, the determination of the minimum safe manning should also take into account:

.1 the management of the safety, security and protection of the environment functions of a ship at sea when not under way;

.2 except in ships of limited size, the provision of qualified deck officers to ensure that it is not necessary for the master to keep regular watches by adopting a three-watch system;

.3 except in ships of limited propulsion power or operating under provisions for unattended machinery spaces, the provision of qualified engineer officers to ensure that it is not necessary for the chief engineer to keep regular watches by adopting a three-watch system;

.4 the maintenance of applicable occupational health and hygiene standards on board; and

.5 the provision of proper food and drinking water for all persons on board, as required.

1.4 In determining the minimum safe manning of a ship, consideration should also be given to:

.1 the number of qualified and other personnel required to meet peak workload situations and conditions, with due regard to the number of hours of shipboard duties and rest periods assigned to seafarers; and

.2 the capability of the master and the ship's complement to coordinate the activities necessary for the safe operation and for the security of the ship and for the protection of the marine environment.

ANNEX 3

RESPONSIBILITIES IN THE APPLICATION OF PRINCIPLES OF MINIMUM SAFE MANNING

1 Responsibilities of companies

1.1 The Administration may require the company responsible for the operation of the ship to prepare and submit its proposal for the minimum safe manning of a ship in accordance with a form specified by the Administration.

1.2 In preparing a proposal for the minimum safe manning of a ship, the company should apply the principles, recommendations and guidelines contained in this resolution and should be required to:

.1 make an assessment of the tasks, duties and responsibilities of the ship's complement required for its safe operation, for its security, for protection of the marine environment, and for dealing with emergency situations;

.2 ensure that fitness for duty provisions and record of hours are implemented;

.3 make an assessment of numbers and grades/capacities in the ship's complement required for its safe operation, for its security, for protection of the marine environment, and for dealing with emergency situations;

.4 prepare and submit to the Administration a proposal for the minimum safe manning based upon the assessment of the numbers and grades/capacities in the ship's complement required for its safe operation, for its security and for protection of the marine environment, justifying the proposal by explaining how the proposed ship's complement will deal with emergency situations, including the evacuation of passengers, where necessary;

.5 ensure that the minimum safe manning is adequate at all times and in all respects, including meeting peak workload situations, conditions and requirements, and is in accordance with the principles, recommendations and guidelines contained in this resolution; and

.6 prepare and submit to the Administration a new proposal for the minimum safe manning of a ship in the case of changes in trading area(s), construction, machinery, equipment, operation and maintenance or management of the ship, which may affect the safe manning.

2 Approval by the Administration

2.1 A proposal for the minimum safe manning of a ship submitted by a company to the Administration should be evaluated by the Administration to ensure that:

.1 the proposed ship's complement contains the number and grades/capacities of personnel to fulfil the tasks, duties and responsibilities required for the safe operation of the ship, for its security, for protection of the marine environment and for dealing with emergency situations; and

.2 the master, officers and other members of the ship's complement are not required to work more hours than is safe in relation to the performance of their duties and the safety of the ship and that the requirements for work and rest hours, in accordance with applicable national regulations, can be complied with.

2.2 In applying such principles, Administrations should take proper account of existing IMO, ILO, ITU and WHO instruments in force which deal with:

.1 watchkeeping;
.2 hours of work or rest;
.3 safety management;
.4 certification of seafarers;
.5 training of seafarers;
.6 occupational safety, health and hygiene;
.7 crew accommodation and food;
.8 security; and
.9 radiocommunications.

2.3 The Administration should require a company to amend a proposal for the minimum safe manning of a ship if, after evaluation of the original proposal submitted by the company, the Administration is unable to approve the proposed composition of the ship's complement.

2.4 The Administration should only approve a proposal for the minimum safe manning of a ship and issue accordingly a minimum safe manning document if it is fully satisfied that the proposed ship's complement is established in accordance with the principles, recommendations and guidelines contained in this resolution, and is adequate in all respects for the safe operation and the security of the ship and for the protection of the marine environment.

2.5 The Administration may withdraw the minimum safe manning document of a ship if the company fails to submit a new proposal for the ship's minimum safe manning when changes in trading area(s), construction, machinery, equipment or operation and maintenance of the ship have taken place which affect the minimum safe manning.

2.6 The Administration should review and may withdraw, as appropriate, the minimum safe manning document of a ship which persistently fails to be in compliance with rest hours requirements.

2.7 The Administration should consider the circumstances very carefully before allowing a minimum safe manning document to contain provisions for less than three qualified officers in charge of a navigational watch, while taking into account all the principles for establishing safe manning.

ANNEX 4

GUIDANCE ON CONTENTS AND MODEL FORM OF MINIMUM SAFE MANNING DOCUMENT

1 The following information should be included in the minimum safe manning document issued by the Administration specifying the minimum safe manning:

.1 a clear statement of the ship's name, port of registry, distinctive number or letters, IMO number, gross tonnage, main propulsion power, type and trading area, whether or not the machinery space is unattended and company as defined in the ISM Code;

.2 a table showing the number and grades/capacities of the personnel required to be carried, together with any special conditions or other remarks;

.3 a formal statement by the Administration that, in accordance with the principles and guidelines set out in Annexes 1 and 2, the ship named in the document is considered to be safely manned if, whenever it proceeds to sea, it carries not less than the number and grades/capacities of personnel shown in the document, subject to any special conditions stated therein;

.4 a statement as to any limitations on the validity of the document by reference to particulars of the individual ship and the nature of service upon which it is engaged; and

.5 the date of issue and any expiry date of the document together with a signature for and the seal of the Administration.

2 It is recommended that the minimum safe manning document be drawn up in the form corresponding to the model given in the appendix to this Annex. If the language used is not English, the information given should include a translation into English.

Appendix

MODEL FORM OF MINIMUM SAFE MANNING DOCUMENT

MINIMUM SAFE MANNING DOCUMENT

(Official seal) (State)

Issued under the provisions of regulation V/14.2.2 of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended

under the authority of the Government of

(Name of the State)

by

(Administration)

Particulars of ship[*]

Name of ship .....
Distinctive number or letters .....
IMO number .....
Port of registry .....
Gross tonnage:
National .....
International Tonnage Convention, 1969 .....
Main propulsion power (kW) .....
Type of ship .....

Periodically unattended machinery space yes/no

Operating Company .....

.....

[*] Alternatively the particulars of the ship may be placed horizontally.

Trading area[**]

The ship named in this document is considered to be safely manned if, when it proceeds to sea, it carries not less than the number and grades/capacities of personnel specified in the table(s) below.

Grade/capacity	Certificate (STCW regulation)	Number of persons

Special requirements or conditions, if any:

Issued at ..... on the ..... day of .....
(month and year)

Date of expiry (if any) .....

(Seal of the Administration)

.....
(Signature for and on behalf of the Administration)

[**] Where a trading area other than unlimited is shown, a clear description or map of the trading area should be included in the document.

ANNEX 5

FRAMEWORK FOR DETERMINING MINIMUM SAFE MANNING

PREAMBLE

This framework has been developed to assist Administrations and companies in determining minimum safe manning.

STEPS FOR DETERMINING MINIMUM SAFE MANNING

1 Submission from the company

1.1 Submission of a proposal from the company for minimum safe manning defining the nature of the operation of the ship.

1.2 Submission needs to take into account the requirements of Annexes 2 and 3 in the context of the management of the safety, security and protection of the marine environment functions of a ship.

1.3 The process outlined below should enable companies to achieve greater depth and insight into the interdependencies and interactions of operational elements that influence the amounts of crew member workload and, ultimately, the proposed minimum safe manning level.

Operational functions

1.4 Beginning this process requires the breakdown of the operational elements into functions. Annex 2 provides guidance on the relevant functions that need to be considered, however, this list is not exclusive. Each function can then be broken down into a task list that includes the attributes listed below.

.1 **Duration**: What is the time required to execute each task? Time in this case is measurement of total man hours versus the actual duration taken for task completion, since some tasks can be done in a shorter time by using multiple individuals.

.2 **Frequency**: How often is the task performed? This can be categorized using some form of standard interval (i.e. hourly, daily, weekly, etc.).

.3 **Competence**: What are the skills, training and qualifications needed to consistently perform the task properly?

.4 **Importance**: What is the risk or consequence associated with improper performance?

Operational factors

1.5 Once a function is broken down into specific tasks and their attributes, it is then necessary to determine the specific personnel qualifications, operational policy and procedures, and infrastructure/technology necessary to perform each task. It is important to recognize that these elements may increase or decrease manning levels depending on

availability and appropriate procedures and of specific capability enabling technology/automation.

Task capability

1.6 The information generated in defining the operational factors and functions should be used to determine how many tasks that can be executed by an individual under the possible range of operational conditions. Critical considerations, while conducting this step, are human element limitations and relevant standards and regulations. These include sleep and circadian requirements, physical and mental workload associated with each task, and exposure limits to shipboard environmental conditions such as noise, temperature and toxins.

Workload assessments

1.7 Once steps relating to operational functions, operational factors and task capability have been conducted, the information is then used to determine whether workload will not exceed the minimum hours of rest and/or work as provided in relevant national and international regulations. Considerations, while performing this step, include work period lengths, work schedule designs and whether a single crew member can execute the tasks set in a specific work period or work period(s) per work day.

2 Evaluation by the Administration

2.1 The Administration should evaluate/approve the submission of the company against relevant national and international regulatory requirements and guidelines.

2.2 Having evaluated and approved the proposal the Administration should issue a minimum safe manning document including special requirements and conditions.

3 Maintenance of minimum safe manning document

A company should advise the Administration of any changes that would affect the minimum safe manning document, and in such circumstances prepare and submit a new proposal taking into account Annex 3.

4 Compliance monitoring

The Administration should periodically review the minimum safe manning arrangements.

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ANNEX 18

DRAFT AMENDMENTS TO SOLAS REGULATION V/14

CHAPTER V

SAFETY OF NAVIGATION

REGULATION 14

Ships' manning

1 The existing paragraph 2 is replaced by the following new paragraph:

"2 For every ship to which chapter I applies, the Administration shall:

.1 establish appropriate minimum safe manning following a transparent procedure taking into account the relevant guidance adopted by the Organization*; and

.2 issue an appropriate minimum safe manning document or equivalent as evidence of the minimum safe manning considered necessary to comply with the provisions of paragraph 1."

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* Refer to the Principles of minimum safe manning, to be adopted by the Assembly.

ANNEX 19

THEMATIC PRIORITIES FOR THE ITCP COVERING THE 2012-2013 BIENNIUM

1 Fostering the effective implementation of Conventions and other mandatory instruments, with emphasis on the SAR and STCW Conventions, in particular, providing assistance and training to developing countries to comply with the Manila amendments to the STCW Convention, and the ISM and Casualty Investigation Codes, addressing the special needs of Least Developed Countries (LDCs) and Small Island Developing States (SIDS) and particular maritime needs of Africa.

2 Promoting SOLAS chapter XI-2 and the ISPS Code, the continued establishment and strengthening of effective ship and port facility security measures, the enhancement of safety and security of the ship/port interface, in accordance with the relevant IMO standards and recommendations and promoting and enhancing maritime security aspects relating to piracy and armed robbery against ships, including facilitation and effective implementation of the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships.

3 Supporting maritime Administrations to strengthen their human resource capabilities in the discharge of their responsibilities as flag and port States, and promoting the global harmonization and co-ordination of port State control MoUs.

4 Supporting maritime Administrations to strengthen their services dedicated to safety of navigation and monitoring of maritime traffic.

5 Capacity-building for effective participation in the Voluntary IMO Member State Audit Scheme and effective compliance with the Code for the implementation of mandatory IMO instruments.

6 Supporting maritime Administrations through capacity-building to strengthen their capabilities to deal with the provisions of the IMDG and IMSBC Codes.

7 Promoting the acceptance and implementation of IMO instruments with particular emphasis on the 1993 Torremolinos Protocol and the 1995 STCW-F Convention as well as proactive safety measures relating to fishing vessels and their personnel.

8 Promoting and enhancing maritime safety aspects relating to non-convention ships, including small fishing vessels and domestic passenger ferries.

9 Supporting maritime training institutions and fellowship programmes.

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ANNEX 20

BIENNIAL AGENDAS OF THE SUB-COMMITTEES

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG)*					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number	Description				
1.1.2.2	**Consideration of IACS unified interpretations**	MSC/MEPC		BLG	Ongoing
2.0.1.13	**Development of guidelines and other documents for uniform implementation of the 2004 BWM Convention**	MEPC	BLG		2012
5.2.1.3	**Code of safety for ships using gas or other low-flash point fuels with properties similar to liquefied natural gas**	MSC	BLG	FP and DE	2012
5.2.1.4	**Revision of the IGC Code**	MSC	BLG	FP, DE, SLF and STW	2014
5.2.1.25	**Revision of the Recommendations for entering enclosed spaces aboard ships**	MSC	DSC	BLG and FP	2011
5.2.1.31	**Review of proposed amendments to chapter 14 of the FSS Code related to ships carrying liquid substances listed in the IBC Code**	MSC	BLG	FP	2011
5.2.2.9	**Amendments to SOLAS to mandate enclosed space entry and rescue drills**	MSC	DSC	BLG	2012
7.1.2.14	**Development of international measures for minimizing the transfer of invasive aquatic species through bio-fouling of ships**	MEPC	BLG		2012

* Items printed in bold letters have been selected for the provisional agenda for BLG 15.

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG)					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		**Parent organ(s)**	**Coordinating organ(s)**	**Involved organ(s)**	**Target completion year**
Number	**Description**				
7.1.2.31	**Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk in offshore support vessels**	MEPC	BLG	DE	2012
7.2.2.4	**Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments**	MEPC	BLG		Ongoing
7.2.2.5	**Application of the requirements for the carriage of bio-fuels and bio-fuel blends**	MEPC	BLG		2011
7.3.1.1	**Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NO_x Technical Code**	MEPC	BLG		2012
12.3.1 12.1.2.2	**Casualty analysis**	MSC	FSI	BLG	Ongoing

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)*					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number	Description				
5.2.2.9	**Amendment to SOLAS to mandate enclosed space entry and rescue drills**	MSC	DSC	BLG	2012
5.2.3.1	**Amendments to the International Convention for Safe Containers, 1972 and associated circulars**	MSC	DSC		2011
5.2.3.3	**Amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes**	MSC/MEPC	DSC		Ongoing
5.2.3.4	**Amendment (36-12) to the IMDG Code and supplements**	MSC	DSC		2011
5.2.3.5	**Harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods**	MSC	DSC		Ongoing
5.2.3.6	**Stowage of water-reactive materials**	MSC	DSC	FP	2011
5.2.3.14	**Review of the Guidelines for packing of cargo transport units**	MSC	DSC		2013
5.2.3.16	**Installation of equipment for detection of radioactive sources or radioactive contaminated objects in ports**	MSC	DSC		2011
5.3.1.4	**Consideration for the efficacy of Container Inspection Programme**	MSC	DSC		2011

* Items printed in bold letters have been selected for the provisional agenda for DSC 16.

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		**Parent organ(s)**	**Coordinating organ(s)**	**Involved organ(s)**	**Target completion year**
Number	**Description**				
12.3.1 12.1.2.2	**Casualty analysis**	MSC	FSI	DSC	Ongoing
12.3.1.3	**Reports on incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas**	MEPC	DSC		Ongoing

SUB-COMMITTEE ON FIRE PROTECTION (FP)*					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number	Description				
1.1.2.2	**Consideration of IACS unified interpretations**	MSC			Ongoing
2.0.1.3	**Means for recharging air bottles for air breathing apparatuses**	MSC	FP		2011
2.0.1.9	**Performance testing and approval standards for fire safety systems**	MSC	FP		2011
2.0.1.30	**Development of unified interpretations for chapter 7 of the 2000 HSC Code**	MSC	FP		2012
5.1.1.4	**Review of fire protection requirements for on-deck cargo areas**	MSC	FP	DSC	2011
5.1.1.7	**Safety provisions applicable to tenders operating from passenger ships**	MSC	DE	FP, COMSAR, NAV, SLF, STW	2013
5.1.1.10	**Guidelines for a visible element to general emergency alarm systems on passenger ships**	MSC	DE	FP	2012
5.1.1.11	**Recommendation on evacuation analysis for new and existing passenger ships**	MSC	FP		2011
5.2.1.2	**Fire resistance of ventilation ducts**	MSC	FP		2011
5.2.1.6	**Means of escape from machinery spaces**	MSC	FP		2011

* Items printed in bold letters have been selected for the provisional agenda for FP 55.

SUB-COMMITTEE ON FIRE PROTECTION (FP)					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number	Description				
5.2.1.9	**Harmonization of the requirements for the location of entrances, air inlets and openings in the superstructures of tankers**	MSC	FP	BLG	2011
5.2.1.12	**Requirements for ships carrying hydrogen and compressed natural gas vehicles**	MSC	FP		2011
5.2.1.25	**Revision of the Recommendations for entering enclosed spaces aboard ships**	MSC	DSC	STW, BLG, FP	2011
5.2.1.32	**Development of guidelines for use of Fibre Reinforced Plastic (FRP) within ship structures**	MSC	DE	FP	2013
5.2.2.9	**Development of amendments to the FSS Code for communication equipment for fire-fighting teams**	MSC	FP		2012
5.2.3.15	**Measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes**	MSC	FP	BLG, DE	2011
12.1.2.2	**Analysis of fire casualty records**	MSC	FSI		Ongoing

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)*					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number	Description				
1.1.2.2	**Consideration of IACS unified interpretations**	MSC		FSI	Ongoing
1.1.2.4	**PSC guidelines on seafarers' working hours and PSC guidelines in relation to the Maritime Labour Convention, 2006**	MSC	FSI		2011
2.0.1.13 5.2.2.2	**Development of guidelines on port State control under the 2004 BWM Convention**	MEPC	FSI		2013
2.0.1.18	**Development of a Code for Recognized Organizations**	MSC	FSI		2011
2.0.1.25 2.0.2.7/8	**Comprehensive analysis of difficulties encountered in the implementation of IMO instruments**	MSC/MEPC	FSI		Ongoing
2.0.1.25 5.3.1.8	**Responsibilities of Governments and measures to encourage flag State compliance**	MSC/MEPC	FSI		Ongoing
2.0.1.27	**Mandatory reports under MARPOL**	MEPC	FSI		Ongoing
2.0.2.2	**Review of the Code for the Implementation of Mandatory IMO Instruments**	MSC/MEPC	FSI		Ongoing
5.1.2.3	**Measures to protect the safety of persons rescued at sea**	MSC	FSI		2011

* Items printed in bold letters have been selected for the provisional agenda for FSI 19.

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		**Parent organ(s)**	**Coordinating organ(s)**	**Involved organ(s)**	**Target completion year**
Number	**Description**				
5.2.1.22	**Non-mandatory instruments: regulations for non-convention ships**	MSC		FSI	In progress
5.2.1.23	**Review of the Survey Guidelines under the HSSC**	MSC	FSI		Ongoing
7.1.2.10	**Review of the Guidelines for inspection of anti-fouling systems on ships**	MEPC	FSI		2011
5.3.1.6 5.3.1.7 12.3.1.2	**Harmonization of port State control activities**	MSC	FSI		Ongoing
12.1.2.1/2 12.3.1.1/3	**Casualty statistics and investigations**	MSC	FSI		Ongoing

SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR)*					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number	Description				
1.1.2.10 1.1.2.17	**Radiocommunication ITU-R Study Group matters; and ITU World Radiocommunication Conference matters:** Liaison statements to/from ITU: radiocommunications	MSC	COMSAR		Ongoing
1.3.5.2	**Amendments to the ICAO/IMO IAMSAR Manual**	MSC	COMSAR		Ongoing
2.0.3.2	**Matters concerning search and rescue, including those related to the 1979 SAR Conference and the implementation of the GMDSS: Further development of the Global SAR Plan for the provision of maritime SAR services, including procedures for routeing distress information in the GMDSS**	MSC	COMSAR		Ongoing
2.0.3.6	**Harmonized aeronautical and maritime search and rescue procedures, including SAR training matters**	MSC	COMSAR		2011
5.1.1.7	**Safety provisions applicable to tenders operating from passenger ships**	MSC	DE	FP, COMSAR, NAV, SLF, STW	2011
5.1.2.3	**Measures to protect the safety of persons rescued at sea**	MSC	COMSAR	FSI, FAL	2011
[5.2.4**	**Development of Assembly resolution on World-Wide Met-Ocean Information and Warning Service**	MSC	COMSAR		2011]
5.2.5.1	Amendments to NAVTEX and SafetyNET	MSC	COMSAR		2011

* Items printed in bold letters have been selected for the provisional agenda for COMSAR 15.

** Unplanned output subject to endorsement by the Council. A new output number will be assigned by the Council, as appropriate.

SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR)					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		**Parent organ(s)**	**Coordinating organ(s)**	**Involved organ(s)**	**Target completion year**
Number	**Description**				
5.2.5.2	**Global Maritime Distress and Safety System (GMDSS): Operational and technical coordination provisions of maritime safety information (MSI) services, including review of related documents**	MSC	COMSAR		Ongoing
5.2.5.4	**Further development of the GMDSS master plan on shore-based facilities, including the completion of implementation for full Arctic MSI in 2011**	MSC	COMSAR		Ongoing
5.2.5.5	**Satellite services (Inmarsat and Cospas-Sarsat)**	MSC	COMSAR		Ongoing
5.2.5.6	Future mobile satellite communication systems evaluated and recognized for use in the GMDSS	MSC	COMSAR		2011
5.2.5.7	**Developments in maritime radiocommunication systems and technology**	MSC	COMSAR		2011
5.2.5.9	**Revision of Performance Standards for float-free satellite EPIRBs operating on 406 MHz (resolution A.810(19))**	MSC	COMSAR		2011
5.2.5.10	**Scoping exercise to establish the need for a review of the elements and procedures of the GMDSS**	MSC	COMSAR		2012
5.2.6.1	**An implementation plan for the e-navigation strategy**	MSC	NAV	COMSAR, STW	2012
12.1.2.2	Casualty analysis	MSC	FSI	COMSAR	Ongoing

SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV)*					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number	Description				
1.1.2.2	**Consideration of IACS unified interpretations**	MSC	NAV		Ongoing
1.1.2.10	**Radiocommunication ITU-R Study Group matters**	MSC	NAV		2011
1.1.2.17	**ITU matters**	MSC	NAV		Ongoing
5.2.4.1	**Routeing of ships, ship reporting and related matters**	MSC	NAV		Ongoing
5.2.4.9	**Review of vague expressions in SOLAS regulation V/22**	MSC	NAV		2011
5.2.4.11	**Amendments to the Performance standards for VDR and S-VDR**	MSC	NAV		2011
5.2.4.13	**Development of policy and new symbols for AIS aids to navigation**	MSC	NAV		2013
5.2.4**	**Development of performance standards for inclinometers**	MSC	NAV		2012
5.2.6.1	**Development of an e-navigation strategy implementation plan**	MSC	NAV	COMSAR, STW	2012
12.1.2.2	**Casualty analysis**	MSC	FSI	NAV	Ongoing

* Items printed in bold letters have been selected for the provisional agenda for NAV 57.

** Unplanned output subject to endorsement by the Council. A new output number will be assigned by the Council, as appropriate.

SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE)*					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number	Description				
1.1.2.2	**Consideration of IACS unified interpretations**	MSC		DE	Ongoing
5.1.1.1	**Performance standards for recovery systems for all types of ships**	MSC	DE		2011
5.1.1.7	**Safety provisions applicable to tenders operating from passenger ships**	MSC	DE	FP, COMSAR, NAV, SLF, STW	2011
5.1.1.10	**Guidelines for a visible element to general alarm systems on passenger ships**	MSC	DE	FP	2012
5.1.2.1	**Making the provisions of MSC.1/Circ.1206/Rev.1 mandatory**	MSC	DE	FSI, NAV, STW	2011
5.1.2.1	**Guidelines for the standardization of lifeboat control arrangements**	MSC	DE		2011
5.1.2.4	**Development of a new framework of requirements for life-saving appliances**	MSC	DE		2012
5.2.1.1/ 5.3.1.1	**Amendments to resolution A.744(18)**	MSC	DE		2011
5.2.1.8	**Supporting guidelines for cargo oil tank coating and corrosion protection**	MSC	DE		2011
5.2.1.13	Development of safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III	MSC	DE		2011

* Items printed in bold letters have been selected for the provisional agenda for DE 55.

SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE)*					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number	Description				
5.2.1.14	Thermal performance of immersion suits	MSC	DE		2012
5.2.1.19	**Development of a mandatory Code for ships operating in polar waters**	MSC	DE		2012
5.2.1.24	**Revision of resolution A.760(18)**	MSC	DE		2011
5.2.1.26	**Protection against noise on board ships**	MSC	DE		2011
5.2.1.28	**Classification of offshore industry vessels and consideration of the need for a Code for offshore construction support vessels**	MSC	DE		2011
5.2.1.32	Development of guidelines for use of fibre reinforced plastic (FRP) within ship structures	MSC	DE	FP	2013
5.2.1**	**Revision of testing requirements for lifejacket RTDs**	MSC	DE		2012
7.1.2.28	**Measures to promote integrated bilge water treatment systems**	MEPC	DE		2011
7.1.2***	**Revision of resolution MEPC.159(55)**	MEPC	DE		2012

** Unplanned output subject to endorsement by the Council. A new output number will be assigned by the Council, as appropriate.

*** New unplanned output approved by MEPC 61. A new output number will be assigned by the Council in due course.

SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF)*					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number	Description				
1.1.2.2	**Consideration of IACS unified interpretations**	MSC		SLF	Ongoing
2.0.1.4 5.2.1.20	**Guidelines for verification of damage stability requirements for tankers and bulk carriers**	MSC	SLF	DE, STW	2012
2.0.1.8	**Guidelines to improve the effect of the 1969 TM Convention on ship design and safety**	MSC	SLF	STW	2011
5.1.1.2	**Stability and sea-keeping characteristics of damaged passenger ships in a seaway when returning to port by own power or under tow**	MSC	SLF	FP	2011
5.1.1.3	**Standards on time-dependent survivability of passenger ships in damaged condition**	MSC	SLF		2011
5.1.1.5	**Review of damage stability regulations for ro-ro passenger ships**	MSC	SLF		2011
5.1.1.7	**Safety provisions applicable to tenders operating from passenger ships**	MSC	DE	FP, COMSAR, NAV, SLF, STW	2011
5.2.1.16	**Development of new generation intact stability criteria**	MSC	SLF		2012

* Items printed in bold letters have been selected for the provisional agenda for SLF 53.

SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF)					
PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))		**Parent organ(s)**	**Coordinating organ(s)**	**Involved organ(s)**	**Target completion year**
Number	**Description**				
5.2.1.17	**Revision of SOLAS chapter II-1, Subdivision and damage stability regulations**	MSC	SLF		2012
5.2.1.18	**Amendments to SOLAS chapter II-1, Subdivision standards for cargo ships**	MSC	SLF		2011
5.2.1.21	**Guidelines to enhance the Safety of small fishing vessels**	MSC	SLF		2011
5.2.1.30	**Legal and technical options to facilitate and expedite the earliest possible entry into force of the 1993 Torremolinos Protocol**	MSC	SLF		2011
5.2.4.2	**Amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zone**	MSC	SLF	NAV	2011

STANDARDS ON TRAINING AND WATCHKEEPING (STW)*					
PLANNED OUTPUTS 2010-2011 (resolution A.1013(26))		Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Target completion year
Number	Description				
2.0.1.31	**Development of unified interpretations for the term "approved seagoing service"**	MSC	STW		2011
5.1.1.9	**Development of training standards for recovery systems**	MSC	STW	DE	2012
5.2.1.25	**Revision of the Recommendations for entering enclosed spaces aboard ships**	MSC	DSC	BLG, FP, STW	2011
5.2.2.4	**Development of model procedures for executing shipboard emergency measures**	MSC	STW		2011
5.2.2.5	**Validation of model training courses**	MSC	STW		Ongoing
5.2.2.7	**Unlawful practices associated with certificates of competency**	MSC	STW		Ongoing
5.2.6.1	**Development of an e-navigation strategy implementation plan**	MSC	NAV	COMSAR, STW	2012
12.1.2.2	**Casualty analysis**	MSC	FSI	STW	Ongoing

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* Items printed in bold letters have been selected for the provisional agenda for STW 42.

ANNEX 21

PROVISIONAL AGENDAS FOR THE SUB-COMMITTEES

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG) – 15TH 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 Code of safety for ships using gas or other low-flash point fuels with properties similar to liquefied natural gas

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 Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NO_x Technical Code

12 Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk in offshore support vessels

13 Revision of the Recommendations for entering enclosed spaces aboard ships

14 Amendment to SOLAS to mandate enclosed space entry and rescue drills

15 Review of proposed amendments to chapter 14 of the FSS Code related to ships carrying liquid substances listed in the IBC Code

16 Biennial agenda and provisional agenda for BLG 16

17 Election of Chairman and Vice-Chairman for 2012

18 Any other business

19 Report to the Committees

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC) – 16TH 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 (36-12) to the IMDG Code and supplements

4 Amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes

5 Casualty and incident reports and analysis

6 Stowage of water-reactive materials

7 Revised Guidelines for packing of cargo transport units

8 Consideration for the efficacy of Container Inspection Programme

9 Installation of equipment for detection of radioactive contaminated objects in port

10 Amendments to the International Convention for Safe Containers, 1972 and associated circulars

11 Amendment to SOLAS to mandate enclosed space entry and rescue drills

12 Biennial agenda and provisional agenda for DSC 17

13 Election of Chairman and Vice-Chairman for 2012

14 Any other business

15 Report to the Maritime Safety Committee

SUB-COMMITTEE ON FIRE PROTECTION (FP) – 55TH 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 Requirements for ships carrying hydrogen and compressed natural gas vehicles

5 Fire resistance of ventilation ducts

6 Measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes

7 Recommendation on evacuation analysis for new and existing passenger ships

8 Consideration of IACS unified interpretations

9 Harmonization of the requirements for the location of entrances, air inlets and openings in the superstructures of tankers

10 Means of escape from machinery spaces

11 Review of fire protection requirements for on-deck cargo areas

12 Analysis of fire casualty records

13 Revision of the Recommendations for entering enclosed spaces aboard ships

14 Guidelines for a visible element to general emergency alarm systems on passenger ships

15 Means for recharging air bottles for air breathing apparatuses

16 Safety provisions applicable to tenders operating from passenger ships

17 Development of unified interpretations for chapter 7 of the 2000 HSC Code

18 Development of amendments to the FSS Code for communication equipment for fire-fighting teams

19 Development of guidelines for use of fibre reinforced plastic (FRP) within ship structures

20 Biennial agenda and provisional agenda for FP 56

21 Election of Chairman and Vice-Chairman for 2012

22 Any other business

23 Report to the Maritime Safety Committee

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI) – 19TH 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 Casualty statistics and investigations

6 Harmonization of port State control activities

7 PSC Guidelines on seafarers' working hours and PSC guidelines in relation to the Maritime Labour Convention, 2006

8 Development of guidelines on port State control under the 2004 BWM Convention

9 Review of the Guidelines for inspection of anti-fouling systems on ships

10 Comprehensive analysis of difficulties encountered in the implementation of IMO instruments

11 Review of the Survey Guidelines under the HSSC

12 Consideration of IACS Unified Interpretations

13 Review of the Code for the Implementation of Mandatory IMO Instruments

14 Development of a Code for Recognized Organizations

15 Measures to protect the safety of persons rescued at sea

16 Biennial agenda and provisional agenda for FSI 20

17 Election of Chairman and Vice-Chairman for 2012

18 Any other business

19 Report to the Committees

SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR) – 15TH 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

.3 Scoping exercise to establish the need for a review of the elements and procedures of the GMDSS

.4 Development of Assembly resolution on World-Wide Met-Ocean Information and Warning Service

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 Safety provisions applicable to tenders operating from passenger ships

10 Measures to protect the safety of persons rescued at sea

11 Development of an e-navigation strategy implementation plan

12 Revision of Performance Standards for float-free satellite EPIRBs operating on 406 MHz (resolution A.810(19))

13 Biennial agenda and provisional agenda for COMSAR 16

14 Election of Chairman and Vice-Chairman for 2012

15 Any other business

16 Report to the Maritime Safety Committee

SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV) – 57TH 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 Amendments to the Performance standards for VDR and S-VDR

5 ITU matters, including Radiocommunication ITU-R Study Group matters

6 Development of an e-navigation strategy implementation plan

7 Review of vague expressions in SOLAS regulation V/22

8 Development of policy and new symbols for AIS aids to navigation

9 Casualty analysis

10 Consideration of IACS unified interpretations

11 Development of performance standards for inclinometers

12 Biennial agenda and provisional agenda for NAV 58

13 Election of Chairman and Vice-Chairman for 2012

14 Any other business

15 Report to the Maritime Safety Committee

SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE) – 55TH SESSION

	Opening of the session
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Consideration of IACS unified interpretations
4	Performance standards for recovery systems for all types of ships
5	Safety provisions applicable to tenders operating from passenger ships
6	Guidelines for a visible element to general alarm systems on passenger ships
7	Making the provisions of MSC.1/Circ.1206/Rev.1 mandatory
8	Guidelines for the standardization of lifeboat control arrangements
9	Development of a new framework of requirements for life-saving appliances
10	Amendments to resolution A.744(18)
11	Supporting guidelines for cargo oil tank coating and corrosion protection
12	Development of a mandatory Code of ships operating in polar waters
13	Revision of resolution A.760(18)
14	Protection against noise on board ships
15	Classification of offshore industry vessels and consideration of the need for a Code for offshore construction support vessels
16	Measures to promote integrated bilge water treatment systems
17	Revision of resolution MEPC.159(55)
18	Revision of testing requirements for lifejacket RTDs
19	Biennial agenda and provisional agenda for DE 56
20	Election of Chairman and Vice-Chairman for 2012
21	Any other business
22	Report to the Maritime Safety Committee

SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF) – 53RD SESSION

Opening of the session and election of Chairman and Vice-Chairman for 2011

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Development of new generation intact stability criteria

4 Guidelines to enhance the safety of small fishing vessels

5 Guidelines to improve the effect of the 1969 TM Convention on ship design and safety

6 Standards on time-dependent survivability of passenger ships in damaged condition

7 Stability and sea-keeping characteristics of damaged passenger ships in a seaway when returning to port by own power or under tow

8 Guidelines for verification of damage stability requirements for tankers and bulk carriers

9 Safety provisions applicable to tenders operating from passenger ships

10 Review of damage stability regulations for ro-ro passenger ships

11 Legal and technical options to facilitate and expedite the earliest possible entry into force of the 1993 Torremolinos Protocol

12 Amendments to SOLAS chapter II-1, Subdivision standards for cargo ships

13 Amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zone

14 Revision of SOLAS chapter II-1 subdivision and damage stability regulations

15 Consideration of IACS unified interpretations

16 Biennial agenda and provisional agenda for SLF 54

17 Election of Chairman and Vice-Chairman for 2012

18 Any other business

19 Report to the Maritime Safety Committee

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING (STW) – 42ND 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 Casualty analysis

6 Development of an e-navigation strategy implementation plan

7 Revision of the Recommendations for entering enclosed spaces aboard ships

8 Development of model procedures for executing shipboard emergency measures

9 Development of training standards for recovery systems

10 Development of unified interpretations for the term "approved seagoing service"

11 Biennial agenda and provisional agenda for STW 43

12 Election of Chairman and Vice-Chairman for 2012

13 Any other business

14 Report to the Maritime Safety Committee

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ANNEX 22

REPORT ON THE STATUS OF PLANNED OUTPUTS FOR THE 2010-2011 BIENNIUM*

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
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 MDGs	2011	ASSEMBLY COUNCIL COMMITTEES			Ongoing		
1.1.2.1	Cooperation with 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	2011	MSC	SLF		In progress		

* It should be noted that some accepted outputs listed are contained in the High-level Action Plan for the 2010-2011 biennium. However, taking into account resolution A.1013(26), they have been moved to the post-biennial agenda as work on them is not envisaged to commence in this biennium.

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
1.1.2.2	Cooperation with IACS: consideration of unified interpretations	Continuous	MSC			Ongoing		
1.1.2.3	Cooperation with 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"	Continuous	MSC	DSC		Ongoing		
1.1.2.4	Cooperation with ILO: port State control of seafarer's working hours	2010	MSC	FSI		In progress		
1.1.2.6	Cooperation with IHO: hydrographic issues (MSC)	Continuous	MSC	NAV		Ongoing		
1.1.2.7	Cooperation with data providers: protocols on data exchange with international, regional and national entities	Continuous	COMMITTEES			Ongoing		
1.1.2.9	Cooperation with 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)	Continuous	MSC	COMSAR		Ongoing		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
1.1.2.10	Cooperation with 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)	Continuous	MSC	COMSAR NAV		Ongoing		
1.1.2.13	Liaison statements to/from IALA: VTS, aids to navigation, e-navigation and AIS matters	Continuous	MSC	NAV		Ongoing		
1.1.2.14	Liaison statements to/from IEC: radiocommunications and safety of navigation	Continuous	MSC	COMSAR NAV		Ongoing		
1.1.2.15	Liaison statements to/from IHO: hydrographic matters and promotion of ENCs covering various parts of the globe	Continuous	MSC	NAV		Ongoing		
1.1.2.16	Liaison statements to/from ILO: seafarers' issues	Continuous	MSC	STW		Ongoing		
1.1.2.17	Liaison statements to/from ITU: radiocommunications	Continuous	MSC	COMSAR NAV		Ongoing		
1.1.2.18	Liaison statements to/from UNHCR: persons rescued at sea	Continuous	MSC FAL	COMSAR		Ongoing		
1.1.2.19	Liaison statements to/from WMO: meteorological issues	Continuous	MSC	NAV		Ongoing		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
1.1.2.20	Policy input/guidance to IAEA: development of carriage requirements for class 7 radioactive material	Continuous	MSC	DSC		Ongoing		
1.1.2.21	Policy input/guidance to ILO: development of PSC guidelines in the context of the Maritime Labour Convention (MLC), 2006	Continuous	MSC	FSI		Ongoing		
1.1.2.22	Policy input/guidance to IMO/FAO Working Group on IUU fishing and related matters: safety regulations for fishing vessels and fishermen	Continuous	MSC	FSI	SLF	Postponed		
1.1.2.23	Policy input/guidance to ISO TC 8: development of industry consensus standards	Continuous	MSC MEPC	N/A		Ongoing		
1.1.2.24	Policy input/guidance to PSC regimes: related IMO developments	Continuous	MSC	FSI		Ongoing		
1.1.2.25	Policy input/guidance to UN Sub-Committee on Dangerous Goods: harmonization of multimodal transport of dangerous goods	Continuous	MSC	DSC		Ongoing		
1.1.2.38	Policy and strategy for the implementation of the IMO-related aspects of the UN Global Counter-Terrorism Strategy	Continuous	MSC LEG TCC FAL			Ongoing		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
1.3.5.1	Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UNCOE TDG, GHS and IAEA	Continuous	MSC	DSC		Ongoing		
1.3.5.2	Amendments to the ICAO/IMO IAMSAR Manual	Continuous	MSC	COMSAR		Ongoing		
2.0.1.1	Mandatory instruments: review of the draft revised Fire Test Procedures Code	2010	MSC	FP		Completed		MSC.307(88)
2.0.1.3	Mandatory instruments: means for recharging air bottles for air breathing apparatus	2011	MSC	FP		In progress		
2.0.1.4	Non-mandatory instruments: guidelines for verification of damage stability requirements for tankers and bulk carriers	2012	MSC	SLF	DE STW	In progress		
2.0.1.5	Non-mandatory instruments: guidance on the impact of open watertight doors on existing and new ship survivability	2010	MSC	SLF	DE	Completed		MSC.1/Circ.1381
2.0.1.6	Non-mandatory instruments: guidance to ensure a consistent policy for watertight doors to remain open during navigation	2010	MSC	DE	SLF	Completed		MSC.1/Circ.1381
2.0.1.7	Non-mandatory instruments: guidance on the interrelation between central control stations and safety centres	2010	MSC	FP	NAV	Completed		MSC.1/Circ.1368

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
2.0.1.8	Non-mandatory instruments: guidelines to improve the effect on ship design and safety of the 1969 TM Convention	2011	MSC	SLF	STW	In progress		
2.0.1.9	Non-mandatory instruments: revised performance testing and approval standards for fire safety systems	2011	MSC	FP		In progress		
2.0.1.10	Non-mandatory instruments: guidelines for the design, construction and testing of fixed hydrocarbon gas detection system on double-hull tankers	2010	MSC	FP	BLG	Completed		MSC.1/Circ.1370
2.0.1.18	Code for Recognized Organizations	2011	MSC	FSI		In progress		
2.0.1.25	Promotion of the implementation of mandatory and non-mandatory instruments	Continuous	MSC MEPC		FSI	Ongoing		
2.0.1.29	Interpretation of application of SOLAS, MARPOL and Load Line requirements for major conversions of oil tankers	2010 (DE) 2011 (MSC)	MSC MEPC	DE		Completed In progress		
2.0.1.30	Non-mandatory instrument: development of unified interpretations for chapter 7 of the 2000 HSC Code	2012	MSC	FP		In progress		
2.0.1.31	Mandatory instrument: development of unified interpretations for the term "approved seagoing service"	2011	MSC	STW		In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
2.0.2.2	A revised Code for the Implementation of Mandatory IMO Instruments	Continuous	MSC MEPC	FSI		Ongoing		
2.0.2.3	Implementation of approved proposals for the further development of the Audit Scheme	Continuous	ASSEMBLY COUNCIL COMMITTEES			Ongoing		
2.0.3.1	Technical guidance for the establishment of regional MRCCs and MRSCs in Africa, supported by the ISAR Fund	Continuous	MSC	COMSAR		Ongoing		
2.0.3.2	Further development of the Global SAR Plan for the provision of maritime SAR services	Continuous	MSC	COMSAR		Ongoing		
2.0.3.4	Reports of WMU project on SAR related to passenger ships	2010	MSC	COMSAR		Completed		COMSAR 14/6/3
2.0.3.5	Reports on the Cospas-Sarsat System monitored and the list of IMO documents and publications which should be held by MRCCs updated	Continuous	MSC			Ongoing		
2.0.3.6	Harmonized aeronautical and maritime search and rescue procedures, including SAR training matters	2011	MSC			In progress		
3.5.1.2	Input to the ITCP on maritime safety and security	Continuous	MSC			Ongoing		
3.5.3.2	A capacity-building mechanism for new measures or instruments, as called for under resolution A.998(25)	2011	COMMITTEES			In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
4.0.2.1	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	Continuous	COMMITTEES		FSI	Ongoing		
4.0.2.2	Development and management of mandatory IMO number schemes	Continuous	MSC	FSI		Ongoing		
4.0.2.3	Protocols on data exchange with other international, regional and national data providers	Continuous	COMMITTEES		FSI	In progress		
4.0.5.1	Revised guidelines on organization and method of work, as appropriate	Continuous	COUNCIL COMMITTEES			Ongoing		
5.1.1.1	Mandatory instruments: performance standards for recovery systems for all types of ship	2011	MSC	DE	STW	In progress		
5.1.1.2	Mandatory instruments: stability and seakeeping characteristics of damaged passenger ships in a seaway when returning to port under own power or under tow	2011	MSC	SLF	FP	In progress		
5.1.1.3	Mandatory instruments: standards on time dependent survivability of passenger ships in damaged condition	2011	MSC	SLF		In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.1.1.4	Mandatory instruments: review of fire protection requirements for on-deck cargo areas	2011	MSC	FP	DSC	In progress		
5.1.1.5	Mandatory instruments: review of damage stability regulations for ro-ro passenger ships	2011	MSC	SLF		In progress		
5.1.1.6	Non-mandatory instruments: explanatory notes for the application of the safe return to port requirements	2010	MSC	FP	DE, SLF	Completed		MSC.1/Circ.1369
5.1.1.7	Non-mandatory instruments: safety provisions applicable to tenders operating from passenger ships	2011	MSC	DE	FP, COMSAR, NAV, SLF, STW	In progress		
5.1.1.8	Non-mandatory instruments: guidance on alternative arrangements for the bottom inspection requirements for passenger ships other than ro-ro passenger ships	2010	MSC	DE		Completed		MSC.1/Circ.1348
5.1.1.9	Non-mandatory instruments: training standards for recovery systems	2012	MSC	STW	DE	In progress		
5.1.1.10	Non-mandatory instruments: guidelines for a visible element to general alarm systems on passenger ships	2012	MSC	DE	FP	In progress		
5.1.1.11	Non-mandatory instruments: recommendation on evacuation analysis for new and existing passenger ships	2011	MSC	FP		In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.1.2.1.1	Mandatory instruments: making the provisions of MSC.1/Circ.1206/Rev.1 mandatory*	2010	MSC	DE	FSI, NAV, STW	In progress		
5.1.2.1.2	Non-mandatory instruments: guidelines for standardization of lifeboat control arrangements*	2010	MSC	DE	FSI, NAV, STW	In progress		
5.1.2.2	Non-mandatory instruments: guidance on compatibility of life-saving appliances	2010	MSC	DE		Completed		MSC.1/Circ.1348
5.1.2.3	Measures to protect the safety of persons rescued at sea	2011	MSC	COMSAR	FSI	In progress		
5.1.2.4	Mandatory instruments: a new framework of requirements for life-saving appliances	2012	MSC	DE		In progress		
5.2.1.1	Mandatory instruments: amendments to resolution A.744(18)	2011	MSC	DE		In progress		
5.2.1.2	Mandatory instruments: amendments to SOLAS related to the fire resistance of ventilation ducts	2011	MSC	FP		In progress		
5.2.1.3	Mandatory instruments: Code of safety for ships using gas or other low-flash point fuels with properties similar to liquefied natural gas	2012	MSC	BLG	FP, DE	In progress		
5.2.1.4	Mandatory instruments: revised IGC Code	2014	MSC	BLG	FP, DE, SLF, STW	In progress		

* The output has been divided into two parts. The previous output name was "Measures to prevent accidents with lifeboats".

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.1.5	Mandatory instruments: safety requirements for natural gas hydrate pellet carriers	2010	MSC	BLG		Completed		MSC.1/Circ.1363
5.2.1.6	Mandatory instruments: amendments for means of escape from machinery spaces	2011	MSC	FP		In progress		
5.2.1.7	Mandatory instruments: amendments to SOLAS chapter II-2 related to the releasing controls and means of escape for spaces protected by fixed carbon dioxide systems	2010 (FP) 2010 (MSC)	MSC	FP		Completed In progress		MSC 88/26/Add.1, annex 8
5.2.1.8	Non-mandatory instruments: supporting guidelines for cargo oil tank coating and corrosion protection	2011	MSC	DE		In progress		Output renamed. See DE 53/26, annex 11
5.2.1.9	Mandatory instruments: harmonized requirements for the location of entrances, air inlets and openings in the superstructures of tankers	2011	MSC	FP	BLG	In progress		
5.2.1.10	Mandatory instruments: review of fire protection requirements for on-deck cargo areas (MSC)	2011	MSC	FP	DSC	In progress		
5.2.1.11	Mandatory instruments: review of the fire integrity of bulkheads and decks of ro-ro spaces on passenger and cargo ships	2011 (FP) 2011 (MSC)	MSC	FP		Completed In progress		MSC 88/26/Add.1, annex 9
5.2.1.12	Mandatory instruments: requirements for ships carrying hydrogen and compressed natural gas vehicles	2011	MSC	FP		In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.1.13	Mandatory instruments: development of safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III	2011	MSC	DE		Postponed		
5.2.1.14	Mandatory instruments: amendments to the LSA Code for thermal performance of immersion suits	2012	MSC	DE		In progress		
5.2.1.15	Mandatory instruments: amendments to the LSA Code for free-fall lifeboats with float free capabilities	1 Session	MSC	DE		Postponed		
5.2.1.16	Mandatory instruments: development of new generation intact stability criteria	2012	MSC	SLF		In progress		
5.2.1.17	Mandatory instruments: revision of SOLAS chapter II-1 subdivision and damage stability regulations	2012	MSC	SLF		In progress		
5.2.1.18	Mandatory instruments: amendments to SOLAS chapter II-1 subdivision standards for cargo ships	2011	MSC	SLF		In progress		
5.2.1.19	Mandatory instruments: development of a mandatory Code for ships operating in polar waters	2012	MSC	DE		In progress		
5.2.1.20	Non-mandatory instruments: guidelines for verification of damage stability requirements for tankers and bulk carriers	2012	MSC	SLF		In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.1.21	Non-mandatory instruments: guidelines to enhance the safety of small fishing vessels	2011	MSC	SLF	DE, COMSAR, FP, NAV, STW	In progress		
5.2.1.22	Non-mandatory instruments: regulations for non-convention ships		MSC		FSI	In progress		
5.2.1.23	Non-mandatory instruments: revised Survey Guidelines under the Harmonized System of Survey and Certification	Continuous	MSC	FSI		Ongoing		
5.2.1.24	Non-mandatory instruments: revision of resolution A.760(18)	2011	MSC	DE		In progress		
5.2.1.25	Non-mandatory instruments: revised Recommendations for entering enclosed spaces aboard ships	2010 (DSC) 2011 (MSC)	MSC	DSC	BLG, FP	Completed In progress		DSC 15/18, annex 6
5.2.1.26	Non-mandatory instruments: protection against noise on board ships	2011	MSC	DE		In progress		
5.2.1.27	Non-mandatory instruments: amendments to the Revised recommendation on testing of life-saving appliances	2011 (DE) 2011 (MSC)	MSC	DE		Completed In progress		DE 54/23, annex 6
5.2.1.28	Non-mandatory instruments: classification of offshore industry vessels and consideration of the need for a code for offshore construction support vessels	2011	MSC	DE		In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.1.29	Promotion of the implementation of resolution A.925(22) on Entry into force of the 1993 Torremolinos Protocol and the 1995 STCW-F Convention	2011	MSC	SLF	STW	In progress		
5.2.1.30	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	2011	MSC	SLF		In progress		
5.2.1.31	Mandatory instrument: review of proposed amendments to chapter 14 of the FSS Code related to ships carrying liquid substances listed in the IBC Code	2011	MSC	DSC	BLG, FP	In progress		
5.2.1.32	Non-mandatory instrument: development of guidelines for use of Fibre Reinforced Plastic (FRP) within ship structures	2013	MSC	DE	FP	Postponed		
5.1.2.[…]*	Mandatory instruments: revision of testing requirements for lifejacket RTDs	2012	MSC	DE		In progress		

* Unplanned output subject to endorsement by the Council. A new output number will be assigned by the Council, as appropriate.

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.2.1	Mandatory instruments: comprehensive review of the STCW Convention and the STCW Code	2010	MSC	STW		Completed		STW 41/16/Add.1
5.2.2.3	Non-mandatory instruments: revised Principles of safe manning (resolution A.890(21)) including mandatory requirements for determining safe manning	2010 (STW) 2010 (MSC) 2011 (A 27)	MSC	STW	NAV	Completed Completed In progress		MSC 88/26/Add.1, annexes 17 and 18
5.2.2.4	Non-mandatory instruments: model procedures for executing shipboard emergency measures	2011	MSC	STW		In progress		
5.2.2.5	Validated model training courses	Continuous	MSC	STW		Ongoing		
5.2.2.6	Guidance on training for seafarer safety representatives	2010	MSC	STW		Completed		
5.2.2.9	Mandatory instrument: amendment to SOLAS to mandate enclosed space entry and rescue drills	2012	MSC	DSC	BLG	In progress		
5.2.2.10	Mandatory instrument: development of amendments to the FSS Code for communication equipment for fire-fighting teams	2012	MSC	FP		In progress		
5.2.3.1	Mandatory instruments: amendments to CSC 1972 and associated circulars	2011	MSC	DSC		In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.3.2	Mandatory instruments: amendments to the CSS Code and associated recommendations	2010	MSC	DSC		Completed		MSC.1/Circ.1352
5.2.3.3	Mandatory instruments: amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes	Continuous	MSC	DSC		Ongoing		
5.2.3.4	Mandatory instruments: amendments (36-12) to the IMDG Code and supplements	2011	MSC	DSC		In progress		
5.2.3.5	Mandatory instruments: IMDG Code harmonized with the UN Recommendations on the Transport of Dangerous Goods	Continuous	MSC	DSC		Ongoing		
5.2.3.6	Mandatory instruments: stowage of water-reactive materials	2011	MSC	DSC		In progress		
5.2.3.7	Mandatory instruments: review of the BLU Code	2009	MSC	DSC		Completed		MSC.304(87)
5.2.3.8	Mandatory instruments: revision of the Code of safe practice for ships carrying timber deck cargoes	2010 (DSC) 2011 (MSC) 2011 (A 27)	MSC	DSC		Completed In progress In progress		DSC 15/18, annex 4
5.2.3.9	Mandatory instruments: review of documentation requirements for dangerous goods in packaged form	2009	MSC	DSC		Completed		MSC.308(88)
5.2.3.12	Non-mandatory instruments: guidance on protective clothing	2010	MSC	DSC		Postponed		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.3.13	Non-mandatory instruments: review of recommendations on the safe use of pesticides in ships	2009	MSC	DSC		Completed		MSC.1/Circ.1361
5.2.3.14	Non-mandatory instruments: revised Guidelines for packing of cargo transport units	2013	MSC	DSC		In progress		
5.2.3.15	Measures to prevent fires and explosions on chemical tankers and product tankers under 20,000 deadweight tonnes operating without inert gas systems	2011	MSC	FP	BLG, DE	In progress		
5.2.3.16	Provisions for the installation of equipment for detection of radioactive sources or radioactive contaminated objects	2011	MSC	DSC		In progress		
5.2.4.1	Mandatory instruments: new routeing measures and mandatory ship reporting systems, including associated protective measures for PSSAs	Continuous	MSC	NAV		Ongoing		
5.2.4.2	Mandatory instruments: amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zones	2011	MSC	SLF	NAV	In progress		
5.2.4.3	Mandatory instruments: amendments to the World-Wide Radio-Navigation System	2010 (DSC) 2010 (MSC) 2011 (A 27)	MSC	NAV		Completed Completed In progress		MSC 88/26/Add.1, annex 16

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.4.4	Non-mandatory instruments: code of conduct during demonstrations/campaigns against ships on high seas	2009	MSC	NAV	FSI	Completed		MSC.303(87)
5.2.4.5	Non-mandatory instruments: guidance on interpretation of UNCLOS provisions *vis-à-vis* IMO instruments	2011	MSC			In progress		
5.2.4.6	Non-mandatory instruments: guidelines on the layout and ergonomic design of safety centres on passenger ships	2010	MSC	NAV	FP	Completed		MSC.1/Circ.1368
5.2.4.7	Non-mandatory instruments: improved safety of pilot transfer arrangements	2010	MSC	NAV	DE	Completed		MSC.308(88)
5.2.4.8	Non-mandatory instruments: measures to minimize incorrect data transmissions by AIS equipment	2009	MSC	NAV		Completed		SN.1/Circ.290
5.2.4.9	Non-mandatory instruments: review of vague expressions in SOLAS regulation V/22	2011	MSC	NAV		In progress		
5.2.4.10	Non-mandatory instruments: revision of the Guidance on the application of AIS binary messages	2009	MSC	NAV		Completed		SN.1/Circ.289
5.2.4.11	Non-mandatory instruments: amendments to the Performance standards for VDR and S-VDR	2011	MSC	NAV		In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.4.12	Non-mandatory instruments: guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ	2010	MSC	NAV		Completed		SN.1/Circ.295
5.2.4.13*	Non-mandatory instruments: development of policy and new symbols for AIS aids to navigation	2013	MSC	NAV		In progress		
5.2.4.14	Non-mandatory instruments: guidelines for IBS, including performance standards for bridge alert management	2009	MSC	NAV		Completed		SN.1/Circ.288
5.2.4.[…]**	Non-mandatory instruments: development of Assembly resolution on World-Wide Met-Ocean Information and Warning Service	2011	MSC	COMSAR		In progress		
5.2.4.[…]**	Non-mandatory instruments: development of performance standards for inclinometers	2012	MSC	NAV		In progress		
5.2.5.1	Non-mandatory instruments: amendments to NAVTEX and SafetyNET	2011	MSC	COMSAR		In progress		

* The output has been re named by MSC 88. The previous name was "New symbols for AIS Aids to Navigations".

** Unplanned output subject to endorsement by the Council. A new output number will be assigned by the Council, as appropriate

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.5.2	Non-mandatory instruments: review of documents related to operational and technical coordination provisions of maritime safety information (MSI) services	Continuous	MSC	COMSAR		Ongoing		
5.2.5.3	Non-mandatory instruments: guidelines on emergency radiocommunications, including false alerts	2009	MSC	COMSAR		Completed		MSC.1/Circ.1365
5.2.5.4	Further development of the GMDSS master plan on shore-based facilities, including the completion of implementation for full Arctic MSI in 2011	Continuous	MSC	COMSAR		Ongoing		
5.2.5.5	Developments in Inmarsat and Copsas-Sarsat monitored	Continuous	MSC	COMSAR		Ongoing		
5.2.5.6	Future mobile satellite communication systems evaluated and recognized for use in the GMDSS	2011	MSC	COMSAR		In progress		
5.2.5.7	Reports on developments in maritime radiocommunication systems and technology	2011	MSC	COMSAR		In progress		
5.2.5.8	Procedures for updating shipborne navigation and communication equipment	2010	MSC	NAV	COMSAR	Completed		MSC.1/Circ.1389
5.2.5.9	Revision of Performance Standards for float-free satellite EPIRBS MHz (resolution A..810(19))	2011	MSC	COMSAR		In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.6.1	Non-mandatory instruments: an implementation plan for the e-navigation strategy	2012	MSC	NAV	COMSAR, STW	In progress		
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))	2011	MSC	DE		In progress		
5.3.1.2	Non-mandatory instruments: revised Guidelines on control and compliance measures to enhance maritime security, if necessary	Continuous	MSC			Ongoing		
5.3.1.3	Non-mandatory instruments: revised procedures for port State control (resolution A.787(19), as amended by resolution A.882(21))	Continuous	MSC	FSI		Ongoing		
5.3.1.4	Non-mandatory instruments: consideration of the efficacy of the Container Inspection Programme	2011	MSC	DSC		In progress		
5.3.1.6	Harmonized PSC procedures	Continuous	MSC	FSI		Ongoing		
5.3.1.7	Methodology for the in-depth analysis of annual PSC report	Continuous	MSC	FSI		Ongoing		
5.3.1.8	A risk assessment comparison between marine casualties and incidents and PSC inspections	Continuous	MSC	FSI		Postponed		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.4.1.1	Non-mandatory instruments: guidance for companies on the incorporation of a safety culture and environmental consciousness	2011	MSC	JWGHE		In progress		
5.4.1.2	Non-mandatory instruments: guidelines on how to present relevant information to seafarers	2011	MSC	JWGHE		In progress		
6.1.1.1	Non-mandatory instruments: guidelines and guidance on the implementation and interpretation of SOLAS chapter XI-2 and the ISPS Code	2011	MSC			In progress		
6.1.1.2	Non-mandatory instruments: measures to enhance the security of closed cargo transport units and of freight containers	2011	MSC FAL			In progress		
6.2.1.1	Monthly, quarterly and annual reports	Continuous	MSC			Ongoing		
6.2.1.2	Revised guidance relating to the prevention of piracy and armed robbery to reflect emerging trends and behaviour patterns		MSC LEG			In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
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	2010	MSC	STW		Completed		STW 41/16/Add.1
7.2.1.1	Bi-annual MSC circulars on designation of maritime assistance services (MAS)	Continuous	MSC	NAV		Ongoing		
7.2.2.1	Safety aspects of alternative tanker designs assessed	Continuous	MSC			Postponed		
8.0.2.7	Revised Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases (resolution A.871(20))		FAL MSC			In progress		
10.0.1.1	Mandatory instruments: amendments to SOLAS chapter II-1 for types of ships	2010	MSC			In progress		
10.0.1.2	Mandatory instruments: development of goal-based ship construction standards for all types of ships	2010	MSC			In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
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 MDGs	Continuous	ASSEMBLY COUNCIL COMMITTEES			Ongoing		
12.1.1.1	Revised FSA Guidelines, including on environmental risk criteria	2011	MSC MEPC	FSAEG		In progress		
12.1.1.2	FSA Experts' Group established to review FSA studies	2011	MSC	FSAEG		In progress		
12.1.2.1	Guidelines for all sub-committees on the casualty analysis process	Continuous	MSC	FSI		Ongoing		
12.1.2.2	A casualty analysis process effectively implemented and monitored	Continuous	MSC	FSI		Ongoing		
12.1.2.3	Mandatory instruments: requirements for determining safe manning	2010 (DSC) 2010 (MSC) 2011 (A 27)	MSC	STW	NAV	Completed Completed In progress		MSC 88/26/Add.1, annexes 17 and 18
12.2.1.1	Non-mandatory instruments: guidelines and associated training to assist companies and seafarers in improving the implementation of the ISM Code	2011	MSC	JWGHE		In progress		

Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
12.2.1.2	Non-mandatory instruments: revised guidelines for Administrations (resolution A.913(22)) to make them more effective and user-friendly	2011	MSC	JWGHE		In progress		
12.3.1.1	Guidance on the development of GISIS and on access to information	Continuous	MSC	FSI		Ongoing		
12.3.1.2	PSC-related data collected and disseminated in cooperation with PSC regimes	Continuous	MSC	FSI		Ongoing		
12.3.1.3	Reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	Continuous	MSC	DSC	FSI	Ongoing		
12.5.1.1	Bridge resource management effectively addressed through the comprehensive review of the STCW Convention and the STCW Code	2010	MSC	STW	NAV	Completed		STW 41/16/Add.1
13.0.2.2	Databases as part of GISIS and other means, including electronic ones	Continuous	COMMITTEES SECRETARIAT			Ongoing		

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ANNEX 23

POST-BIENNIAL AGENDA OF THE MARITIME SAFETY COMMITTEE

MARITIME SAFETY COMMITTEE (MSC)								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Timescale (sessions)	References
Number	Reference to Strategic Direction	Reference to High-level Actions	Description					
1	1.1.2	1.1.2.1	Cooperation with FAO: preparation and holding of the third session of the IMO/FAO Working Group on IUU fishing and related matters, including safety regulations for fishing vessels and fishers, the entry into force of the 1993 Torremolinos Protocol, port State measures to fight against IUU fishing and development of a Global record for fishing vessels	MSC/MEPC	FSI	SLF	2	
2	2.0.1		Mandatory application of the Performance standard for protective coatings for void spaces on bulk carriers and oil tankers	MSC	DE		2	MSC 76/23, paragraphs 20.41.2 and 20.48; DE 50/27, section 4
3	2.0.1		Performance standard for protective coatings for void spaces on all types of ships	MSC	DE		2	MSC 76/23, paragraphs 20.41.2 and 20.48; DE 50/27, section 4

MARITIME SAFETY COMMITTEE (MSC)								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Timescale (sessions)	References
Number	Reference to Strategic Direction	Reference to High-level Actions	Description					
4	2.0.1		Revision of the provisions for helicopter facilities in SOLAS and the MODU Code	MSC	DE		2	DE 52/21, paragraph 5.5; MSC 86/26, paragraph 23.39
5	2.0.1		General requirements on electrical installations	MSC	DE		2	MSC 86/26, paragraph 23.36
6	5.2.1		Clarification of the STCW-F Convention provisions and follow-up action to the associated Conference resolutions	MSC	STW		2	STW 34/14, paragraph 11.8
7	5.2.1		Smoke control and ventilation	MSC	FP		2	FP 46/16, section 4
8	5.2.1	5.2.1.15[1]	Amendments to the LSA Code for free-fall lifeboats with float-free capabilities	MSC	DE		1	MSC 76/23, paragraphs 20.41.3 and 20.48; DE 47/25, paragraph 19.2
9	5.2.1		Testing of watertight compartments	MSC	DE		2	MSC 86/26, paragraph 23.36

[1] Work on this output has been postponed by DE 53.

MARITIME SAFETY COMMITTEE (MSC)								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Timescale (sessions)	References
Number	Reference to Strategic Direction	Reference to High-level Actions	Description					
10	5.2.1		Recommendation on conditions for the approval of servicing stations for inflatable liferafts	MSC	DE		1	MSC 87/26, paragraph 24.30
11	5.2.1[2]		Consideration of amendments to SOLAS chapter II-2 on location of EEBDs	MSC	FP		2013	MSC 88/26, paragraph 23.10
12	5.2.1[3]		Development of amendments to Part B of the 2008 IS Code on towing and anchor operations	MSC	SLF		2014	MSC 88/26, paragraphs 23.31 and 23.36
13	5.2.1[4]		Development of amendments to SOLAS chapter II-2, the FTP Code and MSC/Circ.1120 to clarify the requirements for plastic pipes on ships	MSC	FP		2013	MSC 88/26, paragraph 23.12
14	5.2.2[5]		Preparation of guidelines for the implementation of the medical standards of the Manila amendments	MSC	STW		2013	MSC 88/26, paragraph 23.42

[2] To be placed on the provisional agenda for FP 56.
[3] To be placed on the provisional agenda for SLF 54.
[4] To be placed on the provisional agenda for FP 56.
[5] To be placed on the provisional agenda for STW 43.

MARITIME SAFETY COMMITTEE (MSC)								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Timescale (sessions)	References
Number	Reference to Strategic Direction	Reference to High-level Actions	Description					
15	5.2.3[6]	5.2.3.12	Guidance on protective clothing	MSC	DSC		1	MSC 87/26, paragraph 24.30; DSC 15/18, paragraph 6.5
16	5.2.4		Development of guidelines for wing-in-ground craft	MSC	DE	FP, COMSAR, NAV, SLF, STW	2	MSC 88/26, paragraph 23.30
17	5.2.5		Measures to avoid false distress alerts	MSC	COMSAR	NAV	2	MSC 87/26, paragraph 24.24
18	7.2.2	7.2.2.2[7]	Safety aspects of alternative tanker designs assessed	MSC MEPC	BLG		Ongoing	BLG 3/18, paragraph 15.7

[6] Work on this output has been postponed by DSC 15.

[7] Work on this putput is to be carried out when a proposal for an alternative tanker design is submitted to the Organization.

MARITIME SAFETY COMMITTEE (MSC)								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Timescale (sessions)	References
Number	Reference to Strategic Direction	Reference to High-level Actions	Description					
19	7.3.1[8] 13.0.3		Development of amendments to SOLAS regulation II-2/20 and associated guidance on air quality management for ventilation of closed vehicle spaces, closed ro-ro spaces and special category spaces	MSC	FP		2013	MSC 88/26, paragraph 23.11

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[8] To be placed on the provisional agenda for FP 56.

ANNEX 24

STATEMENT BY THE DELEGATION OF INDIA

"Thank you Mr. Chairman,

We thank the Chairman and the members of the *Ad Hoc* working group for bringing out the draft guidelines for evaluation and replacement of lifeboat on-load release mechanisms.

Sir, we have certain observations on the proposed amendments to chapter III of SOLAS and the guidelines for existing hooks, which we would like to share with the distinguished delegates. As per the proposed amendments to SOLAS regulation III/1.5, lifeboat on-load release mechanisms not complying with paragraphs 4.4.7.6.3 to 4.4.7.6.5 of the LSA Code shall be replaced with equipment that complies with the Code. Similar requirements are stated in paragraphs 2, 3 and 4 of the draft Guidelines. However, paragraph 22 of the guidelines (MSC 88/3/4) states that hook foundations and supporting structure which are not made of corrosion resistant material as required by paragraph 4.4.7.6.8 of the LSA Code need not be replaced provided they are in good condition and installed in a sheltered position. This paragraph 22 in the present form can be interpreted to mean that the provisions of paragraph 4.4.7.6.8 of the LSA Code also applies to existing hooks with the exception of hook foundation and supporting structure.

We will see the provisions of paragraph 4.4.7.6.8 of the LSA Code. It requires that 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 a material, which is corrosion resistant without the need for coatings or galvanizing. As paragraph 4.4.7.6.8 of the LSA Code is not referred in the SOLAS regulation III/1.5, our understanding is that this requirement of corrosion resistant material was not intended to be applied to existing hooks. Since paragraph 22 of the guidelines in the present form could be misinterpreted to mean that paragraph 4.4.7.6.8 of the LSA code applies to existing hooks, we would suggest that this paragraph should be deleted or suitably modified to prevent misinterpretation. We would also like to point out that, in case the Committee decides to include the provisions of paragraph 4.4.7.6.8 of the LSA Code in the guidelines, we feel that almost 80% of the existing hooks will have to be replaced even before attempting a design review and the stability appraisal, as they are not made of corrosion resistant material, such as stainless steel etc. India, therefore, cannot support the inclusion of paragraph 4.4.7.6.8 of LSA Code in the guidelines.

Further, as per paragraphs 10 to 13 of the guidelines, each type of existing lifeboat release system should be put forward by the manufacturer for evaluation, which should be witnessed by the Administration or a recognized organization acting on its behalf. Also, the manufacturer should submit all the supporting design, calculations and testing documentation cited on the approval certificate, to the Administration or RO, prior to the testing of the existing release system. Any submission that cannot be supported with full design documentation should not be eligible for testing. In this respect, we recall the statement made by the distinguished delegate of IACS on last Friday that there are approximately 350 to 400 types of existing hook systems which may require design review and stability appraisal. Even if we assign a time limit for completing this exercise, how can the flag administration ensure completion of this activity, when most of the hooks fitted in their ships may be manufactured in other countries and the flag administration has no control over these manufacturers. Notwithstanding the time and cost required for completing this exercise, we have serious concerns and doubt as to whether these manufacturers would take a keen interest in initiating and completing this exercise. Further, obtaining the full

design documentation of a hook system which was approved, say 15 or 20 years ago may not be easy and all such hooks will get automatically disqualified even before a design review. We therefore do not support delegating this responsibility to the manufacturers due to reasons stated above.

Thirdly, we have some serious concerns on paragraphs 18 and 19 of the Guidelines (Annex 1 of MSC 88/3/4) regarding the role of the Original Equipment Manufacturer (OEM) in the company's decision to use alternative equipment. Paragraph 18 requires that Companies should, where possible, select replacement equipment approved by the original equipment manufacturer (OEM) or the agreement of the OEM should be sought. Paragraph 19 states that if the OEM rejects the proposal for technical reasons which, in the opinion of the Administration, are valid, then the proposed equipment should not be installed.

Sir, we do not think that there is a need to obtain the approval or agreement of an OEM for installation of a new release system if an existing release system is to be replaced, provided the company installs an appropriate hook, which is approved by the flag Administration or otherwise acceptable to it.

Finally, India feels that some of the provisions of the guidelines in the present form are impractical to implement in a time bound manner and it requires further refinement. We therefore strongly support the use of Fall Preventer Device as an interim measure and the decision in this respect, we feel, should be left to the individual flag Administration.

Sir, notwithstanding the statements made by us, we fully support all efforts of IMO to improve the safety of the persons on board ships and for this purpose, as an immediate measure, we support the adoption of the proposed amendments to SOLAS chapter III/1.5 and the LSA Code for all new ships. For existing ships, the matter should be further examined, as appropriate.

Thank you Mr. Chairman, for permitting us to make this long intervention.

We request that this intervention be made part of the report of your Committee."

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ANNEX 25

STATEMENT BY THE DELEGATION OF TURKEY

"Mr. Chairman,

I would like to expound on few points.

Since we are now in the production environment, and as a system the LRIT is up and running, we are more able to closely monitor and evaluate how Turkey's already uploaded polygons in the DDP work and if they meet our requirements. We understand that we need to further modify the coordinates of the existing ones and possibly re-load and activate new polygons. This is especially crucial for us to get a more solid white maritime picture in the Aegean Sea and the Mediterranean.

For the recollection of the distinguished delegates, I need to remind them that some fundamental problems do continue to exist for us in properly tracking the Greek flagged traffic through the LRIT system. Already uploaded territorial water polygons of Greece – which cover a rather significant part of the Aegean Sea – black out the information regarding the Greek flagged vessels navigating in those polygons.

This undesirable situation for my country's legitimate security concerns once more prompts us to think about the flaws in the LRIT system architecture. The Aegean Sea can be totally unique in its geographical specificities, yet there is no modality embedded in the LRIT system for opposite coastal States in enclosed or semi-enclosed seas to work out the negative impact of the application of their territorial water polygons. As such, the LRIT falls short of meeting the requirements of some of its Contracting Governments.

However, being aware of this aberration, the Chair, in his conclusions at MSC 86, stipulated that Contracting Governments have the option not to provide geographical coordinates for either internal waters and/or territorial waters and as a result they let all others to receive LRIT information transmitted by all vessels when within their internal waters and from vessels under their flag navigating within their territorial waters.

We considered the Chair's call a sound proposal to overcome afore-mentioned difficulties and thought it was a suitable way out to redress the shortcomings of the LRIT system for regions where special geographical circumstances prevail. Having this in mind, at the 87th session of MSC, we called Greece with regard to its uploaded territorial water polygons in the Aegean and invited the Chair and the Secretariat to come up with a practical solution so we might be able to monitor the movements of Greek flagged vessels located within the Greek territorial water polygons. And once again, I would like to repeat our call in this regard.

To conclude, I want to make it clear that Turkey stands ready to fully cooperate and coordinate with Greece to attain a technical and practical arrangement mutually suitable for both countries bilaterally or through the appropriate platforms of the IMO.

I request this statement to be reflected in the report of the Committee.

Thank you."

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ANNEX 26

STATEMENTS BY THE DELEGATIONS OF GREECE AND TURKEY

Part 1

STATEMENT BY THE DELEGATION OF GREECE

"In response to the statement made by the delegation of Turkey, Greece wishes to refer to its statement made during the 87th session of the Committee and reiterate the following:

First, Greece has submitted its territorial sea polygons in accordance with SOLAS regulation V/19-1 and the related decisions of MSC 84 and MSC 86. We, therefore, fail to understand Turkish concerns over the uploading of our polygons in the LRIT Data Distribution Plan (DDP), especially their alleged security concerns.

Second, the LRIT system applies to all maritime areas indiscriminately, there being no legal basis or any reason for Turkey to ask for the adoption of special measures or practical arrangements for the Aegean Sea, including the withdrawal of our polygons from the system. In this respect, Greece wishes to reiterate that the notion of enclosed or semi-enclosed seas is not related at all to the LRIT system. Article 123 of the UN Convention on the Law of the Sea (1982) simply provides that States bordering semi-enclosed seas should co-operate in the following areas: marine scientific research, protection of the marine environment and fisheries. There is absolutely no relevance between article 123 and the operation of the LRIT system.

Third, it has to be recalled that the territorial sea polygon which was withdrawn by Turkey from the production environment of the DDP was not in conformity with the requirements of the Organization. As we had pointed out during the 87th session of the Committee (MSC 87/6/5), the Turkish "territorial sea" polygon extended up to 100 nautical miles from the coast of Turkey covering half of the Aegean Sea and a considerable part of Eastern Mediterranean and the Black Sea, well beyond the legal notion of the territorial sea and its maximum permissible breadth under international law. For these reasons, we had invited the Committee to request Turkey to fulfil its obligations under SOLAS regulation V/19-1 and bring its polygons in line with international law.

In concluding, we wish to underline that there is no issue to be discussed within the framework of the IMO, or on a bilateral basis with Turkey, with respect to the Greek territorial sea polygons which have been submitted in accordance with SOLAS Regulation V/19-1 and the related decisions of the Committee."

Part 2

STATEMENT BY THE DELEGATION OF TURKEY

"It is to our profound dismay that the Greek delegation has not been able to capture the main thrust of our repeated calls to find a way out that will satisfy my country's legitimate requirements. We deeply regret that our call for cooperation is met with such an unyielding response. Against this background, I repeat, once more, that we eagerly wait for the MSC and the Secretariat to intervene and come up with a solution addressing our needs in the Aegean Sea. Otherwise, this dysfunctional and unsatisfactory set up will undermine the LRIT system as a whole in future."

Part 3

STATEMENT BY THE DELEGATION OF GREECE

"In response to the statement made by the delegation of Turkey, Greece wishes to emphasize that the LRIT system applies to all maritime areas indiscriminately, there being no legal basis or any reason for Turkey to ask for the adoption of special measures for the Aegean Sea.

Consequently, there are no grounds for discussion on this issue either bilaterally or in the IMO framework."

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ANNEX 27

STATEMENT BY THE DELEGATION OF CANADA

"Thank you Mr Chairman,

MSC 88/11/3 responds to the document MSC 88/11/2 submitted by the United States and Intertanko concerning Canada's *Northern Canada Vessel Traffic Service Zone Regulations* (NORDREG).

Mr Chairman, NORDREG is consistent with international law, NORDREG is consistent with SOLAS and NORDREG conforms to all relevant IMO Resolutions.

MSC 88/11/3 provides background information on Article 234 of the United Nations Convention on the Law of the Sea (UNCLOS). Article 234 codifies the special rights and responsibilities of Arctic coastal states with respect to the preservation of the marine environment in ice-covered areas. It is worth noting that in the law of the sea negotiations on this Article, Canada played a central role to ensure adequate safeguards for the protection of the fragile marine environment in the ice-covered waters of Canada's Arctic Archipelago and similar ice covered Arctic areas.

Despite reduced summer sea ice in recent years, Canada's Arctic waters are subject to extreme variability in severity, coverage and duration of sea ice. Potentially greater quantities of old ice will be more mobile, drifting into shipping areas and contributing to hazardous conditions. Mariners in northern waters will continue to be confronted by a wide range of unpredictable ice conditions creating significant navigational challenges. The probability of an incident and the associated risks of environmental damage and of safety to ships increases with traffic. Canada instituted its mandatory system taking these new and ongoing hazards into account.

Enacted 30 years ago as a voluntary ship reporting system, NORDREG continues to be critical in preventing accidents and to enable Canada's Coast Guard to respond effectively to emergencies including prompt pollution response and search and rescue. A number of recent groundings in Canada's Arctic waters validate NORDREG's critical role in responding to emergencies.

Following up on Canada's commitment at NAV 56, and consistent with SOLAS Regulation V/11.4, Canada submitted the particulars of the NORDREG regime to the IMO for recognition and dissemination.

Mr Chairman, I would like to thank the Secretariat for circulating Canada's submission as SN.1/Circ.291. In addition I would like to bring to the attention of the Committee that mariners have been advised through notices to shipping, notices to mariners and through the NORDREG VTS as appropriate of the mandatory reporting requirements of the NORDREG system.

With your permission, Mr Chairman, I will briefly address questions raised regarding Canada's NORDREG:

As mentioned earlier, Canada's NORDREG is consistent with international law. Article 234 of UNCLOS provides for the right of coastal States to adopt and enforce non-discriminatory laws and regulations for the prevention, reduction and control of marine pollution from vessels in ice-covered areas within the limits of the Exclusive Economic Zone.

Unlike other provisions in UNCLOS that deal with the protection of the marine environment such as Article 211, paragraphs 5 and 6, that deal with pollution from vessels, Article 234 does not include a requirement for the coastal State to conform to "generally accepted international rules and standards established through the competent international organization". Uniquely, Article 234 was not included within other sections dealing with the protection of the marine environment including the aforementioned Article 211; rather, it stands distinct, as the only Article in Section 8 of Part XII. ". Clearly then, in ice-covered areas, Article 234 permits States to enact these laws and regulations without seeking prior IMO approval – even where IMO has related regulations.

Therefore Mr Chairman, Article 234 of UNCLOS provides a complete legal justification in international law for NORDREG.

NORDREG is also consistent with SOLAS and with IMO rules. As mentioned already, Canada has submitted NORDREG to the organization for recognition and dissemination as provided for in SOLAS Chapter V.

Regulation 11.4 of SOLAS Chapter V, provides that "Ship reporting systems not submitted to the Organization for adoption do not necessarily need to comply with this regulation". Therefore, as evidenced by Regulation 11.4, submission for adoption is clearly not required in all cases. It should also be noted that Regulation 11.9 further specifies that "nothing in this regulation or its associated guidelines and criteria shall prejudice the rights and duties of Governments under international law."

While Regulation 12 on vessel traffic services provides that "use of VTS may only be made mandatory in sea areas within the territorial sea"; this limitation is qualified by the paragraph 5 of regulation 12 which provides that "nothing in this regulation or the guidelines adopted by the Organization shall prejudice the rights and duties of Governments under international law".

Mr Chairman, Canada has made the NORDREG VTS mandatory in its 200 nautical mile Arctic EEZ. In doing so, Canada is acting pursuant to the rights under international law under Article 234 of the 1982 UN Convention on the Law of the Sea. Canada's rights and duties under Article 234 of UNCLOS take precedence over the 12nm limitation prescribed in SOLAS Regulation 12.

Let me now provide a brief overview of the clearance requirement in NORDREG.

Clearance is predicated on a review of the information provided in the vessel's sailing plan report. It's purpose is to promote safe and efficient navigation and for the prevention of pollution in the ice covered NORDREG zone. Clearance is an integral requirement to ensure that a vessel is capable of navigating these hazardous waters safely without unduly endangering the fragile marine environment.

The requirement to obtain clearance pursuant to NORDREG is therefore fully consistent with the duty to give due regard to navigation and the protection and preservation of the marine environment as Article 234 expressly states. The two elements cannot be separated out.

The NORDREG VTS, operated by the Canadian Coast Guard – Marine Communications and Traffic Services, follows the IMO Guidelines and Criteria for VTS as established in IMO Resolution A.857(20). In addition, NORDREG conforms with the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Recommendations and Guidelines.

As concerns the qualifications of NORDREG personnel, NORDREG VTS personnel are trained and certified in accordance with IALA Recommendation V103 "*Standards for Training and Certification of VTS personnel*".

Moreover, the SRS component of NORDREG conforms with IMO Resolution A.851(20) concerning general principles for SRS.

NORDREG is both a coastal VTS information service and a traffic organization service. Many of the services provided in the NORDREG Zone are listed along with information on its capabilities in MSC 88/11/3. Based on this, and on more than 30 years of operations, there should be no confusion as to the level of service NORDREG provides.

To conclude, Mr Chairman, in recognition of the rights and duties of States, established under Article 234 of UNCLOS to take measures for the prevention of marine pollution from vessels and for the preservation of the marine environment in ice-covered waters. I would respectfully request through you, Mr Chairman, that this Committee support Canada's NORDREG initiative.

Mr. Chairman, with your permission and the Secretariat's kind assistance, Canada would also be willing to give a presentation on NORDREG for the member's further information.

Thank you Mr. Chairman for affording me this opportunity to explain Canada's NORDREG initiative."

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ANNEX 28

STATEMENT BY THE DELEGATION OF SINGAPORE

"Singapore, like the United States and INTERTANKO, supports Canada's intention to uphold the safety of navigation and protect the marine environment in the Arctic region. At the same time, we recognise the need and importance for any proposed measure to be consistent with international law, including UNCLOS, and to follow regulations and guidelines adopted by the IMO.

We note that Regulation 11 of SOLAS Chapter V outlines a practical approach for the establishment of a ship reporting system. Clear and comprehensive guidelines are in place for the preparation and submission of proposals on ship reporting systems to the IMO for adoption. Though not obligatory, contracting Governments are encouraged to follow these guidelines as a best practice. In this regard, we encourage Canada to do the same.

On a related note, it is not apparent how the mandatory ship reporting and VTS system established under NORDREG ties in with the fundamental purpose of Article 234 of UNCLOS on Ice-covered Areas, which is to allow for the prevention, reduction and control of marine pollution. The need for such a mandatory system should be supported by best available scientific evidence.

In this regard, it would be useful if empirical data could be provided to demonstrate how making NORDREG mandatory would materially help to achieve this end.

My delegation also notes that, under NORDREG, vessels are required to obtain clearance from the Marine Communications and Traffic Services (MCTS) Centre of the Canadian Coast Guard. The requirement of vessels to seek clearance implies that permission needs to be obtained from the Canadian VTS authority before they can proceed.

Even though Article 234 allows the coastal State to impose measures that would prevent, reduce and control marine pollution, these are to be done with 'due regard to navigation'. It is, however, not clear to this delegation how the proposed requirement for clearance would adequately give 'due regard to navigation'.

While we acknowledge the importance of protecting the marine environment and enhancing navigational safety within the Arctic region, it is also important to ensure that any measures taken do not compromise the freedom of navigation. These measures should be in accordance with international law and regulations and, as a best practice, be submitted to the IMO for adoption before implementation.

We request to have this statement recorded in the report of the Committee."

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ANNEX 29

STATEMENT BY THE DELEGATION OF ARGENTINA

"Mr Chairman,

The Government of the Argentine Republic has considered necessary to inform this Committee about serious events that demonstrate the deliberate and reiterated violations by the Government of the United Kingdom of Northern Ireland of the IMO regulations, which put into risk the safety of navigation in the Southwest Atlantic.

Indeed, on Friday, 8 October, the United Kingdom informed for the first time, and I repeat, for the first time, the Argentine Naval Hydrographic Service, as Coordinator of NAVAREA VI, the carrying out of special operations including firing of missiles from the territory of the Malvinas Islands, between 11 and 23 October 2010, and bounded a maritime area adjacent to the Islands that would be affected by this exercise.

Within the framework of its obligations and responsibilities as Coordinator of NAVAREA VI which covers the Southwest Atlantic, the Naval Hydrographic Service of the Argentine Republic, after having assessed the seriousness of the risks to the safety of navigation involved in the British exercises and in spite of the fact that it had been notified with less than five days prior to the scheduled event, which is the minimum time set out by the paragraph 4.2.1.3.13 of Annex 1 of Resolution A.706(17) as amended to secure the effectiveness of the radio navigational warnings, immediately issued a radio navigational warning making an express reservation of the Argentine sovereignty rights over the Malvinas Islands, South Georgias and South Sandwich Islands and the surrounding maritime areas which are part of the Argentine national territory.

At the same time, on 9 October, the Argentine Republic presented a Letter of Protest to the Government of the United Kingdom and Northern Ireland, within the framework of the sovereignty dispute that both countries maintain over the Malvinas Islands, South Georgias and South Sandwich Islands and the surrounding maritime areas; a dispute which is recognised by the United Nations.

In that letter, Argentina rejected the carrying out of the said exercises as they constitute an unacceptable provocation, susceptible of creating an arms race in the region which is totally contrary to the Argentine policy to abide by the search of a peaceful solution to the controversy, in accordance with international community's calls.

These exercises contravene the object and purposes of the bilateral understandings on confidence building measures in the military field in force between the two countries, and they add up to the long serious of unilateral acts that the United Kingdom of Great Britain and Northern Ireland carries out contrary to Resolution 31/49 of the United Nations General Assembly.

The said Letter of Protest has been submitted to the Secretary General of the United Nations, to the Organization of American States (OAS) and to the Union of South American Nations (UNASUR), and is attached to the Letter submitted by the Argentine Government to the Secretary General of IMO on 14 October reporting the violation by the British Government of its international obligations assumed at this very Organization. I refer to Circular letter No.3113.

In response to the Argentine Letter of Protest of 9 October, the Foreign and Commonwealth Office handed me on 21 October a letter which makes reference to a previous letter of the United Kingdom of 13 November 2008 in which the British Government states that it has been carrying out military exercises with missiles from the territory of the Malvinas Islands to the sea "for 26 years", adding, and I quote "the use of this practice range is routine and such activity is not a matter that requires prior notification". Thus, the United Kingdom acknowledges that it has not deliberately been complying with the Regulations of the IMO regarding the protection of human life at sea.

Both British letters are attached to the letter that the Argentine Government presented to the IMO Secretary-General on 26 October, and was circulated among member and observer States of the IMO as Circular letter No.3120.

The said British exercises, Mr. Chairman, not only constitute an unacceptable provocation due to the fact that they were carried out in an area under a sovereignty dispute recognised by the United Nations, and are susceptible of creating an arms race, but also, and as if this were not enough, those exercises were performed in an open violation of the IMO regulations of the World-Wide Navigational Warning Service and of the broadcast of Maritime safety information, barring Argentina from complying with its own international obligations and responsibilities as the NAVAREA VI Coordinator and with total disregard for the risks involved to the navigation in the area and the safety of human life at sea.

Mr. Chairman,

The United Kingdom, in accordance with its own admission, has infringed, for 28 years, repeatedly and deliberately, Rule V/4 of the International Convention for the Safety of Life at Sea (the SOLAS Convention) as amended, for not giving notice in due form of the obvious risks which the military exercises represented to the safety of navigation in the waters adjacent to the Malvinas Islands.

The United Kingdom has not abided by the recommendations to implement the World-Wide Navigation Warning Service contained in Resolution A.706(17) as amended, which explicitly include the launching of missiles among the special operation categories that may affect the safety of navigation.

The Argentine Government cannot but recall that on December 2006, in face of a similar situation, the United Kingdom co-sponsored document MSC 82/11/1 presented before the Maritime Safety Committee, and adopted as Circular MSC.1/Circ.1225.

On that occasion, the United Kingdom asked the Committee to call the attention of the Member States to Resolution A.706(17) and to MSC/Circ.893, in order to "ensure that appropriate navigational warnings will be issued prior to operations which may threaten the safety of navigation", expressly referring to paragraph 4.2.1.3.13 of the said Resolution which includes the launching of missiles.

It is, therefore, difficult to understand the margin of discretion that the British Government avails itself to give notice to the NAVAREA VI Coordinator. This attitude demonstrates the "double standard" of the British Government while demanding the compliance by other States of their international obligations and, at the same time, omitting to fulfil its obligations when its own exercises are involved.

Mr. Chairman,

Allow me to summarise the United Kingdom violations and attitudes which forced my Government to react. The United Kingdom has explicitly recognised in its Note dated 21 October, 2010, which refers to its Note of 13 November 2008 that for the last 28 years has been performing military exercises which include the firing of missiles from a territory illegally occupied, contravening bilateral agreements and the mandates of the United Nations, causing an unacceptable provocation which aggravates the controversy.

Through all these years, the United Kingdom has deliberately breached the IMO regulations concerning the safety of human life at sea.

When after 28 years the British Government finally decided to communicate its exercises to the Argentine Naval Hydrographic Service last 9 October, it did so with only 48 hours prior to the scheduled event, that is to say, within less than half the minimum time recommended by the IMO regulations. Furthermore, and while breaching once and again the IMO regulations it was cosponsoring at the same time resolutions requesting the fulfilments by other Member States of the Organization of the very same rules.

Mr. Chairman,

As we can see, these are very serious matters that justify this Committee intervention. For all these reasons Argentina requests the Committee to take due note of the information presented and to reiterate the need for ALL States to strictly comply with Resolution A.706(17) as amended, "World-Wide Navigational Warning Services" and Circular MSC/Circ.893 and MSC.1/Circ.1225, "Navigational Warnings Concerning Operations Endangering the Safety of Navigation".

The Argentine Republic reaffirms once again its sovereignty rights over the Malvinas, South Georgias and South Sandwich Islands and the surrounding maritime areas.

The Argentine Republic reiterates its firm disposition to resume negotiations with the United Kingdom to reach a lasting and peaceful solution to the sovereignty dispute in accordance with the UN General Assembly resolutions and the reiterated calls of the international community to that end.

Finally, the Argentine Government would appreciate this statement to be included in the report of the meeting.

Since the reported events had taken place after the deadline for the formal submission of documents to this Committee, the Argentine Government reserves its right to do so and to raise the issue again at the next meeting of this Committee and/or to other relevant IMO bodies."

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ANNEX 30

STATEMENT BY THE DELEGATION OF THE UNITED KINGDOM

"The United Kingdom noted the statement made by the delegation of Argentina and stated that 'Rapier' missile firing is part of military tests that have taken place every six months for the past 28 years. Argentina has been aware of these tests for some time. The last was in October 2010. The live firing is therefore routine and does not represent any change in the United Kingdom defence posture in the South Atlantic.

The United Kingdom responded to Argentina's original protest Note on 21 October. Information on 'Rapier' test firing is available from open sources. Testing takes place entirely within Falkland Islands territorial waters and shipping alerts are always issued. No lives have been put at risk and all tests have taken place safely.

The United Kingdom stated that Argentina remains an important partner to the United Kingdom. The two countries have a close and productive relationship on a range of bilateral and multilateral issues, including the global economic situation (particularly in the G20), human rights, climate change, sustainable development and counter-proliferation. The United Kingdom continues to seek opportunities to develop the relationship with Argentina further."

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ANNEX 31

STATEMENT BY THE OBSERVER FROM BIMCO

"Mr Chairman, BIMCO applauds the paper presented by INTERTANKO reported at paragraphs 18.32 to 18.36, but, yet again we would appeal to the international community to address this issue more significantly and more robustly, and now. The summary of the report, although accurately reflecting the discussion, does not encapsulate the reality of the situation. BIMCO agrees the conclusion but would like to comment on this and have this comment included in the final report.

The Secretary-General kindly reminded us of the latest UN Security Council resolution 1950, but there have been two previous resolutions saying exactly the same thing – namely that:

- States should criminalize piracy under their domestic law and favourably consider the prosecution of suspected, and imprisonment of convicted, pirates.

- States parties to the United Nations Convention on the Law of the Sea (UNCLOS) and the 1988 Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA Convention) should fully implement their relevant obligations under these Conventions and customary international law.

Notwithstanding the efforts of the UN Security Council and indeed, Working Group 2 of the Contact Group on Piracy off the Coast of Somalia and the various IMO Assembly resolutions, they have had little effect. Indeed this same report reflects in the outcome of the Legal Committee, at paragraph 18.17, where only 41 Member States had forwarded details of their extant legislation and that LEG 97 has requested the Secretariat to reissue the circular request for information.

Mr Chairman, we understand there are no international legal impediments, yet as of today, this year alone, between 700 and 800 pirates have been released, for lack of sufficient national legislation by the arresting state to actually prosecute those arrested, with any confidence.

Indeed, in three years there has been little or no movement on this issue exempt the continued contribution and efforts of the Kenyan and Seychellois Governments – to whom the international community should be most thankful. No one imagines this is the total solution, or that national legislation can be changed overnight. The credibility of the deterrent provided by navies (again whose efforts should be applauded), must however now be seriously questionable given the current levels of 'catch and release' of pirates, forced upon them by their Governments.

Mr Chairman, we would ask that the Committee note this statement in the final report. Noting that, although there was no need to produce a further circular on this issue, it is disappointed at the failure of states to act upon what are now three substantive UN Security Council resolutions, numerous IMO Assembly appeals and MSC circulars, to sufficiently criminalise piracy and, provide the deterrent that is necessary to give credibility to the coalition navies work. Whilst this state of affairs continues, piracy will continue, as the risk reward ratio remains significantly in the pirates favour. In the mean time ship owners – with no other pragmatic alternative – will continue to pay ransoms to release seafarers and their vessels and cargo.

Mr Chairman, currently, no other strategy – that is the successful arrest and prosecution of pirates – will have as speedy or substantive effect on deterring and reducing piracy off the coast of Somalia."

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ANNEX 32

STATEMENT BY THE DELEGATION OF KENYA

"Thank you Mr. Chairman.

This delegation would like to associate itself with the sentiments expressed by BIMCO on behalf of the industry at the close of yesterday's session.

In our previous interventions we had urged for a more robust action to be taken on pirates operating off the Somali waters and indeed the whole of the western Indian Ocean. We are also aware that captured Somali pirates are being set free due to lack of facilitation by Governments in prosecution of suspected pirates and their imprisonment.

This delegation applauds the Government of France for having taken the right step of enacting a modern piracy legislation and hope other Governments will emulate France's action.

In our previous interventions we have been appealing to the international community to assist Kenya to acquire capability for patrolling her EEZ and beyond or at least create a safe transit corridor to ensure that ships bound for Kenya and the whole of East Africa do so without serious threat from pirates, but so far we have not received any positive response. Should such assistance materialise, this delegation can assure the international community that Kenya will carry out the patrols with the same resolve shown in the prosecution of pirates.

Due to a spate of recent attacks on ships approaching Mombasa, Kenya has designated a security corridor of 20 by 10 nautical miles where the Kenya Navy will enhance patrols to provide security for vessels bound for Mombasa port.

Fishing boats, skiffs and leisure boats have been advised to keep away from this security corridor as they have been mistaken by ship crew as pirate skiffs. The coordinates of the security corridor are as follows:

A.	Point AA	04 degrees 06.5 min S	040 degrees 02.5 min E
B.	Point BB	04 degrees 23.5 min S	040 degrees 53.0 min E
C.	Point CC	04 degrees 15.5 min S	039 degrees 38.5 min E
D.	Point DD	03 degrees 58.5 min S	039 degrees 49.5 min E

The above situation will remain valid until further notice. Any further information or changes will be announced accordingly.

Thank you Mr. Chairman."

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ANNEX 33

STATEMENTS BY THE OBSERVERS FROM INTERNATIONAL CHAMBER OF SHIPPING (ICS) AND WORLD SHIPPING COUNCIL (WSC)

"Chairman,

DSC 15, when considering the conclusions and recommendations from the Netherlands-led joint government-industry research project "Lashing at Sea", agreed that there is a need to consider ways and means to ensure that the correct weight of containers is declared to the carrier and communicated to the master before vessel loading, and an invitation was extended for the submission of further information, including a justification for an unplanned output if needed to the Committee. ICS and WSC fully support the conclusions reached by the Sub-Committee and believe there is an urgent need for inclusion of this item in the work programme of DSC 16.

The frequency of overweight containers within the supply chain, and their contribution to incidents and casualties in the maritime mode has been an issue of long standing concern for industry and States alike. Overweight transport units present safety hazards both onboard and in port areas. They endanger the safety and lives of both shipboard and shoreside workers. They can damage ship structures, increase stresses to hulls, and can reduce stability. Container stack collapses are a significant risk where undeclared overweight containers are unwittingly stowed, and overweight units are a common cause of losses overboard. They can also cause the loss or damage of cargo, and can impair the operational efficiency of vessels causing sub-optimal fuel usage, thereby increasing emissions.

SOLAS already contains provisions regulating the weighing of containers specific to the responsibilities of shippers and restricting to the overloading of units beyond their maximum gross weight. The ICS/WSC document "Safe Transport of Containers by Sea" reinforces these requirements with recommended best practices to shippers, terminals and ships, and the chapter on Container Stuffing has been issued as a free leaflet to shippers with a view to encouraging best practices at the earliest point in the supply chain. However, the case remains that overweight units continue to frequently occur in the supply chain, indicating that further action is needed to comprehensively address the problem.

Overweight containers present significant risks to the safety of ships, seafarers, and shoreside personnel, and also have potential, commercial and environmental impacts. Whilst we acknowledge that only Members may propose new work items for the Sub-Committee, we wish to express our firm belief that DSC should consider this matter as soon as possible, and are willing to work with Governments to find solutions to this significant hazard to maritime transport.

Thank you, Chairman."