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**REPORT OF THE MARITIME SAFETY COMMITTEE ON ITS  
EIGHTY-NINTH SESSION**

Attached are annexes 27 to 42 to the report of the Maritime Safety Committee on its eighty-ninth session (MSC 89/25).

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**ANNEX 27**

**DRAFT ASSEMBLY RESOLUTION**

**ADOPTION OF THE CODE FOR THE IMPLEMENTATION OF MANDATORY IMO  
INSTRUMENTS, 2011**

THE ASSEMBLY,

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

RECALLING ALSO that, by resolution A.996(25), it adopted the Code for the Implementation of Mandatory IMO Instruments, 2007, and by resolution A.1019(26), amendments thereto,

RECOGNIZING the need for the above Code to be further revised to take account of the amendments to the IMO instruments referred to in the Code, which have entered into force or become effective since the adoption of resolution A.1019(26),

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

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

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

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

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

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

- (a) becoming party to all instruments related to maritime safety, security and pollution prevention and control;
- (b) implementing and enforcing such instruments fully and effectively;
- (c) reporting to the Organization, as required,

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

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

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

1. ADOPTS the Code for the Implementation of Mandatory IMO Instruments, 2011, set out in the annex to the present resolution;
2. URGES Governments of all States in their capacity as flag, port and coastal States to implement the Code on a national basis;
3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Code under review and, in coordination with the Council, to propose amendments thereto to the Assembly;
4. REVOKES resolutions A.996(25) and A.1019(26).

ANNEX

**CODE FOR THE IMPLEMENTATION OF  
MANDATORY IMO INSTRUMENTS, 2011**

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## **PART 1 – COMMON AREAS**

### **Objective**

1 The objective of this Code is to enhance global maritime safety and protection of the marine environment.

2 Different Administrations will view this Code according to their own circumstances and will be bound only for the implementation of those instruments referred to in paragraph 6 to which they are Contracting Governments or Parties. By virtue of geography and circumstance some Administrations may have a greater role as a flag State than as a port State or as a coastal State, whilst others may have a greater role as a coastal State or port State than as a flag State. Such imbalances do not diminish, in any way, their duties as a flag, port or coastal State.

### **Strategy**

3 In order for a State to meet the objective of this Code, a strategy should be developed, covering the following issues:

- .1 implementation and enforcement of relevant international mandatory instruments;
- .2 adherence to international recommendations, as appropriate;
- .3 continuous review and verification of the effectiveness of the State in respect of meeting its international obligations; and
- .4 the achievement, maintenance and improvement of overall organizational performance and capability.

In implementing the aforementioned strategy, the guidance given in this Code should be adhered to.

### **General**

4 Under the provisions of the United Nations Convention on the Law of the Sea, 1982 (UNCLOS) and of IMO conventions, Administrations are responsible for promulgating laws and regulations and for taking all other steps which may be necessary to give these instruments full and complete effect so as to ensure that, from the point of view of safety of life at sea and protection of the marine environment, a ship is fit for the service for which it is intended and is manned with competent maritime personnel.

5 In taking measures to prevent, reduce and control pollution of the marine environment, States shall act so as not to transfer, directly or indirectly, damage or hazards from one area to another or transform one type of pollution into another (UNCLOS, article 195).

### **Scope**

6 The mandatory IMO instruments addressed in this Code are:

- .1 the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 1974);

- .2 the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1978);
- .3 the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1988);
- .4 the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended (MARPOL 73/78);
- .5 the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended (MARPOL PROT 1997);
- .6 the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW 1978);
- .7 the International Convention on Load Lines, 1966 (LL 66);
- .8 the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (LL PROT 1988);
- .9 the International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969); and
- .10 the Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG 1972),

as well as all instruments made mandatory through these conventions and protocols. Non-exhaustive lists of obligations under the above mandatory instruments are found in annexes 1 to 4. A list of the relevant instruments is given in annex 5 and a summary of amendments to mandatory instruments reflected in the Code is given in annex 6.

### **Initial actions**

7 When a new or amended IMO mandatory instrument enters into force for a State, the Government of that State must be in a position to implement and enforce its provisions through appropriate national legislation and to provide the necessary implementation and enforcement infrastructure. This means that the Government of the State must have:

- .1 the ability to promulgate laws which permit effective jurisdiction and control in administrative, technical and social matters over ships flying its flag and, in particular, provide the legal basis for general requirements for registries, the inspection of ships, safety and pollution-prevention laws applying to such ships and the making of associated regulations;
- .2 a legal basis for the enforcement of its national laws and regulations including the associated investigative and penal processes; and
- .3 the availability of sufficient personnel with maritime expertise to assist in the promulgation of the necessary national laws and to discharge all the responsibilities of the State, including reporting as required by the respective conventions.

8 A possible framework for national legislation to give effect to the provisions of relevant IMO instruments can be found in "Guidelines for Maritime Legislation", a United Nations publication<sup>1</sup>.

### **Communication of information**

9 The State should communicate its strategy, as referred to in paragraph 3, including information on its national legislation to all concerned.

### **Records**

10 Records, as appropriate, should be established and maintained to provide evidence of conformity to requirements and of the effective operation of the State. Records should remain legible, readily identifiable and retrievable. A documented procedure should be established to define the controls needed for the identification, storage, protection, retrieval, retention time and disposition of records.

### **Improvement**

11 States should continually improve the adequacy of the measures which are taken to give effect to those conventions and protocols which they have accepted. Improvement should be made through rigorous and effective application and enforcement of national legislation, as appropriate, and monitoring of compliance.

12 The State should stimulate a culture which provides opportunities to people for improvement of performance in maritime safety and environmental protection activities.

13 Further, the State should take action to identify and eliminate the cause of any non-conformities in order to prevent recurrence, including:

- .1 review and analysis of non-conformities;
- .2 implementation of necessary corrective action; and
- .3 review of the corrective action taken.

14 The State should determine action to eliminate the causes of potential non-conformities in order to prevent their occurrence.

## **PART 2 – FLAG STATES**

### **Implementation**

15 In order to effectively discharge their responsibilities and obligations, flag States should:

- .1 implement policies through the issuance of national legislation and guidance which will assist in the implementation and enforcement of the requirements of all safety and pollution prevention conventions and protocols to which they are party; and

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<sup>1</sup> ST/ESCAP/1076.



- .2 assign responsibilities within their Administration to update and revise any relevant policies adopted, as necessary.

16 Flag States should establish resources and processes capable of administering a safety and environmental protection programme which, as a minimum, should consist of the following:

- .1 administrative instructions to implement applicable international rules and regulations as well as develop and disseminate any interpretative national regulations that may be needed;
- .2 resources to ensure compliance with the requirements of the mandatory IMO instruments listed in paragraph 6 using an audit and inspection programme independent of any administrative bodies issuing the required certificates and relevant documentation and/or of any entity which has been delegated authority by the flag States to issue the required certificates and relevant documentation;
- .3 resources to ensure compliance with the requirements of STCW 1978, as amended. This includes resources to ensure, *inter alia*, that:
  - .3.1 training, assessment of competence and certification of seafarers are in accordance with the provisions of the Convention;
  - .3.2 STCW certificates and endorsements accurately reflect the competencies of the seafarers, using the appropriate STCW terminology as well as terms which are identical to those used in any safe manning document issued to the ship;
  - .3.3 impartial investigation can be held of any reported failure, whether by act or omission, that may pose a direct threat to safety of life or property at sea or to the marine environment, by the holders of certificates or endorsements issued by that Party;
  - .3.4 certificates or endorsements issued by the flag State can be effectively withdrawn, suspended or cancelled when warranted, and when necessary to prevent fraud; and
  - .3.5 administrative arrangements, including those involving training, assessment and certification activities conducted under the purview of another State, are such that the flag State accepts its responsibility for ensuring the competence of masters, officers and other seafarers serving on ships entitled to fly its flag<sup>2</sup>;
- .4 resources to ensure the conduct of investigations into casualties and adequate and timely handling of cases of ships with identified deficiencies; and
- .5 the development, documentation and provision of guidance concerning those requirements that are to the satisfaction of the Administration, found in relevant mandatory IMO instruments.

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<sup>2</sup> Regulations I/2, I/9, I/10 and I/11 of the 1978 STCW Convention, as amended.

17 Flag States should ensure that ships entitled to fly their flag are sufficiently and efficiently manned, taking into account the Principles of Safe Manning adopted by IMO.

### **Delegation of authority**

18 Flag States authorizing recognized organizations to act on their behalf in conducting the surveys, inspections, the issue of certificates and documents, the marking of ships and other statutory work required under the IMO conventions must regulate such authorization in accordance with SOLAS regulation XI-1/1 to:

- .1 determine that the recognized organization has adequate resources in terms of technical, managerial and research capabilities to accomplish the tasks being assigned, in accordance with the "Minimum Standards for Recognized Organizations Acting on Behalf of the Administration" set out in the relevant IMO resolution<sup>3</sup>;
- .2 have as its basis a formal written agreement between the Administration and the recognized organization which, as a minimum, includes the elements set out in the relevant IMO resolution<sup>4</sup>, or equivalent legal arrangements, and which may be based on the model agreement for the authorization of recognized organizations acting on behalf of the Administration<sup>5</sup>;
- .3 issue specific instructions detailing actions to be followed in the event that a ship is found unfit to proceed to sea without danger to the ship or persons on board, or is found to present an unreasonable threat of harm to the marine environment;
- .4 provide the recognized organization with all appropriate instruments of national law and interpretations thereof giving effect to the provisions of the conventions or specify whether the Administration's standards go beyond convention requirements in any respect; and
- .5 require that the recognized organization must maintain records which will provide the Administration with data to assist in interpretation of convention regulations.

19 Flag States nominating surveyors for the purpose of carrying out surveys and inspections on their behalf should regulate such nominations, as appropriate, in accordance with the guidance provided in paragraph 18, in particular subparagraphs .3 and .4.

20 The flag State should establish or participate in an oversight programme with adequate resources for monitoring of, and communication with, its recognized organizations in order to ensure that its international obligations are fully met, by:

- .1 exercising its authority to conduct supplementary surveys to ensure that ships entitled to fly its flag in fact comply with mandatory IMO instruments;

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<sup>3</sup> Appendix 1 of resolution A.739(18) on the Guidelines for the authorization of organizations acting on behalf of the Administration, as amended by resolution MSC.208(81).

<sup>4</sup> Appendix 2 of resolution A.739(18) on the Guidelines for the authorization of organizations acting on behalf of the Administration.

<sup>5</sup> MSC/Circ.710-MEPC/Circ.307.

- .2 conducting supplementary surveys as it deems necessary to ensure that ships entitled to fly its flag comply with national requirements which supplement the IMO convention requirements; and
- .3 providing staff who have a good knowledge of the rules and regulations of the flag State and the recognized organizations and who are available to carry out effective field oversight of the recognized organizations.

### **Enforcement**

21 Flag States should take all necessary measures to secure observance of international rules and standards by ships entitled to fly their flag and by entities and persons under their jurisdiction so as to ensure compliance with their international obligations. Such measures should, *inter alia*, include:

- .1 prohibiting ships entitled to fly their flag from sailing until such ships can proceed to sea in compliance with the requirements of international rules and standards;
- .2 the periodic inspection of ships entitled to fly their flag to verify that the actual condition of the ship and its crew is in conformity with the certificates it carries;
- .3 the surveyor ensuring, during the periodic inspection referred to in subparagraph .2, that seafarers assigned to the ships are familiar with:
  - .3.1 their specific duties; and
  - .3.2 ship arrangements, installations, equipments and procedures;
- .4 ensuring that the ship's complement, as a whole, can effectively co-ordinate their activities in an emergency situation and in performing functions vital to safety or to the prevention or mitigation of pollution;
- .5 providing, in national laws and regulations, for penalties of adequate severity to discourage violation of international rules and standards by ships entitled to fly their flag;
- .6 instituting proceedings – after an investigation has been conducted – against ships entitled to fly their flag which have violated international rules and standards, irrespective of where the violation has occurred;
- .7 providing, in national laws and regulations, for penalties of adequate severity to discourage violations of international rules and standards by individuals issued with certificates or endorsements under their authority; and
- .8 instituting proceedings – after an investigation has been conducted – against individuals holding certificates or endorsements who have violated international rules and standards, irrespective of where the violation has occurred.

22 A flag State should consider developing and implementing a control and monitoring programme, as appropriate, in order to:

- .1 provide for prompt and thorough casualty investigations, with reporting to IMO as appropriate;
- .2 provide for the collection of statistical data, so that trend analyses can be conducted to identify problem areas; and
- .3 provide for a timely response to deficiencies and alleged pollution incidents reported by port or coastal States.

23 Furthermore, the flag State should:

- .1 ensure compliance with applicable IMO instruments through national legislation;
- .2 provide an appropriate number of qualified personnel to implement and enforce the national legislation referred to in subparagraph 15.1, including personnel for performing investigations and surveys;
- .3 provide a sufficient number of qualified flag State personnel to investigate incidents where ships entitled to fly its flag have been detained by port States;
- .4 provide a sufficient number of qualified flag State personnel to investigate incidents where the validity of a certificate or endorsement or competence of individuals holding certificates or endorsements issued under its authority are questioned by port States; and
- .5 ensure the training and oversight of the activities of flag State surveyors and investigators.

24 When a State is informed that a ship entitled to fly its flag has been detained by a port State, the flag State should oversee that appropriate corrective measures to bring the ship in question into immediate compliance with the applicable international conventions are taken.

25 A flag State, or a recognized organization acting on its behalf, should only issue or endorse an international certificate to a ship after it has determined that the ship meets all applicable requirements.

26 A flag State should only issue an international certificate of competency or endorsement to a person after it has determined that the person meets all applicable requirements.

### **Flag State surveyors**

27 The flag State should define and document the responsibilities, authority and interrelation of all personnel who manage, perform and verify work relating to and affecting safety and pollution prevention.

28 Personnel responsible for, or performing, surveys, inspections and audits on ships and companies covered by the relevant IMO mandatory instruments should have as a minimum the following:

- .1 appropriate qualifications from a marine or nautical institution and relevant seagoing experience as a certificated ship officer holding or having held a valid STCW II/2 or III/2 certificate of competency and have maintained their technical knowledge of ships and their operation since gaining their certificate of competency; or
- .2 a degree or equivalent from a tertiary institution within a relevant field of engineering or science recognized by the State.

29 Personnel qualified under 28.1 should have served for a period of not less than three years at sea as an officer in the deck or engine department.

30 Personnel qualified under 28.2 should have worked in a relevant capacity for at least three years.

31 In addition such personnel should have appropriate practical and theoretical knowledge of ships, their operation and the provisions of the relevant national and international instruments necessary to perform their duties as flag State surveyors obtained through documented training programmes.

32 Other personnel assisting in the performance of such work should have education, training and supervision commensurate with the tasks they are authorized to perform.

33 Previous relevant experience in the field of expertise should be considered an advantage; in case of no previous experience the Administration should provide appropriate field training.

34 Flag States may accredit surveyors through a formalized, detailed training programme that leads to the same standard of knowledge and ability as that required in paragraphs 28 to 31.

35 The flag State should have implemented a documented system for qualification of personnel and continuous updating of their knowledge as appropriate to the tasks they are authorized to undertake.

36 Depending on the function(s) to be performed the qualifications should encompass:

- .1 knowledge of applicable international and national rules and regulations for ships, their companies, their crew, their cargo and their operation;
- .2 knowledge of the procedures to be applied in survey, certification, control, investigative and oversight functions;
- .3 understanding of the goals and objectives of the international and national instruments dealing with maritime safety and protection of the marine environment, and of related programmes;
- .4 understanding of the processes both on board and ashore, internal as well as external;

- .5 possession of professional competency necessary to perform the given tasks effectively and efficiently;
- .6 full safety awareness in all circumstances, also for one's own safety; and
- .7 training or experience in the various tasks to be performed and, preferably, also in the functions to be assessed.

37 The flag State should issue an identification document for the surveyor to carry when performing his/her tasks.

### **Flag State investigations**

38 Investigations should be carried out following a marine casualty or pollution incident. Casualty investigations should be conducted by suitably qualified investigators, competent in matters relating to the casualty. The flag State should be prepared to provide qualified investigators for this purpose, irrespective of the location of the casualty or incident.

39 The flag State should ensure that individual investigators have working knowledge and practical experience in those subject areas pertaining to their normal duties. Additionally, to assist individual investigators in performing duties outside their normal assignments, the flag State should ensure ready access to expertise in the following areas, as necessary:

- .1 navigation and the Collision Regulations;
- .2 flag State regulations on certificates of competency;
- .3 causes of marine pollution;
- .4 interviewing techniques;
- .5 evidence gathering; and
- .6 evaluation of the effects of the human element.

40 Any accidents involving personal injury necessitating absence from duty of three days or more and any deaths resulting from occupational accidents and casualties to ships of the flag State should be investigated, and the results of such investigations made public.

41 Ship casualties should be investigated and reported in accordance with the relevant IMO conventions, and the Codes developed by IMO<sup>6</sup>. The report on the investigation should be forwarded to IMO together with the flag State's observations, in accordance with the guidelines referred to above.

### **Evaluation and review**

42 The flag States should, on a periodic basis, evaluate their performance with respect to the implementation of administrative processes, procedures and resources necessary to meet their obligations as required by the conventions to which they are party.

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<sup>6</sup> Refer to the Code for the Investigation of Marine Casualties and Incidents, adopted by the Organization by resolution A.849(20), as amended by resolution A.884(21), and the mandatory Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code) adopted by the Organization by resolution MSC.255(84).

43 Measures to evaluate the performance of the flag States may include, *inter alia*, port State control detention rates, flag State inspection results, casualty statistics, communication and information processes, annual loss statistics (excluding constructive total losses (CTLs)), and other performance indicators as may be appropriate, to determine whether staffing, resources and administrative procedures are adequate to meet their flag State obligations.

44 Measures may include a regular review of:

- .1 fleet loss and accident ratios to identify trends over selected time periods;
- .2 the number of verified cases of detained ships in relation to the size of the fleet;
- .3 the number of verified cases of incompetence or wrongdoing by individuals holding certificates or endorsements issued under its authority;
- .4 responses to port State deficiency reports or interventions;
- .5 investigations into very serious and serious casualties and lessons learned from them;
- .6 financial, technical and other resources committed;
- .7 results of inspections, surveys and controls of the ships in the fleet;
- .8 investigation of occupational accidents;
- .9 the number of incidents and violations under MARPOL 73/78, as amended; and
- .10 the number of suspensions or withdrawals of certificates, endorsements, approvals, etc.

## **PART 3 – COASTAL STATES**

### **Implementation**

45 Coastal States have certain rights and obligations under various mandatory IMO instruments. When exercising their rights under the instruments coastal States incur additional obligations.

46 In order to effectively meet their obligations, coastal States should:

- .1 implement policies and guidance which will assist in the implementation and enforcement of their obligations; and
- .2 assign responsibilities within their Administration to update and revise any relevant policies adopted, as necessary.

## **Enforcement**

47 Coastal States should take all necessary measures to ensure their observance of international rules when exercising their rights and fulfilling their obligations.

48 A coastal State should consider developing and implementing a control and monitoring programme, as appropriate, in order to:

- .1 provide for the allocation of statistical data so that trend analyses can be conducted to identify problem areas;
- .2 provide for timely response to pollution incidents in its waters; and
- .3 co-operate with flag States and/or port States, as appropriate, in investigations of maritime casualties.

## **Evaluation and review**

49 Coastal States should periodically evaluate their performance in respect of exercising their rights and meeting their obligations under mandatory IMO instruments.

## **PART 4 – PORT STATES**

### **Implementation**

50 Port States have certain rights and obligations under various mandatory IMO instruments. When exercising their rights under the instruments, port States incur additional obligations.

51 Port States can play an integral role in the achievement of maritime safety and environmental protection, including pollution prevention. The role and responsibilities of the port State with respect to maritime safety and environmental protection is derived from a combination of international treaties, conventions, national laws, as well as in some instances, bilateral and multilateral agreements.

### **Enforcement**

52 Port States should take all necessary measures to ensure their observance of international rules when exercising their rights and fulfilling their obligations.

53 Several IMO conventions contain specific provisions that permit port State control.

54 In this respect, SOLAS, as modified by its 1988 Protocol, MARPOL and STCW also contain provisions that obligate port States to treat non-Parties to those conventions no more favourably than those that are Parties. This means that port States are obliged to impose the conditions of the conventions on Parties as well as on non-Parties.

55 When exercising their right to carry out port State control, a port State should establish processes to administer a port State control programme consistent with the relevant resolution adopted by the Organization<sup>7</sup>.

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<sup>7</sup> Refer to the Procedures for Port State Control (resolution A....(27)).



56 Port State control should be carried out only by authorized and qualified port State control officers in accordance with the relevant procedures adopted by the Organization<sup>7</sup>.

57 Port State control officers and persons assisting them should have no commercial interest, either in the port of inspection or the ships inspected, nor should the port State control officers be employed by or undertake work on behalf of recognized organizations or classification societies.

#### **Evaluation and review**

58 Port States should periodically evaluate their performance in respect of exercising their rights and meeting their obligations under mandatory IMO instruments.

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<sup>7</sup> Refer to the Procedures for Port State Control (resolution A....(27)).

ANNEX 1

**OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES**

The following table contains a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

<b>OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>TONNAGE 69</b>		
Art. 1	General obligation under the Convention	
Art. 5(2)	Force majeure	
Art. 8	Issue of a certificate by another Government	
Art. 10	Cancellation of certificate	
Art. 11	Acceptance of certificates	
Art. 15	Communication of information	
<b>LL 66 and LL PROT 88<sup>8</sup></b>		
Art. 1	General obligation under the Convention	
	General obligations	LL PROT 88 only (Art. I)
Art. 7(2)	Force majeure	
Art. 17	Issue or endorsement of certificates by another Government	amended by LL PROT 88
Art. 20	Acceptance of certificates	
Art. 25	Special rules drawn up by agreement	
Art. 26	Communication of information	
	Communication of information	LL PROT 88 only (Art. III)

<sup>8</sup> When the obligation does not derive from the International Convention on Load Lines, 1966, but solely from the Protocol of 1988 relating thereto, this is indicated in the "Comments" column.

<b>OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>COLREG 72</b> Art. I	General obligations	
<b>STCW 78</b> Art. I Art. IV Art. XI(1) Reg. I/3 Reg. I/5 Reg. I/6 Reg. I/7 Reg. I/8 Reg. I/9	General obligations under the Convention Communication of information Promotion of technical co-operation Principles governing near-coastal waters National provisions Training and assessment Communication of information Quality standards Medical standards – Issue and registration of certificates	
<b>SOLAS 74</b> Art. I Art. III Art. V(c) Art. VII Art. XI Reg. I/13 Reg. I/17	General obligations under the Convention Communication of information Carriage of persons in emergencies – reporting Special rules drawn up by agreement Denunciation Issue or endorsement of certificates by another Government Acceptance of certificates	in SOLAS PROT 78 and SOLAS PROT 88 in SOLAS PROT 78 and SOLAS PROT 88 in SOLAS PROT 88 (Art. VII) in SOLAS PROT 88 also reg. I/19(b)

<b>OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. I/21(b)	Casualties – reporting	
Reg. IV/5	Provision of radiocommunication services and communication of information on such provision	
Reg. IV/5-1	Global maritime distress and safety system identities – ensuring suitable arrangements	
Reg. V/5	Meteorological services and warnings	
Reg. V/6	Ice Patrol Service	
Reg. V/10	Ships' routing	
Reg. V/11	Ship reporting systems	
Reg. V/12	Vessel traffic services	
Reg. V/13	Establishment and operation of aids to navigation	
Reg. V/31.2	Danger messages – bring to the knowledge of those concerned and communicate to other interested Governments	
Reg. V/33.1-1	Distress situations: obligations and procedures – co-ordination and co-operation	
Reg. VI/1.2	Appropriate information on safe carriage of cargoes	
Reg. VII/2.4	Issue of instructions on emergency response, etc.	
Reg. VII/7-1	Issue of instructions on emergency response, etc.	
<b>MARPOL</b>		
Art. 1	General obligations under the Convention	and Art. I of MARPOL PROT 78
Art. 4(2) and (4)	Violation	
Art. 5(1)	Certificates and special rules on inspection of ships – acceptance of certificates	
Art. 5(4)	Certificates and special rules on inspection of ships – no more favourable treatment	
Art. 6(1)	Detection of violations and enforcement of the Convention – co-operation	

<b>OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Art. 6(3)	Detection of violations and enforcement of the Convention – furnishing evidence	
Art. 7	Undue delay to ships	
Art. 8	Reports on incidents involving harmful substances	
Art. 11	Communication of information	
Art. 12(2)	Casualties to ships – information to IMO	
Art. 17	Promotion of technical co-operation	
<b>Annex I</b>		
Reg. 8	Issue or endorsement of a certificate by another Government	
Reg. 15.7	Control of discharge of oil – investigations (Machinery spaces)	
Reg. 34.7	Control of discharge of oil – investigations (Cargo area)	
<b>Annex II</b>		
Reg. 6.3	Categorization and listing of noxious liquid substances and other substances – establish and agree on provisional assessment and notify IMO	
Reg. 9.3.1, 9.3.2, 9.3.3 and 9.3.4	Issue or endorsement of a certificate by another Government	
Reg. 13.4	Control of discharges of residues – exemption for a pre-wash	
Reg. 18.3	Reception facilities and cargo unloading terminal arrangements – agree and establish a date, notify IMO	
<b>Annex III</b>		
Reg. 1(3)	Application – issue detailed requirements	

<b>OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>Annex IV</b>		
Reg. 6	Issue or endorsement of a certificate by another Government	
<b>Revised Annex VI</b>		
Reg. 7	Issue or endorsement of a certificate by another Government	
Reg. 11.1	Detection of violations and enforcement – co-operation	
Reg. 11.2	Inspection report in case of detection of violations	
Reg. 11.3	Detection of violations and enforcement – information to flag State and master on violations detected	
Reg. 11.5	Transmission of report to requesting Party	
Reg. 13.7.1	Certification of an Approved Method and communication to IMO	
Reg. 17.1	Adequate Reception Facilities	
Reg. 17.3	Reception Facilities unavailable or inadequate – communication to IMO	
Reg. 18.1	Availability of fuel oils and communication to IMO	
Reg. 18.2.1	Ship not compliant with fuel oil standards	
Reg. 18.2.3	Action taken, including not taking control measures	
Reg. 18.2.5	Evidence of the non-availability of compliant fuel oil – communication to IMO	
Reg. 18.9	Authorities designated for register of local suppliers, bunker delivery note and sample, fuel oil quality, actions against fuel oil suppliers of non-compliance, informing the Administration of any ship receiving non-compliant fuel oil and communication to IMO of non-compliant fuel oil suppliers as referred to in the paragraph	

<b>OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>ISM Code</b>		
Para 14.3	Extension of validity of Interim SMC by another Contracting Government	
<b>1994 HSC Code</b>		
Para 1.8.2	Issue of certificates by another Government	
Para 14.2.1.12	Definition of "sea area A1"	as may be defined
Para 14.2.1.13	Definition of "sea area A2"	as may be defined
<b>2000 HSC Code</b>		
Para 1.8.2	Issue of certificates by another Government	
Para 14.2.1.13	Definition of "sea area A1"	as may be defined
Para 14.2.1.14	Definition of "sea area A2"	as may be defined
<b>IMDG Code</b>		
Section 1.5.2	Radiation protection programme – role of Competent Authority	
Section 1.5.3	Quality assurance programmes - role of Competent Authority	
Chapter 4.1	Approval of packagings as referred to in the Chapter – role of Competent Authority	
Section 5.1.5	General provisions for class 7 – role of Competent Authority	
Chapter 6.2	Approval of pressure receptacles, aerosol dispensers, small receptacles containing gas and fuel cell cartridges containing liquefied flammable gas – role of Competent Authority	
Section 6.2.2.6.2	General provisions – role of Competent Authority	
Section 6.3.2	Quality assurance programme – role of Competent Authority	
Section 6.3.5	Procedures for performance and frequency of tests – role of Competent Authority	

<b>OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Chapter 6.4	Approval of package design and materials for class 7 – role of Competent Authority	
Section 6.5.4	Testing, certification and inspection – role of Competent Authority	
Chapter 6.6	Provisions for the construction and testing of large packagings – role of Competent Authority	
Chapter 6.7	Provisions for the design, construction, inspection and testing of portable tanks and multiple-element gas containers – role of Competent Authority	
Chapter 6.8	Provisions for road tank vehicles – role of Competent Authority	
Section 7.1.14	Stowage of goods of class 7 – role of Competent Authority	
Chapter 7.9	Exemptions, approvals and certificates – notification to IMO and recognition of approvals and certificates	
<b>Casualty Investigation Code</b>		
Para 4/4.1	Detailed contact information of the marine safety investigation Authority (ies) to IMO	
Paras 5/5.1 and 5.2	Notification of a marine casualty	
Paras 7/7.1 and 7.2	Agreement to conduct a marine safety investigation	
Para 8/8.1	Powers provided for investigator(s)	
Para 9/9.2	Coordination for parallel investigations	
Para 10/10.1	Cooperation in investigating	
Para 11/11.1	Investigation not to be subject to external direction	



<b>OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Paras 13/13.1,13.4 and 13.5	Draft marine safety investigation reports	
Paras 14/14.1 and 14.2	Marine safety investigation reports – communication to IMO	
Para 14/14.4	Marine safety investigation reports – available to public and shipping industry	
<b>IBC Code</b>		
Para 1.5.3	Maintenance of conditions after survey	
Para 1.5.5.1	Issue or endorsement of International Certificate of Fitness by another Government	
<b>BCH Code</b>		
Para 1.6.4.1	Issue or endorsement of certificate by another Government	
<b>IGC Code</b>		
Para 1.5.5.1	Issue or endorsement of certificate by another Government	
<b>STCW Code, Part A</b>		
Section A-I/6.1	Training and assessment	
Section A-I/6.3	Qualifications of instructors, supervisors and assessors	
Section A-I/6.7	Training and assessment within an institution	
Section A-I/7	Communication of information	
Section A-I/8	Quality standards	
Section A-I/12	Standards governing the use of simulators	
Section A.VIII/2.8	Watchkeeping at sea – direct attention of companies, masters, chief engineer officers and watchkeeping personnel to observe principles in Parts 3-1 and 3-2	

ANNEX 2

**SPECIFIC FLAG STATE OBLIGATIONS**

The following table contains a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>TONNAGE 69</b>		
Art. 6	Determination of tonnages	
Art. 7(2)	Issue of certificates	
Annex I, reg. 1(3)	Novel types of craft – determination of tonnage and communication to IMO on method used	
Annex I, reg. 5(3)(b)	Change of net tonnage – Alterations or modifications deemed by the Administration to be of a major character	
Annex I, reg. 7	Measurement and calculation	
<b>LL 66 and LL PROT 88<sup>9</sup></b>		
	Existing certificates	LL PROT 88 only (Art.II-2)
Art. 6(3)	Exemptions – reporting	
Art. 8(2)	Equivalentents – reporting	
Art. 9(2)	Approvals for experimental purposes – reporting	
Art. 13	Surveys and marking	amended by LL PROT 88
Art. 14	Initial, renewal and annual survey	amended by LL PROT 88
Art. 16(3)	Issue of certificates	
Art. 19	Duration and validity of certificate	amended by LL PROT 88
Art. 23	Casualties	

<sup>9</sup> When the obligation does not derive from the International Convention on Load Lines, 1966, but solely from the Protocol of 1988 relating thereto, this is indicated in the "Comments" column.

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Annex I, reg. 1	Strength of hull  Strength and intact stability of ships	LL PROT 88 only (Annex I, reg. I)
Annex I, reg. 2	Application – Assignment of freeboard  Authorization of recognized organizations	amended by LL PROT 88  LL PROT 88 only (Annex I, reg. 2-1)
Annex I, reg. 8	Details of marking	
Annex I, reg. 10	Stability information – approval	amended by LL PROT 88
Annex I, reg. 12	Doors	amended by LL PROT 88
Annex I, reg. 14	Cargo and other hatchways	amended by LL PROT 88
Annex I, reg. 15	Hatchways closed by portable covers and secured weathertight by tarpaulins and battering devices	amended by LL PROT 88
Annex I, reg. 16(1)	Hatchway coamings – reduced heights	amended by LL PROT 88 (Annex I, reg. 14-1(2))
Annex I, reg. 16(4)	Securing arrangements  Machinery space openings	amended by LL PROT 88 (Annex I, reg. 16(6))  LL PROT 88 only (Annex I, reg. 17(4))
Annex I, reg. 19	Ventilators	amended by LL PROT 88
Annex I, reg. 20	Air pipes  Cargo ports and other similar openings – applicable national standards	amended by LL PROT 88  LL PROT 88 only (Annex I, reg. 21(5))
Annex I, reg. 22	Scuppers, inlets and discharges	amended by LL PROT 88
Annex I, reg. 25	Protection of the crew	amended by LL PROT 88
Annex I, reg. 27	Freeboards – Types of ships	amended by LL PROT 88
Annex I, reg. 28	Freeboard tables	amended by LL PROT 88

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Annex I, reg. 39	Minimum bow height and reserve buoyancy  Lashing system	amended by LL PROT 88  LL PROT 88 only (Annex I, reg. 44(6))
<b>COLREG 72</b>  Annex I, paragraph 14  Annex III, paragraph 3	Approval of construction of lights and shapes and the installation of lights on board  Approval of construction, performance and installation of sound signal appliances on board	
<b>STCW 78</b>  Art. VI  Art. VIII(3)  Art. IX(2)  Reg. I/2  Reg. I/10  Reg. I/11(5)  Reg. I/14  Reg. IV/1.3  Reg. V/1.4	Certificates  Dispensation – reporting  Equivalentents – reporting  Certificates and endorsements  Recognition of certificates  Revalidation of certificates  Responsibilities of companies  Application  Mandatory minimum requirements for the training and qualification of masters, officers and ratings on tankers	
Reg. V/2.9  Reg. V/3.9	Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on ro-ro passenger ships  Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on passenger ships other than ro-ro passenger ships	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. VIII/1	Fitness for duty	
Reg. VIII/2	Watchkeeping arrangements and principles to be observed	
<b>SOLAS 74</b>		
Reg. I/4(b)	Exemptions – reporting	
Reg. I/5(b)	Equivalentents – reporting	
Reg. I/6	Inspection and survey	in SOLAS PROT 78 and SOLAS PROT 88
Reg. I/7	Survey of passenger ships	in SOLAS PROT 88
Reg. I/8	Survey of life-saving appliances and other equipment of cargo ships	in SOLAS PROT 88
Reg. I/9	Survey of radio installations of cargo ships	in SOLAS PROT 88
Reg. I/10	Survey of structure, machinery and equipment of cargo ships	in SOLAS PROT 88
Reg. I/12	Issue of certificates	in SOLAS PROT 88
	Issue and endorsement of certificates	in SOLAS PROT 88
Reg. I/14	Duration and validity of certificates	in SOLAS PROT 88
Reg. I/15	Forms of certificates and records of equipment	in SOLAS PROT 88
Reg. I/18	Qualification of certificates	
Reg. I/21	Casualties	
Reg. II-1/1.2	Compliance with earlier requirements	revised SOLAS chapter II-I adopted by MSC 80 and MSC82
Reg. II-1/3-2	Approval of corrosion prevention systems of seawater ballast tanks	
Reg. II-1/3-2.4	Maintenance of the protective coating	
Reg. II-1/3-3.2	Approval of means of access to tanker bows	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. II-1/3-4.1.2.2 and 3-4.1.3	Approval of emergency towing arrangements on tankers	
Reg. II-1/3-6.2.3	Means of access to cargo and other spaces – satisfaction of the Administration as well as survey	
Reg. II-1/3-6.4.1	Approval of Ship Structure Access Manual	
Reg. II-1/3-8.3	Appropriate requirements for towing and mooring equipment	
Reg. II-1/3-9.1	Means of embarkation and disembarkation	
Reg. II-1/4.2	Alternative methodologies – communication to IMO	
Reg. II-1/4.4	Beneficial or adverse effects of fitting structures as defined by the regulation	
Reg. II-1/5-1.1	Stability information to the Administration	
Reg. II-1/7-2.5	Acceptance to equalization devices and their control	
Reg. II-1/13.9.2	Number and arrangements of doors with a device preventing unauthorized opening	
Reg. II-1/13.11.2	Special consideration for tunnels piercing watertight bulkheads	
Reg. II-1/15.2	Arrangement and efficiency of the means for closing any opening in the shell plating	
Reg. II-1/15.6	Special sanction for automatic ventilating sidescuttles	
Reg. II-1/15.8.5	Material of pipes as referred to in the regulation	
Reg. II-1/16.1.1	Construction and initial tests of watertight doors, sidescuttles, etc.	
Reg. II-1/16-1.1	Construction and initial tests of watertight decks, trunks, etc.	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. II-1/17-1.2	Indicators for closing appliances that could lead to flooding of a special category space or ro-ro space	
Reg. II-1/19.3 and 19.4	Damage control information – General and specific precautions	
Reg. II-1/22.4	Determination for watertight doors permitted to remain open	
Reg. II-1/26.2	Consideration of reliability of single essential propulsion components	
Reg. II-1/29.1, .2.1 and .6.3	Steering gear	
Reg. II-1/29.17.2	Adoption of regulations on rudder actuators for tankers, chemical tankers and gas carriers	
Reg. II-1/35-1.3.7.2 and 3.9	Bilge pumping arrangements	
Reg. II-1/40.2	Electrical installations – ensuring uniformity	
Reg. II-1/42.1.3	Emergency source of electrical power in passenger ships	
Reg. II-1/43.1.3	Emergency source of electrical power in cargo ships	
Reg. II-1/44.2	Approval of automatically starting emergency generating sets	
Reg. II-1/45.3.3, 45.5.3, 45.5.4, 45.9.3, 45.10, and 45.11	Precautions against shock, fire and other hazards of electrical origin	
Reg. II-1/46.2 and .3	Additional requirements for periodically unattended machinery space	
Reg. II-1/53.1	Special requirements for machinery, boiler and electrical installations	
Reg. II-1/55.3, 55.4.1 and 55.6	Evaluation of the alternative design and arrangements and re-evaluation due to change of conditions	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. II-1/55.5	Alternative design and arrangements – communication to IMO	
Reg. II-2/1.2.1	Approval of fire protection arrangements in existing ships	
Reg. II-2/1.6.2.1.2 and 1.6.6	Application of requirements for tankers	
Reg. II-2/4.2.2.5.1	Approval of material for oil fuel pipes and their valves and fittings	
Reg. II-2/4.3	Approval of gaseous fuel systems used for domestic purposes	
Reg. II-2/4.5.1.4.4	Installation of cargo oil lines where cargo wing tanks are provided	
Reg. II-2/4.5.3.3	Requirements for safety devices in venting systems	
Reg. II-2/4.5.5.2.1	Requirements for inert gas system on chemical tankers	
Reg. II-2/4.5.6.3	Arrangements for inerting, purging or gas-freeing	see reg. II-2/4.5.5.3.1
Reg. II-2/5.2.2.5	Positioning of controls for any required fire-extinguishing system in passenger ships	see reg. II-2/8.3.3 and II-2/9.5.2.3
Reg. II-2/5.2.3.1	Special consideration to maintaining the fire integrity of periodically unattended machinery spaces	
Reg. II-2/7.3.2	Initial and periodical tests	
Reg. II-2/7.6	Protection of cargo spaces in passenger ships	
Reg. II-2/8.3.4	Release of smoke from machinery spaces – passenger ships	
Reg. II-2/9.2.2.1.5.1	Approval of equivalent means of controlling and limiting a fire on ships designed for special purposes	



<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. II-2/9.2.2.3.1	Fire integrity of bulkheads and decks in ships carrying more than 36 passengers	see reg. II-2/11.2
Reg. II-2/9.2.2.4.4, 9.2.3.3.4 and 9.2.4.2.4	Fire integrity of bulkheads and decks	
Reg. II-2/9.3.4	Approval of structural fire protection details, taking into account the risk of heat transmission	
Reg. II-2/9.5.2.4	Protection of openings in machinery space boundaries	
Reg. II-2/10.2.1.2.1.3	Provisions for fixed water fire-extinguishing arrangements for periodically unattended machinery spaces	
Reg. II-2/ 10.2.1.2.2.1	Ready availability of water supply	
Reg. II-2/10.2.3.1.1	Approval of non-perishable material for fire hoses	
Reg. II-2/10.2.3.2.1	Number and diameter of fire hoses	
Reg. II-2/10.3.2.1	Arrangement of fire extinguishers	
Reg. II-2/10.6.1.1	Type approval of automatic sprinkler, fire detection and fire alarm system	
Reg. II-2/10.6.3.2	Approval of fire-extinguishing arrangement for flammable liquid lockers	
Reg. II-2/10.7.1.2	Fixed gas fire-extinguishing systems for general cargo	
Reg. II-2/10.7.1.4	Issue of an Exemption Certificate	
Reg. II-2/13.3.1.4	Provision of means of escape from, or access to, radiotelegraph stations	
Reg. II-2/13.3.2.5.1	Lighting or photoluminescent equipment to be evaluated, tested and applied in accordance with the FSS Code	
Reg. II-2/13.3.2.6.2	Normally locked doors that form part of an escape route – Quick release mechanisms	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. II-2/13.5.1	Means of escape on passenger ships from special category and open ro-ro spaces to which any passengers carried can have access	
Reg. II-2/17.4.1 and 17.6	Evaluation and approval of the engineering analysis for alternative design and arrangements for fire safety	
Reg. II-2/17.5	Alternative design and arrangements for fire safety – communication of information to IMO	
Reg. II-2/19.4	Provision of document of compliance	
Reg. II-2/20.4.1	Provision and approval of fixed fire detection and fire alarm systems	
Reg. II-2/20.6.1.4.2	Adverse effect as referred to in the regulation – Approval of stability information	
Reg. II-2/21.5.2	Alternate space for medical care	
Reg. III/4	Evaluation, testing and approval of life-saving appliances and arrangements	
Reg. III/5	Production tests for life-saving appliances	
Reg. III/20.8.1.2	Approval of servicing stations	
Reg. III/20.8.5	Extension of liferaft service intervals – notification to IMO	
Reg. III/20.11.1 and 20.11.2	Periodic servicing of launching appliances and on-load release gear – thorough examination at the annual surveys	
Reg. III/26.2.4	Approval of liferafts on ro-ro passenger ships	
Reg. III/26.3.1 and 26.3.2	Approval of fast rescue boats and their launching appliances on ro-ro passenger ships	
Reg. III/28	Approval of helicopter landing and pick-up areas on ro-ro passenger ships	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. III/38.3, 38.4.1 and 38.6	Evaluation of the alternative design and arrangements and re-evaluation due to change of conditions	
Reg. III/38.5	Alternative design and arrangements – communication to IMO	
Reg. IV/3.3	Exemptions – reporting to IMO	
Reg. IV/14.1	Type approval of radio equipment	
Reg. IV/15.5	Ensure radio equipment is maintained	
Reg. IV/16.1	Radio personnel	
Reg. IV/17	Radio records	
Reg. V/3.3	Exemptions and equivalents – reporting to IMO	
Reg. V/14	Ships' manning	
Reg. V/16	Maintenance of equipment	
Reg. V/17	Electromagnetic compatibility	
Reg. V/18.1	Type approval of navigational systems and equipment and voyage data recorder	
Reg. V/18.5	Requirement for quality control system at manufacturers	
Reg. V/23.3.3.1.3	Pilot transfer arrangements	
Reg. V/23.6.1	Type approval of mechanical pilot hoists	
Reg. VI/3.1 and 3.2	Provision of equipment for oxygen analysis and gas detection and training of crews in their use	
Reg. VI/5.6	Approval of Cargo Securing Manual	
Reg. VI/6	Acceptability for shipment	
Reg. VI/9.2	Grain loading information	
Reg. VII/5	Approval of Cargo Securing Manual	
Reg. VII/15.2	Warships – INF cargo	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. VIII/4	Approval of design, construction and standards of inspection and assembly of reactor installations	
Reg. VIII/6	Ensure radiation safety	
Reg. VIII/7(a)	Approval of safety assessment	
Reg. VIII/8	Approval of operating manual	
Reg. VIII/10(f)	Issue of certificates	
Reg. IX/4.1	Issue of Document of Compliance (DOC)	
Reg. IX/4.3	Issue of Safety Management Certificate (SMC)	
Reg. IX/6.1	Periodical verification of the safety management system	
Reg. XI-1/1	Authorization of recognized organizations	
Reg. XI-1/2	Enhanced surveys	
Reg. XI-1/3.5.4	Ship identification number – approval of method of marking	
Reg. XI-1/3-1.2	Registered owner identification number	
Reg. XI-1/5.3	Issue of Continuous Synopsis Record (CSR)	
Reg. XI-1/5.4.2	Amendments to CSR	
Reg. XI-1/5.4.3	Authorize and require changes to be made to CSR	
Reg. XI-1/5.8	Former flag State to send CSR to new flag State	
Reg. XI-1/5.9	Append previous CSR to new CSR	
Reg. XI-1/6	Investigations of marine casualties and incidents	
Reg. XII/8.1	Endorsement of booklet required by reg. VI/7.2	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. XII/9.2	Approval of bilge well high water level alarms	
Reg. XII/11.3	Loading instrument – approval of software for stability calculations	
<b>MARPOL</b>		
Art. 4(1) and (3)	Violation	
Art. 6(4)	Detection of violations and enforcement of the Convention – investigations	
Art. 12(1)	Casualties to ships – investigations	
<b>Annex I</b>		
Reg. 2.6.2	Application – an oil tanker delivered on or before 1 June 1982 engaged in specific trades: agreement with port States	
Reg. 3.3	Exemptions and waivers – reporting	
Reg. 4.3	Exceptions – discharge of substances containing oil for the purpose of combating pollution incidents	
Reg. 5.2	Equivalentents – reporting	
Reg. 6	Surveys	
Reg. 7	Issue or endorsement of certificate	
Reg. 10.9.3	Transfer of flag	
Reg. 12A.12	Oil fuel tank protection – approval of the design and construction of ships	
Reg. 14.3	Oil filtering equipment – volume of oil bilge holding tank	
Reg. 14.4	Oil filtering equipment – ships of less than 400 gross tonnage	
Reg. 14.6 and 14.7	Oil filtering equipment – approval	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. 15.6.2	Control of discharge of oil – ships of less than 400 gross tonnage: design approval	
Reg. 18.8.2, 18.8.3 and 18.8.4	Requirements for product carriers of 40,000 tonnes deadweight and above – arrangement and operation, approval of oil content meter, clean ballast tank operational manual	
Reg. 18.10.1.1	Segregated ballast tanks – oil tanker delivered on or before 1 June 1982 having special ballast arrangements: approval	
Reg. 18.10.1.2	Segregated ballast tanks – oil tanker delivered on or before 1 June 1982 having special ballast arrangements: agreement with port States	
Reg. 18.10.3	Segregated ballast tanks – oil tanker delivered on or before 1 June 1982 having special ballast arrangements: communication to IMO	
Reg. 20.8.1	Double hull and double bottom requirements for oil tankers delivered before 6 July 1996 – communication to IMO	
Reg. 21.8.1	Prevention of oil pollution from oil tankers carrying heavy grade oil as cargo – communication to IMO	
Reg. 23.3.1	Accidental oil outflow performance – Calculation of mean oil outflow parameter	
Reg. 25.5	Hypothetical outflow of oil – information to IMO on accepted arrangements	
Reg. 27.3	Intact stability – approval of written procedures for liquid transfer operation	
Reg. 28.3.4	Subdivision and damage stability – sufficient stability during flooding	
Reg. 29.2.1	Slop tanks – approval	
Reg. 30.6.5.2	Pumping, piping and discharge arrangement – establishment of requirements	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. 30.7	Pumping, piping and discharge arrangement – positive means of loading, transporting or discharging cargo	
Reg. 31.2 and 31.4	Oil discharge monitoring and control system – approval	
Reg. 32	Oil/water interface detector – approval	
Reg. 33.1	Crude oil washing requirement – compliance with requirement	
Reg. 33.2	Crude oil washing requirements – establishment of requirements	
Reg. 35.1	Crude oil washing operations – Operations and Equipment Manual	
Reg. 36.9	Oil Record Book, Part II – development of oil record book for ships of less than 150 gross tonnage	
Reg. 37.1	Shipboard oil pollution emergency plan – approval	
Reg. 38.7.2	Reception facilities within special areas: Antarctic area – sufficient capacity	
Reg. 38.8	Reception facilities – Notification on alleged inadequacies of port reception facilities	
Reg. 39.2.2	Special requirements for fixed or floating platforms – approval of record form	
Reg. 41.1	Oil tankers Ship to Ship (STS) operations Plan to be approved	
<b>Annex II</b>		
Reg. 3.1.3	Exceptions – approval of discharge of NLS for the purpose of combating pollution incidents	
Reg. 4.1.2	Exemptions – communication to IMO on relaxations	
Reg. 4.3.4	Exemptions – communication to IMO	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. 4.4.5	Exemptions – communication to IMO	
Reg. 5.1	Equivalents – substitution of operational method	
Reg. 5.2	Equivalents – communication to IMO on alternatives	
Reg. 5.3.4 and 5.3.5	Equivalents – pumping and piping arrangement, approval of manual	
Reg. 6.3	Establishment of Tripartite Agreements – Notification to IMO	
Reg. 8	Surveys	
Reg. 9	Issue or endorsement of certificates	
Reg. 10.7	Expiry date of existing certificate	
Reg. 10.9.3	Transfer of flag	
Reg. 11.2	Design, construction, equipment and operations – establishment of appropriate measures	
Reg. 12.5	Pumping, piping, unloading arrangements and slop tanks – approval of pumping performance test	
Reg. 13.3	Control of discharges of residues of NLS – approval of ventilation procedure	
Reg. 13.5	Control of discharges of residues of NLS – approval of tank washing procedure	
Reg. 14.1	Procedures and arrangements manual – approval	
Reg. 17.1	Shipboard marine pollution emergency plan for NLS – approval	
Reg. 18.5	Notification on alleged inadequacies of port reception facilities	
<b>Annex IV</b>		
Reg. 4	Surveys	



<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. 5	Issue or endorsement of certificates	
Reg. 8(8)(2)	Transfer of flag	
Reg. 9	Approval of sewage systems	
Reg. 11(1)(1)	Approval of rate of discharge	
Reg. 12(2)	Notification on alleged inadequacies of port reception facilities	
<b>Annex V</b>		
Reg. 5(5)(b)	Disposal of garbage within special areas – Antarctic area	
Reg. 7(2)	Notification on alleged inadequacies of port reception facilities	
<b>Revised Annex VI</b>		
Reg. 3.2 and 3.3.2	Exceptions and exemptions	
Reg. 4.2 and 4.4	Equivalentents and communication to IMO	
Reg. 5	Surveys and certification	
Reg. 6	Issue or endorsement of Certificate	
Reg. 9.1	Duration and validity of certificate	
Reg. 9.9.3	Transfer of flag	
Reg. 11.4	Detection of violations and enforcement – investigations and communication to the Party and IMO	
Reg. 12.6	Ozone Depleting Substances Record Book – approval of alternative forms of record keeping	
Reg. 13.1.1.2 and 13.1.2.2)	Nitrogen oxides – Acceptance of identical replacement and alternative control measures	
Reg. 13.2.2	Acceptance of installation of Tier II engine in lieu of Tier III where Tier III engine could not be accommodated	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. 13.5.2.2	Combined nameplate diesel engine – application as referred to in the paragraph	
Reg. 13.7.2	Approved method not commercially available	
Reg. 14.6	Sulphur oxides – prescription of log-book	
Reg. 15.5	Volatile organic compounds – approval of vapour collection systems	
Reg. 15.6	VOC Management Plan - approval	
Reg. 16.6.1	Shipboard incineration – approvals	
Appendix IV, para 1	Type approval as referred to in the paragraph	
Appendix VI, para 1.2, para 2.1 and para 3.1	Fuel verification procedure – management and sample delivery	
<b>Res. MSC.133(76), as amended</b>	Technical provisions for means of access for inspections	
Para 3.7	Vertical or spiral ladders – acceptance	
Para 3.9.7	Other means of access – approval and acceptance	
<b>Res. A.739(18), as amended</b>	Guidelines for the authorization of organizations acting on behalf of the Administration	
Para 2	Assignment of authority	
Para 3	Verification and monitoring	
<b>ISM Code</b>		
Para 13.2	Issue of DOC	
Para 13.4	Annual verification (DOC)	
Para 13.5	Withdrawal of DOC	
Para 13.7	Issue of SMC	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 13.8	Intermediate verification (SMC)	
Para 13.9	Withdrawal of SMC	
Para 14.1	Issue of Interim DOC	
Para 14.2	Issue of Interim SMC	
Para 14.4	Verification required for issuance of an Interim SMC	
Para 15.1	Verification – acceptance of procedures	
Para 16	Forms of certificates	
<b>INF Code</b>		
Para 1.3.2	Issue of certificate	
Para 2.1	Damage stability (INF.1 ship)	
Para 3.1	Fire safety measures (INF.1 cargo)	
Para 4.1.3	Temperature control of cargo spaces (INF.1, 2 and 3 ship)	
Para 6.2	Safe stowage and securing – approval of principles	
Para 7.1	Electrical power supplies (INF.1 ship)	
Chapter 8	Radiological protection	
Chapter 9	Management and training	
Para 10.2	Shipboard emergency plan – approval	
<b>FSS Code</b>		
Para 1/4	Use of toxic extinguishing media	
Para 4/2	Type approval of fire extinguishers	
Para 4/3.1.1.2	Determine equivalents of fire extinguishers	
Para 4/3.2.2.2	Approval of foam concentrate	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 5/2.1.1.4	Containers for the storage of fire-extinguishing medium, etc.	
Para 5/2.1.2.1	System flow calculations	
Para 5/2.1.2.3	Spare parts	
Para 5/2.3	Steam systems	
Para 5/2.5	Equivalent systems – approval	
Paras 6/2.2.1.1 and 6/2.3.1.1	Foam concentrates – approval	
Para 7/2.1	Fixed pressure water-spraying fire-extinguishing systems - approval	
Para 7/2.2	Equivalent systems – approval	
Para 7/2.3	Fixed pressure water-spraying fire-extinguishing systems for cabin balconies – approval	
Para 8/2.1.2	Equivalent sprinkler systems – approval	
Para 9/2.3.1.3	Heat detectors temperature limits	
Para 9/2.4.1.3	Limiting the number of enclosed spaces included in each section	
Para 9/2.6	Fixed fire detection and fire alarm systems for cabin balconies – approval	
Para 10/2.1.2	Sequential scanning – overall response time	
Para 10/2.2.2	Extractor fans – overall response time	
Para 10/2.3.1.1	Means to isolate smoke accumulators	
Para 11/2.1	Low-location lighting – approval	
Para 14/2.2.1.2	Medium expansion ratio foam – application rate, etc.	
Para 15/2.1.2	Inert gas systems – approval	
Para 15/2.2.4.6	Adequate reserve of water	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>FTP Code</b>		
Para 4.2.1	Recognition of testing laboratories	
Para 5.1.1	Approval procedures	
Para 5.2.2	Requirement of manufactures' quality control system audit	
Para 7.2	Use of equivalents and modern technology – information to IMO	
<b>LSA Code</b>		
Para 1.2.3	Determine the period of acceptability of LSAs subject to deterioration with age	
Para 4.4.1.2	Endorsement of lifeboat affixed approval plate	
Para 4.5.4	Fixed two-way VHF radiotelephone apparatus – sheltered space	
Para 5.1.1.4	Rescue boats – combination of rigid and inflatable construction	
Para 5.1.3.8	Rubbing strips on inflated rescue boats	
Paras 6.1.2.9 and 6.1.2.10	Lowering speed of a fully equipped liferaft	
Para 6.2.1.2	MES – strength and construction of passage and platform	
Para 7.2.2.1	Broadcast of messages from other places on board	
<b>1994 HSC Code</b>		
Para 1.3.5	Verification	
Para 1.4.29	Determination of "maximum operational weight"	
Para 1.5.1.2	Specifying intervals for renewal surveys	
Para 1.5.4	Inspection and survey	
Para 1.5.5	Recognized organizations and nominated surveyors	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 1.5.7	Completeness of survey and inspection	
Para 1.8.1	Issue/endorsement of certificate	
Para 1.9.2	Issue of permit to operate	
Para 1.11.2	Equivalentents – reporting	
Para 1.12.1	Adequate information and guidance provided to the craft by the company	
Paras 1.13.2 and 1.13.3	Novel designs	
Para 1.14.1	Investigation reports to IMO	
Paras 2.7.4 and 2.14.2	Inclining and stability information – approval	
Para 3.4	Determination of service life	
Para 3.5	Design criteria	
Para 4.8.3	Documentation and verification of evacuation time	
Para 7.5.6.3	Safe outlets for exhaust fans in fuel tank spaces	
Para 7.7.2.3.2	Sensitivity limits of smoke detectors	
Para 7.7.6.1.5	Additional quantity of fire-extinguishing medium	
Para 7.7.6.1.12	Containers for the storage of fire-extinguishing medium, etc. – design	
Para 7.7.8.5	Maximum length of fire hoses	
Para 8.1	Approval and acceptance of LSA and arrangements	
Para 8.9.1.2	Approval of novel life-saving appliances or arrangements	
Para 8.9.1.3	Notification to the Organization	
Para 8.9.7.1.2	Approval of servicing stations	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 8.9.7.2	Deployment intervals of MES	
Para 8.9.11	Novel life-saving appliances or arrangements	
Para 8.9.12	Notification to the Organization	
Para 10.2.4.9	Flexible oil fuel pipes	
Para 10.3.7	Internal diameters of suction branches	
Para 12.6.2	Specified voltages to earth	
Para 13.1.2	Navigational equipment and its installation	
Para 13.13	Approval of systems, equipment and performance standards	
Para 14.3.3	Exemptions – reporting	
Para 14.13.1	Type approval	
Para 14.14.5	Ensuring maintenance	
Para 14.15	Radio personnel	
Para 14.16	Radio records	
Para 15.3.1	Operating station – field of vision	
Para 15.7.2	Ensuring clear view through windows	
Para 17.8	Acceleration and deceleration	
Para 18.1.4	Determining maximum allowable distance from a base port or place of refuge	
Para 18.2	Craft documentation	
Paras 18.3.1 to 18.3.7	Training and qualifications	
Chapter 19	Inspection and maintenance requirements	
<b>2000 HSC Code</b>		
Para 1.3.7	Verification	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 1.4.37	Determination of "maximum operational weight"	
Para 1.5.1.2	Specifying intervals for renewal surveys	
Para 1.5.4	Inspection and survey	
Para 1.5.5	Recognized organizations and nominated surveyors	
Para 1.5.7	Completeness of survey and inspection	
Para 1.7.3	Investigation to determine the need of survey	
Para 1.8.1	Issue/endorsement of certificate	
Para 1.9.1.1.4	Transit voyage – satisfied with the arrangement	
Para 1.9.2	Issue of permit to operate	
Para 1.9.7	The worst intended conditions and the operational limitations	
Para 1.11.2	Equivalentents – reporting	
Para 1.12.1	Adequate information and guidance provided to the craft by the company	
Paras 1.13.2 and 1.13.3	Novel designs	
Para 1.14.1	Investigation reports to IMO	
Para 2.9.3	Verification of load line marks	
Paras 2.7.5 and 2.14.2	Inclining and stability information – approval	
Para 3.4	Determination of service life	
Para 3.5	Design criteria	
Para 4.2.2	Approval of public address system	



<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 4.8.3	Documentation and verification of evacuation time	
Para 4.8.10	Evacuation demonstration	
Para 7.3.3	Approval of structural fire protection details	
Para 7.5.6.3	Safe outlets for exhaust fans in fuel tank spaces	
Para 7.7.1.1.8	Limitation of number of enclosed spaces in each section	
Para 7.7.1.3.2	Sensitivity limits of smoke detectors	
Para 7.7.3.3.6	Additional quantity of fire-extinguishing medium	
Para 7.17.1	Reduced requirements for cargo craft of less than 500 GT	
Para 7.17.3.1.5	Water spray system – approval	
Para 7.17.3.3	Smoke detection systems – equivalent protection	
Para 7.17.4	Issue of Document of Compliance for craft carrying dangerous goods	
Para 8.1	Approval and acceptance of LSA and arrangements	
Para 8.9.7.1.2	Approval of servicing stations	
Para 8.9.8	Rotational deployment of marine evacuation systems	
Para 8.9.11	Extension of liferaft service intervals – notification	
Para 8.11	Helicopter pick-up areas – approval	
Para 10.2.4.9	Flexible oil fuel pipes	
Para 10.3.7	Internal diameters of suction branches	
Para 12.6.2	Specified voltages to earth	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 13.1.2	Ship borne navigational system and equipment and voyage data recorder and their installation	
Para 13.17	Type approval	
Para 14.3.3	Exemptions – reporting	
Para 14.4.2	GMDSS Identities – suitable arrangements	
Para 14.14.1	Type approval	
Para 14.15.5	Ensuring maintenance	
Para 14.16	Radio personnel	
Para 14.17	Radio records	
Para 15.3.1	Operating station – field of vision	
Para 15.7.2	Ensuring clear view through windows	
Para 17.8	Acceleration and deceleration	
Para 18.1.4	Determining maximum allowable distance from a base port or place of refuge	
Para 18.2	Craft documentation	
Paras 18.3.1 to 18.3.7	Training and qualifications	
Chapter 19	Inspection and maintenance requirements	
<b>Res. A.744(18), as amended</b>	Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers	
<b>Annex A – Bulk carriers</b>		
<b>Part A – Single-side skin bulk carriers</b>		
Para 1.3.1	Repair of damage affecting the ship's structural, watertight or weathertight integrity	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 1.3.2	Corrosion or structural defects impairing the ship's fitness	
Para 3.3.4	Repairs of cargo hatch securing system	
Para 5.1.1	Survey programme	
Para 5.1.4	Maximum acceptable structural corrosion diminution levels	
Para 5.2.1.1	Provisions for proper and safe access	
Para 6.2.2	Survey report file	
Para 8.1.2	Evaluation of survey report	
Para 8.2.3	Condition evaluation report	
Annex 4B, para 1	Survey planning questionnaire	
Annex 5, para 3.1	Certification of thickness measurement	
Annex 9, para 2.3	Technical assessment in conjunction with the planning of enhanced surveys for bulk carriers	
Annex 13, para 3	Cargo hatch cover securing arrangements	
<b>Part B – Double-side skin bulk carriers</b>		
Para 1.3.1	Repair of damage affecting the ship's structural, watertight or weathertight integrity	
Para 1.3.2	Corrosion or structural defects impairing the ship's fitness	
Para 3.3.4	Cargo hatch cover securing system	
Para 5.1.1	Survey programme	
Para 5.1.5	Maximum acceptable structural corrosion diminution levels	
Para 5.2.2	Provisions for proper and safe access	
Para 6.2.2	Survey report file retained in the Administration	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Paras 8.1.2 and 8.2.3	Evaluation of survey report	
Annex 4B	Survey planning questionnaire	
Annex 5, para 3.1	Certification of a company engaged in thickness measurement	
Annex 9, para 2.3	Technical assessment in conjunction with the planning of enhanced surveys for bulk carriers	
Annex 11, para 3	Materials and welding	
<b>Annex B – Oil tankers</b>		
<b>Part A – Double hull oil tankers</b>		
Para 1.3.1	Repair of damage affecting the ship's structural, watertight or weathertight integrity	
Para 1.3.2	Corrosion or structural defects impairing the ship's fitness	
Para 2.4.3.2	Approval of corrosion prevention system	
Para 5.1.1	Survey programme	
Para 5.1.4	Maximum acceptable structural corrosion diminution levels	
Para 5.2.1.1	Provisions for proper and safe access	
Para 6.2.2	Survey report file	
Para 8.1.3	Evaluation of survey report	
Para 8.2.3	Condition evaluation report	
Annex 6B	Survey planning questionnaire	
Annex 7, para 3.1	Certification of thickness measurement	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Annex 9	Diminution limits of structural members	
Annex 11, para 2.3	Technical assessment in conjunction with the planning of enhanced surveys for oil tankers	
Annex 12	Criteria for longitudinal strength of hull girder for oil tankers	
<b>Part B – Oil tankers other than double hull oil tankers</b>		
Para 1.3.1	Repair of damage affecting the ship's structural, watertight or weathertight integrity	
Para 1.3.2	Corrosion or structural defects impairing the ship's fitness	
Para 2.4.3.2	Approval of corrosion prevention system	
Para 5.1.1	Survey programme	
Para 5.1.4	Maximum acceptable structural corrosion diminution levels	
Para 5.2.1.1	Provisions for proper and safe access	
Para 6.2.2	Survey report file	
Para 8.1.3	Evaluation of survey report	
Para 8.2.3	Condition evaluation report	
Annex 6B	Survey planning questionnaire	
Annex 7, para 3.1	Certification of thickness measurement	
Annex 9	Diminution limits of structural members	
Annex 11, para 2.3	Technical assessment in conjunction with the planning of enhanced surveys for oil tankers	
Annex 12	Criteria for longitudinal strength of hull girder for oil tankers	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>Res.4 of the 1997 SOLAS Conference</b>  Section 5	Dimension and selection of weld connections and materials	
<b>Res. MSC.168(79)</b>  Para 2.1  Para 4.4  Para 4.5	Standards and criteria for side structures of bulk carriers of single-side skin construction  Applicable national standards  Applicable national standards  Applicable national standards	
<b>NO<sub>x</sub> Technical Code 2008</b>  Chapter 1  Chapter 2  Chapter 3  Chapter 4  Chapter 5	Assumption of full responsibility for the approval of documentation as required by the Code together with the acceptance of procedures and alternatives as permitted by the Code  Issue of the Engine International Air Pollution Prevention Certificate, arrangements for the Parent Engine test and pre-certification of engines, usage of the Engine Family/Engine Group concepts and approval of the Technical File and any subsequent amendments  Acceptance of modification of engine speed at E2 test cycle 25% power mode point  Assignment of Engine Family/Engine Group status, as applicable, and selection of associated Parent Engine. Acceptance of conformity of production arrangements. Adjustment of Parent Engine relative to Engine Group reference values  Ensuring that the Parent Engine test and subsequent calculations are undertaken in accordance with Code requirements and that, where alternatives are applied, these meet the Code's equivalency requirements and any deviations are within the permitted margins. Filing of Parent Engine test report	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Chapter 6	Onboard NO <sub>x</sub> Verification Procedures are in accordance with the provisions of the Code and are adequate to provide verification that an engine, as so surveyed, will be in accordance with the applicable Annex VI requirements. Acceptance of aspects within Onboard NO <sub>x</sub> Verification Procedure – Simplified Measurement Method if applicable. Approval of aspects within Onboard NO <sub>x</sub> Verification Procedure – Direct Measurement and Monitoring Method including the Onboard Monitoring Manual, if applicable	
Chapter 7	Installation of Approved method – amendment of IAPP Certificate	
Appendix IV	Verification that the calibration of all necessary measurement equipment meets Code requirements	
Appendix VII	Aspects to be included within Onboard NO <sub>x</sub> Verification Procedure – Parameter Check Method	
Appendix VIII	Approval of alternative exhaust gas measurement principles.	
<b>IBC CODE</b>		
Para 1.1.6	Prescribe preliminary suitable conditions for carriage of products not listed in chapter 17 or 18	
Para 1.4.2	Equivalent – communication to IMO	
Section 1.5	Survey and certification	
Para 2.2.2	Intact stability in all seagoing conditions	
Para 2.2.3	Free surface effect in undamaged compartments	
Para 2.4	Conditions of loading	
Para 2.8.1.6	Standard of damage	
Para 2.8.2	Standard of damage – alternative measures	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 2.9.2.3	Residual stability during intermediate stages of flooding	
Para 3.4.4	Access to spaces in the cargo area	
Para 3.7.3.5	Alternative arrangements for draining the piping	
Para 3.7.4	Relaxation for small ships	
Para 5.1.6.4	Dimensions for flanges not complying with the standards	
Para 5.2.2	Piping fabrication and joining details	
Para 7.1.1	Cargo temperature control - general	
Para 8.3.6	Devices to prevent the passage of flames into cargo tanks – requirements for the design, testing and locating	
Para 10.1.3	Electrical installations – appropriate steps for uniform implementation	
Para 10.1.4	Electric equipment, cables and wiring which do not conform to the standard	
Para 10.1.5	Electrical equipment in hazardous locations	
Para 11.2.2	Approval of an appropriate fire-extinguishing system	
Para 11.3.2	Cargo area – additional arrangements	
Para 11.3.5.3	Cargo area – minimum capacity of monitor	
Para 11.3.7	Minimum capacity of foam monitor for ships less than 4,000 tonnes deadweight	
Para 11.3.13	Alternative provisions to deck foam system	
Para 13.2.3	Exemption of toxic vapour detection equipment	
Para 14.1.2	Protective equipment	



<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Chapter 15	Approval of special requirements for specific chemicals	
Para 16.2.2	Cargo information – independent expert	
Para 16.5.1	Stowage of cargo samples – approval	
Para 18.2	Safety requirements – list of products to which the Code does not apply	
<b>BCH CODE</b>		
Para 1.5.2	Equivalents – communication to IMO	
Section 1.6	Survey requirements	
Section 1.8	New products – establishing suitable conditions – notification to IMO	
Para 2.2.4	Determination of the ability to survive flooding of the machinery space in Type 3 below 125 m in length	
Para 2.2.5	Nature of alternative measures prescribed for small ships – duly noted on certificate	
Para 2.9.5	Access to void spaces, cargo tanks, etc. – approval of smaller dimensions in special circumstances	
Section 2.10	Cargo piping systems – setting standards	
Section 2.12	Cargo hoses – setting standards	
Para 2.14.2	High-velocity vent valves – type approval	
Para 2.15.1	Cargo heating and cooling systems	
Para 3.1.2(f)	Ventilation fans – approval	
Para 3.14.1	Alternative provisions for ships dedicated to the carriage of specific cargoes	
Para 3.14.2	Additional arrangements when foam is not effective or is incompatible	
Para 3.14.7	Foam monitors on ships of less than 4,000 tonnes deadweight – minimum capacity	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 3.15.2	Protection of cargo pump-rooms with fire-extinguishing systems – approval	
Para 3.15.5	Products evolving flammable vapours – fire-extinguishing systems – approval	
Chapter IV	Approval of special requirements for specific chemicals	
<b>IGC CODE</b>		
Para 1.1.6	Establishment of preliminary suitable conditions of carriage and notification	
Para 1.4.2	Equivalents – reporting	
Section 1.5	Surveys and certification	
Para 2.2.2	Stability standard – acceptance	
Para 2.2.3	Method to calculate free surface effect – acceptance	
Para 2.3.3	Automatic non-return valves – acceptance	
Para 2.4	Damage survival capability investigation	
Para 2.8.2	Alternative measures – approval	
Para 2.9.1.3	Residual stability during intermediate stages of flooding	
Para 3.5.3.2	Decreased clear opening in the cargo area	
Section 3.8	Bow or stern loading and unloading arrangements – approval	
Para 4.2.7	Design temperature	
Paras 4.4.2.5 and 4.4.4.1	Structural analysis of the hull	
Paras 4.4.6.1.1, 4.4.6.2.1 and 4.4.6.3.2	Setting standards	
Para 4.4.7.2.1	Three-dimensional structural analysis	
Para 4.4.7.3	Analysis	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 4.5.1.11	Allowable stresses – approval	
Para 4.7.3	Secondary barriers for non-basic tank types	
Para 4.7.7	Checking method – approval	
Para 4.8.4.4	Design and construction of the heating system	
Para 4.9.8	Insulation materials	
Para 4.10.1.2.2	Bevel preparation, etc. – acceptance and approval	
Para 4.10.2	Workmanship	
Para 4.10.5.2	Quality control specifications	
Para 4.10.6	Integral tank-testing	
Para 4.10.8.3	Tightness test	
Para 4.10.9	Type C independent tanks – inspection and NDT	
Para 4.10.10.3.7	Consideration of pneumatic testing	
Para 4.11.1	Soaking temperature and holding times	
Para 4.11.2	Alternative to heat treatment – approval	
Paras 5.2.4.4 and 5.2.4.5	Flanges, valves and other fittings	
Para 5.4.2.2	Dimensions	
Para 5.4.2.3	Screwed couplings – acceptance	
Para 5.5.2	Cargo and process piping – alternative testing approval	
Para 6.1.5	Tensile strength, yield stress and elongation	
Para 6.3.7.4	Schedule for inspection and NDT	
Section 7.1	Cargo pressure/temperature control	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Paras 8.2.2, 8.2.5 and 8.2.7	Pressure relief devices	
Para 9.5.2	A means of preventing the backflow of cargo	
Para 10.1.5	Electrical equipment installation	
Para 11.4.1	Dry chemical powder fire-extinguishing system	
Para 11.5.2	Approval of appropriate fire-extinguishing system for cargo compressor and pump-rooms	
Para 13.5.4	Number and position of temperature indicating devices	
Para 13.6.1	Gas detector equipment	
Para 13.6.13	Portable gas detection equipment	
Para 14.4.5	Provision of space to protect personnel	
Section 15.2	Maximum allowable loading limits – approval of list	
Para 16.5.2	Forced draught system for boilers	
Para 16.5.6	Purging of combustion chambers of boilers	
Para 17.14.2.1	Non-acceptance of cargo discharge compressors on board	
Para 17.20.3.1	Valves, flanges, fittings and accessory equipment material – acceptance	
Para 17.20.13.2	Cargo handling plans – approval	
Para 17.20.14	Maximum allowable tank filling limits – approval of list	
<b>STCW Code, Part A</b>		
Section A-I/10.2	Withdrawal of endorsement – information	
Section A-III/4.4	No tables of competence – determine requirements	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Section A-VIII/1.5	Watch schedules to be posted	
Section A-VIII/2.84	Principles to be observed in keeping radio watch – direct attention of companies masters, radio watchkeeping personnel to comply with provisions in Part 3-3 to ensure that and adequate safety radio watch is maintained when the ship is at sea	
<b>Res. MEPC.94(46), as amended</b>	Condition assessment scheme	
Para 4.1	Issue instructions to the recognized organization (RO) for Condition Assessment Scheme (CAS) survey	
Para 4.3	Require oil tankers to remain out of service until Statement of Compliance is issued	
Para 7.1.3	CAS surveyors' requirements	
Para 11	Verification of CAS	
Para 12	Reassessment of ships that have failed	
Para 13	Issue, suspension or withdrawal of Statement of Compliance	
Para 14	Communication to IMO	
<b>Res. MSC.215(82)</b>	Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers	
Para 3.2	Inspection of surface preparation and coating processes	
Para 3.4.1	Coating technical file	
Para 4.4.3	The Technical Data Sheet and Statement of Compliance or Type Approval Certificate – verification	
Section 5	Coating system approval	

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Para 6.1.1  Section 7	Verification of equivalent qualification of coating inspector  Verification requirements	
<b>Casualty Investigation Code</b>  Para 1/1.3  Para 6/6.2	Qualified person (s) for investigation  Investigation into a very serious marine casualty	
<b>IS Code, 2008</b>  Part A, Ch. 1.2  Part A, Ch. 2.1.3  Part A, Ch. 2.3  Part A, Ch. 3	International Code on Intact Stability, 2008  Criteria demonstrating sufficient ship stability in critical stability situation in waves  Stability criteria where anti-rolling devices are installed  Severe wind and stability criterion  Special criteria for certain types of ships	
<b>IMSBC Code</b>  Section 1.3  Section 1.5  Para. 7.3.2.2  Para. 7.3.2.3	International Maritime Solid Bulk Cargoes Code  Conditions for the carriage of cargoes not listed in the Code  Exemptions  Approval of specially constructed cargo ships  Approval of plan of special arrangements and details of the stability conditions on which the design has been based	

ANNEX 3

**SPECIFIC COASTAL STATE OBLIGATIONS**

The following table contains a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

<b>SPECIFIC COASTAL STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>SOLAS 74</b>		
Reg. V/4	Navigation warnings	
Reg. V/7.1	Search and rescue services – necessary arrangements	
Reg. V/7.2	Search and rescue services – information to IMO	
Reg. V/8	Life-saving signals	
Reg. V/9	Hydrographic services	
Reg. VII/6.1 and 7-4.1	Reporting of incidents involving dangerous goods	
<b>MARPOL</b>		
<b>Annex I</b>		
Reg. 4.3	Exceptions – discharge of substances containing oil for the purpose of combating pollution incidents	
<b>Annex II</b>		
Reg. 3.1.3	Exceptions – approval of discharge of NLS for the purpose of combating pollution incidents	
Reg. 13.2.3	Control of discharges of residues of NLS – agreement and communication to IMO	

ANNEX 4

**SPECIFIC PORT STATE OBLIGATIONS**

The following table contains a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

<b>SPECIFIC PORT STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>TONNAGE 69</b>		
Art. 12	Inspection	
<b>LL 66 AND LL PROT 88</b>		
Art. 21	Control	amended by LL PROT 88
<b>STCW 78</b>		
Art. X	Control	
Reg. I/4	Control procedures	
<b>SOLAS 74</b>		
Reg. I/6(c)	Ships not allowed to sail	
Reg. I/19	Control	
Reg. VII/7-2.2	Documents relating to carriage of dangerous goods in solid form	
Reg. VIII/11	Special control for nuclear ships	
Reg. XI-1/4	Port State control on operational requirements	
<b>MARPOL</b>		
Art. 5(2)	Certificates and special rules on inspection of ships – port State control	
Art. 5(3)	Certificates and special rules on inspection of ships – denial of entry	
Art. 6(2)	Detection of violations and enforcement of the Convention – inspection	



<b>SPECIFIC PORT STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Art. 6(5)	Detection of violations and enforcement of the Convention – inspection upon request – reporting	
<b>Annex I</b>		
Reg. 2.6.2	Application – an oil tanker delivered on or before 1 June 1982 engaged in specific trades: agreement with flag States	
Reg. 2.6.3	Application – an oil tanker delivered on or before 1 June 1982, engaged in specific trades: approval by port States	
Reg. 11	Port State control on operational requirements	
Reg. 17.7	Oil Record Book, Part I – inspection without undue delay	
Reg. 18.10.1.2	Segregated ballast tanks – oil tanker delivered on or before 1 June 1982 having special ballast arrangements : agreement with flag States	
Reg. 20.8.2	Denial of entry – communication to IMO	
Reg. 21.8.2	Denial of entry – communication to IMO	
Reg. 36.8	Oil Record Book, Part II – inspection without undue delay	
Reg. 38.1, 38.2 and 38.3	Reception facilities outside special areas	
Reg. 38.4 and 38.5	Reception facilities within special areas	
Reg. 38.6	Reception facilities within special areas – notification to IMO	
Reg. 38.7.1	Reception facilities within special areas: "Antarctic area"	
<b>Annex II</b>		
Reg. 4.3.3	Exemptions – approval of adequacy of reception facilities	
Reg. 13.6.1	Control of discharges of residues – endorsement of cargo record book	
Reg. 15.6	Cargo record book – inspection without undue delay	

<b>SPECIFIC PORT STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. 16.1	Measures of control	
Reg. 16.6 and 16.7	Measures of control – exemption granted (endorsement of cargo record book)	
Reg. 16.9	Port State control on operational requirement	
Reg. 18.1 and 18.2	Reception facilities and cargo unloading terminal arrangements	
Reg. 18.4	Cargo unloading terminal arrangements	
<b>Annex III</b>		
Reg. 8	Port State control on operational requirements	
<b>Annex IV</b>		
Reg.12(1)	Provision of reception facilities	
Reg. 13	Port State control on operational requirements	
<b>Annex V</b>		
Reg. 5(4)	Reception facilities within special areas	
Reg. 5(5)(a)	Provision of reception facilities – Antarctic area	
Reg. 7(1)	Reception facilities	
Reg. 8	Port State control on operational requirements	
Reg.9(5)	Inspection of Garbage Record Book	
<b>Revised Annex VI</b>		
Reg.5.3.3	Necessary assistance to the surveyor as referred to in the paragraph	
Reg. 10	Port State control on operational requirements	
Reg. 15.2 and 15.3	Volatile organic compounds – approvals of vapour emission control systems and notification to IMO	
Reg. 17.2	Reception facilities as referred to in the paragraph – communication to IMO	

<b>SPECIFIC PORT STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
Reg. 18.10	Fuel oil quality – Communication to Party or non-Parties and remedial action	
<b>IBC Code</b>		
Para 15.8.25.3	Certification verifying that the required piping separation	
<b>1994 HSC Code</b>		
Para 1.3.5	Acceptance of the Code	
Para 1.5.6	Provide assistance for surveyors	
Para 1.6	Design approval	
Para 1.9.3	Operational conditions – Permit to Operate	
Para 1.9.4	Port State control	
Para 18.3.8	Training and qualifications	
<b>2000 HSC Code</b>		
Para 1.3.7	Acceptance of the Code	
Para 1.5.6	Provide assistance for surveyors	
Para 1.6	Design approval	
Para 1.9.3	Operational conditions – Permit to Operate	
Para 1.9.4	Port State control	
Para 18.3.8	Training and qualifications	
<b>GRAIN Code</b>		
Para 3.4	Document of authorization	
Para 3.5	Document of authorization	
Para 5	Exemptions for certain voyages	
Para 7.2	Stability requirements	

<b>SPECIFIC PORT STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>IMSBC Code</b>	International Maritime Solid Bulk Cargoes Code	
Section 1.3	Conditions for the carriage of cargoes not listed in the Code	
Section 1.5	Exemptions	

ANNEX 5

**INSTRUMENTS MADE MANDATORY UNDER IMO CONVENTIONS**

<b>SOLAS 74</b>	Res. MSC.215(82)	reg.II-1/3-2.2
	Res. MSC.133(76), as amended	reg. II-1/3-6.2.1
	2008 IS Code	reg. II-1/5.1
	FSS Code	reg. II-2/3.22
	FTP Code	reg. II-2/3.23
	LSA Code	reg. III/3.10
	IMSBC Code	reg. VI/1-2
	CSS Code, sub-chapter 1.9	reg. VI/2.1
	Grain Code	reg. VI/8.1
	IMDG Code	reg. VII/1.1
	IBC Code	reg. VII/8.1
	IGC Code	reg. VII/11.1
	INF Code	reg. VII/14.1
	ISM Code	reg. IX/1.1
	1994 HSC Code	reg. X/1.1
	2000 HSC Code	reg. X/1.2
	Res. A.739(18), as amended	reg. XI-1/1
	Res. A.789(19)	reg. XI-1/1
	Res. A.744(18), as amended	reg. XI-1/2
	Casualty Investigation Code	reg. XI-1/6
Res. 4 of the 1997 SOLAS Conf.	reg. XII/1.7	
Res. MSC.169(79)	reg. XII/7.2	
Res. MSC.168(79)	reg. XII/14	
<b>MARPOL</b>	Res. MEPC.94(46), as amended	Annex I, reg. 20.6
	IBC Code	Annex II, reg. 1.4
	BCH Code	Annex II, reg. 1.4
	NO <sub>x</sub> Technical Code 2008	Annex VI, reg. 5.3.2
<b>STCW 78</b>	STCW Code, Part A	reg. I/1.2.3
<b>LL PROT 1988</b>	2008 IS Code	Annex 1, reg. 1

ANNEX 6

**SUMMARY OF AMENDMENTS TO MANDATORY INSTRUMENTS  
REFLECTED IN THE CODE**

The amendments to mandatory instruments reflected in annexes 1 to 4 are summarized below to facilitate the amendment of corresponding tables in the future.

SOLAS 1974	up to and including 2009 amendments (res. MSC.282(86), except res. MSC.202(81) and SOLAS/2004 Conf./res.1)
Res.MSC.215(82)	as adopted
Res. MSC.133(76), as amended	up to and including the 2004 amendments (res. MSC.158(78))
2008 IS Code	MSC.267(85)
FSS Code	up to and including the 2006 amendments (res. MSC.217(82) annex 1)
FTP Code	up to and including the 2004 amendments (res. MSC.173(79))
LSA Code	up to and including the 2008 amendments (res. MSC.272(85))
IMSBC Code	MSC.268(85)
CSS Code, sub-chapter 1.9	up to and including the 2002 amendments (MSC/Circ.1026)
GRAIN Code	up to and including the 1991 amendments (res. MSC.23(59))
IMDG Code	up to and including the 2008 amendments (res. MSC.262(84))
IBC Code	up to and including the 2006 amendments (res. MSC.219(82) and res.MEPC.166(56))
IGC Code	up to and including the 2006 amendments (res. MSC.220(82))
INF Code	up to and including the 2007 amendments (res. MSC.241(83))
ISM Code	up to and including the 2008 amendments (res. MSC.273(85))
1994 HSC Code	up to and including the 2008 amendments (res. MSC.259(84))
2000 HSC Code	up to and including the 2008 amendments (res. MSC.272(85))
Res. A.739(18)	up to and including 2006 amendments (res. MSC.208(81))
Res. A.789(19)	no amendments yet adopted
Res. A.744(18), amended	up to and including the 2008 amendments (res. MSC.261(84))
Casualty Investigation Code	res. MSC.255(84)
Res. 4 of the 1997 SOLAS Conf.	no amendments yet adopted
Res. MSC.169(79)	no amendments yet adopted
Res. MSC.168(79)	no amendments yet adopted

SOLAS PROT 1978	up to and including the 1988 amendments (resolution of the 1988 GMDSS-P Conference)
SOLAS PROT 1988	up to and including the 2009 amendments (res. MSC.283(86), except res. MSC.204(81))
MARPOL	up to and including the 2010 amendments (resolution MEPC.190(60))
Res. MEPC.94(46), as amended	up to and including the 2006 amendments (res. MEPC.155(55))
IBC Code	up to and including the 2006 amendments (res. MEPC.166(56) and res. MSC.219(82))
BCH Code	up to and including the 2006 amendments (res. MEPC.144(54) and res. MSC.212(81))
NO <sub>x</sub> Technical Code 2008	up to and including the 2008 amendments (res. MEPC.177(58))
STCW 1978	up to and including the 1997 amendments (res. MSC.66(68), except res. MSC.203(81))
STCW Code Part A	up to and including the 2004 amendments (res. MSC.180(79))
LL 1966	up to and including the 2005 amendments (res. A.972(24))
LL PROT 1988	up to and including the 2008 amendments (res. MSC.270(85))
TONNAGE 1969	no amendments yet adopted
COLREG 1972	up to and including the 2001 amendments (res. A.910(22))

ANNEX 7

**AMENDMENTS<sup>10</sup> TO IMO INSTRUMENTS EXPECTED TO BE ACCEPTED  
AND TO ENTER INTO FORCE BETWEEN 1 JANUARY 2012 AND 1 JULY 2012**

The following tables contain non-exhaustive lists of obligations, including those obligations imposed when a right is exercised.

<b>OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>STCW 78</b>		
<u>Reg. I/2.12</u>	<u>Issuance of certificates of competency</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. I/2.14</u>	<u>Maintenance of a register or registers of all certificates and endorsements</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. I/2.15 and 2.16</u>	<u>Availability of information on the status of certificates of competency, endorsements and dispensations (as of 1 January 2017, available in English through electronic means)</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. I/3	<u>Principles governing near-coastal voyage waters, communication of information and incorporation of limits in the endorsements</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. I/5	<u>National provisions – Impartial investigation, enforcement measures including penalties or disciplinary measures and cooperation</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. I/6	<u>Training and assessment – Administration, supervision and monitoring</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. I/6</u>	<u>Qualification of those responsible for the training and assessment</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. I/7	<u>Communication of the information, as referred to in Article IV and A-I/7 of STCW Code</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. I/8.1 and 8.2</u>	<u>Quality standards system and periodically independent evaluation</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. I/8.3</u>	<u>Communication of a report relevant to amendments to the Convention</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>

<sup>10</sup> The struck-out text indicates deletions and the underlined text shows additions or changes, to the Code.



<b>OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<u>Reg. I/9.1 and 9.2</u>	<u>Medical standards – <del>Issue and registration of certificates</del> fitness and procedures and qualification for medical practitioners</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. I/11.4 and 11.5</u>	<u>Revalidation of certificates – appropriate refresher and updating training or assessment</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. I/13.6 and 13.7</u>	<u>Objection to particular trials and communication</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. II/5.3</u>	<u>Determination of need to update qualifications for Able seaman to whom certificates are issued before 1 January 2012</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. III/5.3</u>	<u>Determination of need to update qualifications for ratings in engine department to whom certificates are issued before 1 January 2012</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. III/6.3</u>	<u>Determination of need to update qualifications for electro-technical officers to whom certificates are issued before 1 January 2012</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. III/7.3</u>	<u>Determination of need to update qualifications for electro-technical ratings to whom certificates are issued before 1 January 2012</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. VII/3.1</u>	<u>Principles governing the issue of alternative certificates</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<b>IMDG Code</b>		
<u>Section 1.3.1</u>	<u>Training of shore-side personnel – establishing period for keeping records of training</u>	<u>In force 1.1.2012 by MSC.294(87)</u>
<u>Chapter 3.3</u>	<u>Approval for Metal hydride storage system(s) installed in conveyances or in completed conveyance components or intended to be installed in conveyances</u>	<u>In force 1.1.2012 by MSC.294(87)</u>
<u>Chapter 5.5</u>	<u>Determining the period between fumigant application and loading of fumigated cargo transport unit on board the ship</u>	<u>In force 1.1.2012 by MSC.294(87)</u>
<b>STCW Code, Part A</b>		
<u>Section A-I/6.1</u>	<u>Training and assessment of seafarers for certification</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>

<b>OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<u>Section A-I/7.2</u>	<u>Communication of information – initial communication (within one year of entry into force of regulation I/7)</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-I/7.3, 7.4 and 7.5</u>	<u>Communication of information – subsequent reports (within the periods as referred to in paragraphs 7.3, 7.4 and 7.5)</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-I/8.1 and 8.3</u>	<u>National objectives and quality standards</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-I/9.1</u>	<u>Medical standards – eyesight standards, physical and medical fitness</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-I/9.4</u>	<u>A register of recognized medical practitioners – maintenance and availability</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-I/9.5 and 9.6</u>	<u>Guidance, processes and procedures for the conduct of medical fitness examinations and issuing of medical certificates</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-I/12.1</u>	<u>General performance standards governing the use of <del>simulators</del> for simulators used in training</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-I/12.2</u>	<u>General performance standards for simulators used in assessment of competence</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-I/12.6</u>	<u>Simulator training objectives</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-I/12.9</u>	<u>Qualifications of instructors and assessors</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-VIII/2.9 &amp;</u>	<u>Watchkeeping at sea – directing the attention of companies, <u>masters</u>, chief engineer officers and watchkeeping personnel to observe principles in Parts <del>3</del> 4-1 and <del>3</del> 4-2</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>

**SPECIFIC FLAG STATE OBLIGATIONS**

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<b>STCW 78</b>		
Reg. I/2.1, 2.2, 2.7 and 2.8	<u>Issuance Certificates and endorsements of certificates of competency</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. I/10.1 and 10.2	<u>Recognition of certificates and Seafarer's knowledge of the maritime legislation</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. I/11(5)	<u>Revalidation of certificates</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. I/11.6	<u>Availability – recent changes in national and international regulations</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. I/13.3	<u>Conduct of trials – safety, security and pollution prevention</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. I/13.5 and 13.8.1</u>	<u>Results of trials – Communication</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. I/14.1	Responsibilities of companies	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. IV/1.2 3	<u>Application – appropriate certificates for radio operators</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. V/1-1.7 4-4	Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on <u>oil and chemical tankers</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. V/1-2.5	<u>Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on liquefied gas tankers</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. V/2.1	<u>Applicability of the requirements on domestic voyages</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. V/2.9	<del>Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on ro-ro passenger ships</del>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
Reg. V/2.8 3-9	Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on passenger ships <del>other than ro-ro passenger ships</del>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<u>Reg. VIII/1.1 and 1.2</u>	<u>Fitness for duty – preventing fatigue and preventing drug and alcohol abuse</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<u>Reg. VIII/2.1 and 2.2</u>	<u>Watchkeeping arrangements and principles – direction and requirements</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.1</u>
<b>STCW Code, Part A</b>		
Section A-I/10.2	<u>Withdrawal of endorsement – <del>information of recognition for disciplinary reasons</del> – communication to the Party that issued the certificate</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-II/4.4</u>	<u>Determining the requirements of training, assessment and certification where no tables of competence for the support level</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
Section A-III/4.4	<u>Determining the requirements of training, assessment and certification where no tables of competence – <del>determine requirements for</del> the support level</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-VIII/1.1</u>	<u>Fitness of duty – consideration of the danger posed by fatigue of seafarers</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
Section A-VIII/1.5	<u>Requirements of watch schedules to be posted in a standardized form</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-VIII/1.7</u>	<u>Requirements of maintaining records of daily hours of rest of seafarers</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<u>Section A-VIII/1.10</u>	<u>Limitation of alcohol concentration</u>	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
Section A-VIII/2.84	Principles to be observed in keeping a radio watch – directing the attention of companies, masters and radio watchkeeping personnel to comply with the provisions in Parts 4-3 3-3 to ensure that an adequate safety radio watch is maintained when the ship is at sea	<u>In force 1.1.2012 by STCW/Conf.2/res.2</u>
<b><u>Res. MSC.288(87)</u></b>	<u>Performance standard for protective coatings for cargo oil tanks of crude oil tankers</u>	<u>In force 1.1.2012 by MSC.288(87)</u>
<u>Para 3.2</u>	<u>Inspection of surface preparation and coating processes – review</u>	<u>In force 1.1.2012 by MSC.288(87)</u>

<b>SPECIFIC FLAG STATE OBLIGATIONS</b>		
<b>SOURCE</b>	<b>SUMMARY DESCRIPTION</b>	<b>COMMENTS</b>
<u>Para 4.6.3</u>	<u>Verification of the Technical Data Sheet and Statement of Compliance or Type Approval Certificate for the protective coating system</u>	<u>In force 1.1.2012 by MSC.288(87)</u>
<u>Para 6.1.1</u>	<u>Equivalent to NACE Coating Inspector Level 2 and FROSIO Inspector Level III – verification</u>	<u>In force 1.1.2012 by MSC.288(87)</u>
<u>Para 7</u>	<u>Coating verification requirement as referred to in paragraph 7</u>	<u>In force 1.1.2012 by MSC.288(87)</u>
<b><u>Res. MSC.289(87)</u></b>	<u>Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers</u>	<u>In force 1.1.2012 by MSC.289(87)</u>
<u>Para 2.2</u>	<u>Verification of Technical File</u>	<u>In force 1.1.2012 by MSC.289(87)</u>
<u>Para 4.2</u>	<u>Issuance of Type Approval Certificate for corrosion resistant steel</u>	<u>In force 1.1.2012 by MSC.289(87)</u>
<u>Para 5</u>	<u>Survey(s) during the construction process to verify that approved corrosion-resistant steel has been applied to the area required</u>	<u>In force 1.1.2012 by MSC.289(87)</u>

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**ANNEX 28**

**DRAFT ASSEMBLY RESOLUTION**

**ADOPTION OF THE IMO/WMO WORLDWIDE MET-OCEAN INFORMATION AND  
WARNING SERVICE GUIDANCE DOCUMENT**

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,

NOTING the International Convention for the Safety of Life at Sea (SOLAS), 1974, in particular Chapter V (Safety of Navigation), Regulation 5 (Meteorological services and warnings),

BEARING IN MIND the decisions of the 62nd Council of the World Meteorological Organization (WMO),

RECOGNIZING that the existing WMO GMDSS Marine Broadcast System, as amended, is an integral part of the IMO/WMO Worldwide Met-Ocean Information and Warning Service (WWMIWS),

FURTHER RECOGNIZING that the WMO GMDSS Marine Broadcast System needs to be fully in harmony with the IMO/IHO World-Wide Navigational Warning Services, and to respond to requirements for maritime safety services expressed by IMO,

NOTING the provisions made for the promulgation of maritime safety information by the 1988 amendments to the 1974 SOLAS Convention concerning radio communications for the Global Maritime Distress and Safety System (GMDSS),

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee at its eighty-ninth session,

1. ADOPTS the IMO/WMO Worldwide Met-Ocean Information and Warning Service – Guidance Document, as set out in the Annex to the present resolution;
2. RECOMMENDS Governments to implement the IMO/WMO Worldwide Met-Ocean Information and Warning Service;
3. AUTHORIZES the Maritime Safety Committee to keep the annexed Guidance Document under review and update it as necessary in light of experience gained in its application, in accordance with the procedure set out in section 7 of the annex to the present resolution.

## ANNEX

### IMO/WMO WORLDWIDE MET-OCEAN INFORMATION AND WARNING SERVICE GUIDANCE DOCUMENT

#### 1 INTRODUCTION

1.1 The International Convention for the Safety of Life at Sea (SOLAS), 1974 (1974 SOLAS Convention), Chapter V (Safety of Navigation), as amended, Regulation 5 (Meteorological services and warnings), states:

"2 In particular, Contracting Governments undertake to co-operate in carrying out, as far as practicable, the following meteorological arrangements:

.10 To endeavour to obtain a uniform procedure in regard to the international meteorological services already specified, and, as far as is practicable, to conform to the Technical Regulations and recommendations made by the World Meteorological Organization, to which the Contracting Governments may refer for study and advice any meteorological question which may arise in carrying out the present Convention".

1.2 Resolution A.705(17), as amended, on the promulgation of maritime safety information, sets out the organization, standards and methods which should be used for the promulgation and reception of maritime safety information, including navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships, as documented in the 1974 SOLAS Convention. The WMO Executive Council, at its sixty-first session (June 2009), requested WMO to establish and develop, in collaboration with IMO, terms of reference for the development of an IMO/WMO Worldwide Met-Ocean Information and Warning Service Guidance document (WWMIWS), to complement the existing IMO/IHO World-wide Navigational Warning Services Guidance document (WWNWS), provided in resolution A.706(17), as amended. In this context, this document is intended to provide specific guidance for the promulgation of internationally co-ordinated meteorological information, forecast and warnings services, which does not apply to purely national services.

1.3 The regulatory framework for the provision of marine meteorological services within the new WMO GMDSS Marine Broadcast System was developed from Recommendation 3 (CMM-XI) in 1993, endorsed by the WMO Executive Council at its forty-fourth session. This new system reflects the evolution since the advent of the Global Maritime Distress and Safety System (GMDSS), as adopted by the Conference of Contracting Governments to the 1974 SOLAS Convention on the Global Maritime Distress and Safety System in November 1988, effective on 1 February 1992. The WMO GMDSS Marine Broadcast System is an integral part of the WWMIWS.

1.4 Future amendments to this guidance document will be considered formally and approved by both WMO and IMO in accordance with the procedure set out in section 7. Proposed amendments should be evaluated by the Joint WMO-IOC Technical Commission for Oceanography and Marine Meteorology (JCOMM) Expert Team on Maritime Safety Services, which includes an *ex-officio* representative of the IMO Secretariat, prior to any extensive WMO and IMO consideration.



## 2 DEFINITIONS

For the purposes of meteorological information, the following definitions apply:

- .1 *Coastal and offshore area* applies to areas for which Member States issue weather and sea bulletins, governed by the procedures in WMO-No.558 – Manual on Marine Meteorological Services;
- .2 *Global Maritime Distress and Safety System (GMDSS)* means the global communications service based upon automated systems, both satellite and terrestrial, to provide distress alerting and promulgation of maritime safety information for mariners;
- .3 *HF NBDP* means High Frequency narrow-band direct-printing, using radio telegraphy as defined in Recommendation ITU-R M.688;
- .4 *International NAVTEX service* means the co-ordinated broadcast and automatic reception on 518 kHz of maritime safety information by means of narrow-band direct-printing telegraphy using the English language<sup>1</sup>;
- .5 *International SafetyNET service* means the co-ordinated broadcasting and automated reception of maritime safety information via the Inmarsat Enhanced Group Call (EGC) system, using the English language, in accordance with the provisions of the 1974 SOLAS Convention;
- .6 *Issuing service* means a National Meteorological Service which has accepted responsibility for ensuring that meteorological warnings and forecasts for shipping are disseminated through the Inmarsat SafetyNET service to the designated area (METAREA) for which the Service has accepted responsibility under the broadcast requirements of the GMDSS<sup>2</sup>;
- .7 *Maritime safety information (MSI)*<sup>3</sup> means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships;
- .8 *METAREA* means a geographical sea area<sup>4</sup> established for the purpose of co-ordinating the broadcast of marine meteorological information. The term METAREA followed by a roman numeral may be used to identify a particular sea area. The delimitation of such areas is not related to and should not prejudice the delimitation of any boundaries between States;
- .9 *METAREA Co-ordinator* means the authority charged with co-ordinating Marine Meteorological Information broadcasts by one or more National Meteorological Services acting as Preparation or Issuing Services within the METAREA;

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<sup>1</sup> As set out in the IMO NAVTEX Manual.

<sup>2</sup> As defined in WMO-No 558.

<sup>3</sup> As defined in Regulation IV/2 of the 1974 SOLAS Convention, as amended.

<sup>4</sup> Which may include inland seas, lakes and waterways navigable by sea-going ships.

- .10 *National NAVTEX service* means the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy using frequencies other than 518 kHz and languages as decided by the Administration concerned;
- .11 *National SafetyNET service* means the broadcasting and automated reception of maritime safety information via the Inmarsat EGC system, using languages as decided by the Administration concerned;
- .12 *NAVAREA* means a geographical sea area<sup>5</sup> established for the purpose of co-ordinating the broadcast of navigational warnings. The term NAVAREA followed by a roman numeral may be used to identify a particular sea area. The delimitation of such areas is not related to and should not prejudice the delimitation of any boundaries between States;
- .13 *NAVTEX* means the system for the broadcast and automatic reception of maritime safety information by means of narrow band direct-printing telegraphy;
- .14 *NAVTEX co-ordinator* means the authority charged with operating and managing one or more NAVTEX stations broadcasting maritime safety information as part of the International NAVTEX service;
- .15 *Preparation service* means a National Meteorological Service which has accepted responsibility for the preparation of forecasts and warnings for parts of or an entire designated area (METAREA) in the WMO system for the dissemination of meteorological forecasts and warning to shipping under the GMDSS and for their transfer to the relevant Issuing Service for broadcast;
- .16 *SafetyNET* means the international service for the broadcasting and automatic reception of maritime safety information via the Inmarsat EGC system. SafetyNET receiving capability is part of the mandatory equipment which is required to be carried by certain ships in accordance with the provisions of the 1974 SOLAS Convention;
- .17 *Sub-Area* means a sub-division of a METAREA in which a number of countries have established a co-ordinated system for the promulgation of marine meteorological information. The delimitation of such areas is not related to and should not prejudice the delimitation of any boundaries between States; and
- .18 In the operating procedures *co-ordination* means that the allocation of the time for data broadcast is centralized, the format and criteria of data transmissions are compliant as described in the Joint IMO/IHO/WMO Manual on Maritime Safety Information and that all services are managed as set out in resolution A.705(17) on Promulgation of Maritime Safety Information, as amended.

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<sup>5</sup> Which may include inland seas, lakes and waterways navigable by sea-going ships.

### **3 METEOROLOGICAL INFORMATION BROADCASTS**

#### **3.1 Methods**

3.1.1 Two principal methods are used for broadcasting marine meteorological information as part of MSI in accordance with the provisions of the 1974 SOLAS Convention, in the areas covered by these methods, as follows:

- .1 *NAVTEX*: broadcasts to coastal and offshore areas; and
- .2 *SafetyNET*: broadcasts which cover all the waters of the globe except for sea area A4, as defined by resolution A.801(19) on Provision of radio services for the GMDSS, Annex 3, paragraph 4, as amended.

3.1.2 Information has to be provided for unique and precisely defined sea areas, each being served only by the most appropriate of the above systems. Although there will be some duplication to allow a ship to change from one system to another, the majority of messages will only be broadcast on one system.

3.1.3 *NAVTEX* broadcasts have to be made in accordance with the standards and procedures set out in the *NAVTEX* Manual.

3.1.4 *SafetyNET* broadcasts have to be made in accordance with the standards and procedures set out in the *International SafetyNET* Manual.

3.1.5 HF NBDP may be used to promulgate marine meteorological information in areas outside Inmarsat coverage (SOLAS regulation IV/7.1.5).

3.1.6 In addition, Administrations may also provide marine meteorological information by other means.

#### **3.2 Scheduling**

##### **3.2.1 Automated methods (*NAVTEX/SafetyNET*)**

3.2.1.1 Meteorological warnings have to be broadcasted as soon as possible or as dictated by the nature and timing of the event. Normally, the initial broadcast should be made as follows:

- .1 for *NAVTEX*, at the next scheduled broadcast, unless circumstances indicate the use of procedures for VITAL or IMPORTANT warnings; and
- .2 for *SafetyNET*, within 30 min of receipt of original information, or at the next scheduled broadcast.

3.2.1.2 Meteorological warnings have to be repeated in scheduled broadcasts in accordance with the guidelines promulgated in the *NAVTEX* Manual and *International SafetyNET* Manual as appropriate.

3.2.1.3 At least two scheduled daily broadcast times are necessary to provide adequate promulgation of meteorological information.

### **3.2.2 Schedule changes**

3.2.2.1 Broadcast times for NAVTEX are defined by the B1 character of the station, allocated by the IMO NAVTEX Co-ordinating Panel.

3.2.2.2 Times of scheduled broadcasts under the international SafetyNET service are co-ordinated through the IMO SafetyNET Co-ordinating Panel.

3.2.2.3 Information on broadcast schedules and the content of bulletins are contained in WMO-No. 9 (Weather Reports), Volume D (Information for shipping).

### **3.3 Guidance**

Guidance for handling and formatting meteorological information is given in the Joint IMO/IHO/WMO Manual on Maritime Safety Information, as approved under MSC.1/Circ.1310, the NAVTEX Manual, the International SafetyNET Manual and the Manual on Marine Meteorological Services (WMO-No. 558).

### **3.4 Language**

3.4.1 All meteorological information have to be broadcasted in English only in the International NAVTEX and SafetyNET services.

3.4.2 In addition to the required broadcasts in English, meteorological information may be broadcast in a national language using national NAVTEX and SafetyNET services and/or other means.

## **4 METEOROLOGICAL INFORMATION**

### **4.1 General**

4.1.1 Marine meteorological services are provided to satisfy the requirements for information on marine environmental conditions and phenomena, established by national practices and international conventions in relation to marine operations.

4.1.2 Marine meteorological services are designed for the safety of marine operations and to promote, where possible, the efficiency and economy of marine activities.

4.1.3 There are three types of marine meteorological information: forecasts and warnings for the High Seas, forecasts and warnings for coastal and offshore areas and services for ports and harbour areas. The Marine Meteorological Information guidance and co-ordination are involved with only two of them:

- .1 services for the High Seas, which will comprise:
  - .1 warnings of gales and storms;
  - .2 weather and sea bulletins, which have to include, in the order given hereafter:

Part I – Storm warnings;

Part II – Synopsis of major features of the surface weather chart and, to the extent possible, significant characteristics of corresponding sea-surface conditions; and

Part III –Forecasts.

- .2 services for coastal and offshore areas, which will comprise warnings, synopses and forecasts.

4.1.4 Operational guidance for handling and formatting meteorological information is given in detail in the Annex IV of the WMO Technical Regulations (Manual on Marine Meteorological Services – WMO-No. 558). It is summarized in the following sections 4.2 and 4.3.

## **4.2 Services for the High Seas**

Services for the High Seas should consist of:

### **4.2.1 Warnings**

4.2.1.1 Warnings have to be given for gales (Beaufort force 8 or 9) and storms (Beaufort force 10 or over), and for tropical cyclones (hurricanes in the North Atlantic and eastern North Pacific, typhoons in the Western Pacific, cyclones in the Indian Ocean and cyclones of similar nature in other regions). Warnings should include:

- .1 type of warning;
- .2 date and time of reference in UTC;
- .3 location of disturbance in terms of latitude and longitude or with reference to well-known landmarks;
- .4 extent of affected area; and
- .5 wind speed or force and direction in the affected areas.

4.2.1.2 Warnings for other severe conditions such as poor visibility, severe sea states (swell, risk of abnormal waves), ice accretion, etc., have also to be issued, as necessary.

4.2.1.3 When no warnings for gales, storms or tropical cyclones are to be issued, that fact has to be positively stated in Part I of each weather and sea bulletin.

### **4.2.2 Synopses**

4.2.2.1 Synopses will be broadcast as part of routine meteorological information, within Part II of weather and sea bulletins, and should have the following content and order of items:

- .1 date and time of reference in UTC;
- .2 synopsis of major features of the surface weather chart; and

- .3 direction and speed of movement of significant pressure systems and tropical disturbances.

#### **4.2.3 Forecasts**

4.2.3.1 The forecasts given in Part III of weather and sea bulletins should have the following content and order of items:

- .1 the valid period of forecast;
- .2 name or designation of forecast area(s) within the main MSI area; and
- .3 a description of:
  - .1 wind speed or force and direction;
  - .2 sea state;
  - .3 visibility when forecast is less than five nautical miles; and
  - .4 ice accretion, where applicable.

4.2.3.2 The forecasts should include expected significant changes during the forecast period, significant meteors such as freezing precipitation, snowfall or rainfall, and an outlook for a period beyond 24 hours. In addition, phenomena such as breaking seas, cross seas and abnormal or rogue waves should also be included, if feasible.

### **4.3 Services for the coastal and offshore areas**

Services for the coastal and offshore areas should consist of:

#### **4.3.1 Warnings**

4.3.1.1 When included, warnings have to be placed at the beginning of the bulletin.

4.3.1.2 Warnings have to be given for:

- .1 tropical cyclones (hurricanes in the North Atlantic and eastern North Pacific, typhoons in the Western Pacific, cyclones in the Indian Ocean and cyclones of similar nature in other regions);
- .2 gales (Beaufort force 8 or 9) and storms (Beaufort force 10 or over); and
- .3 ice accretion.

#### **4.3.2 Synopses and forecasts**

4.3.2.1 Synopses and forecasts should have the following content:

- .1 a synopsis of major features of the surface weather chart;
- .2 the valid period of forecast;
- .3 name or designation of forecast area(s); and

- .4 a description of:
  - .1 wind speed or force and direction;
  - .2 visibility when forecast is less than five nautical miles;
  - .3 ice accretion, where applicable; and
  - .4 sea and swell.

## **5 ISSUING AND PREPARATION SERVICES**

### **5.1 Issuing service**

An issuing service is a National Meteorological Service which has accepted responsibility for ensuring that meteorological forecasts and warnings for shipping are disseminated through the Inmarsat SafetyNET and NAVTEX services to the designated area for which the Service has accepted responsibility under the broadcast requirements of the GMDSS. The forecasts and warnings for broadcasts may have been prepared solely by the issuing service, or by another preparation service, or a combination of both, on the basis of negotiations between the services concerned, or otherwise, as appropriate. The issuing service is responsible for composing a complete broadcast bulletin on the basis of information input from the relevant preparation services and for broadcasting this in accordance with the guidelines contained within the International SafetyNET Manual and the International NAVTEX Manual. The issuing service is also responsible for monitoring the broadcasts of SafetyNET information to its designated area of responsibility.

#### **NOTES:**

- (1) For some METAREAS there may be only one preparation service, which will be the same National Meteorological Service as the issuing service (e.g., United Kingdom for area I, Argentina for area VI and Australia for area X).
- (2) An appropriate format for the attribution of the origins of the forecast and warning information contained in a broadcast bulletin may be developed on the basis of negotiations among the services concerned.
- (3) In situations where appropriate information, data or advice from other designated preparation services for a given area of responsibility is not available, it is the responsibility of the issuing service for that area to ensure that complete broadcast coverage for the area is maintained.

### **5.2 Preparation service**

A preparation service is a National Meteorological Service which has accepted responsibility for the preparation of forecasts and warnings for parts of, or an entire, designated area (METAREA) in the WMO system for the dissemination of meteorological forecasts and warnings to shipping under the GMDSS and for their transfer to the relevant issuing service for broadcast.

## **6 METAREA CO-ORDINATOR RESOURCES AND RESPONSIBILITIES**

### **6.1 METAREA Co-ordinator resources**

The METAREA co-ordinator should have:

- .1 the expertise and information sources of National Meteorological Services; and
- .2 effective communications, e.g., telephone, e-mail, facsimile, internet, telex, etc., with National Meteorological Services in the METAREA, with other METAREA co-ordinators, and with other data providers.

### **6.2 METAREA Co-ordinator responsibilities**

6.2.1 The METAREA co-ordinator has to:

- .1 act as the central point of contact on matters relating to meteorological information and warnings within the METAREA;
- .2 promote and oversee the use of established international standards and practices in the promulgation of meteorological information and warnings throughout the METAREA;
- .3 co-ordinate preliminary discussions between neighbouring Members, seeking to establish and operate NAVTEX services, prior to formal application; and
- .4 contribute to the development of international standards and practices through attendance and participation in the JCOMM Expert Team on Maritime Safety Services meetings, and also attend and participate in relevant IMO, IHO and WMO meetings as appropriate and required.

6.2.2 The METAREA co-ordinator has to also ensure that within its METAREA, National Meteorological Services which act as Issuing Services have the capability to:

- .1 select meteorological information and warnings for broadcast in accordance with the guidance given in paragraphs 4 and 5 above; and
- .2 monitor the SafetyNET transmission of their bulletins, broadcast by the Issuing Service.

6.2.3 The METAREA co-ordinator has to further ensure that within its METAREA, National Meteorological Services which act as Preparation Services have the capability to:

- .1 endeavour to be informed of all meteorological events that could significantly affect the safety of navigation within their area of responsibility;
- .2 assess all meteorological information immediately upon receipt in the light of expert knowledge for relevance to navigation within their area of responsibility;



- .3 forward marine meteorological information that may require wider promulgation directly to adjacent METAREA co-ordinators and/or others as appropriate, using the quickest possible means;
- .4 ensure that information concerning all meteorological warning subject areas listed in paragraph 4 that may not require a METAREA warning within their own area of responsibility is forwarded immediately to the appropriate National Meteorological Services and METAREA co-ordinators affected by the meteorological event; and
- .5 maintain records of source data relating to meteorological information and warning messages within their area of responsibility.

## **7 PROCEDURE FOR AMENDING THE WORLDWIDE MET-OCEAN INFORMATION AND WARNING SERVICE GUIDANCE DOCUMENT**

7.1 Proposed amendments to the Worldwide Met-Ocean Information and Warning Service should be submitted to the Maritime Safety Committee for evaluation.

7.2 Amendments to the service should normally come into force at intervals of approximately two years or at such longer periods as determined by the Maritime Safety Committee at the time of adoption. Amendments adopted by the Maritime Safety Committee will be notified to all concerned, will provide at least 12 months' notification and will come into force on 1 January of the following year.

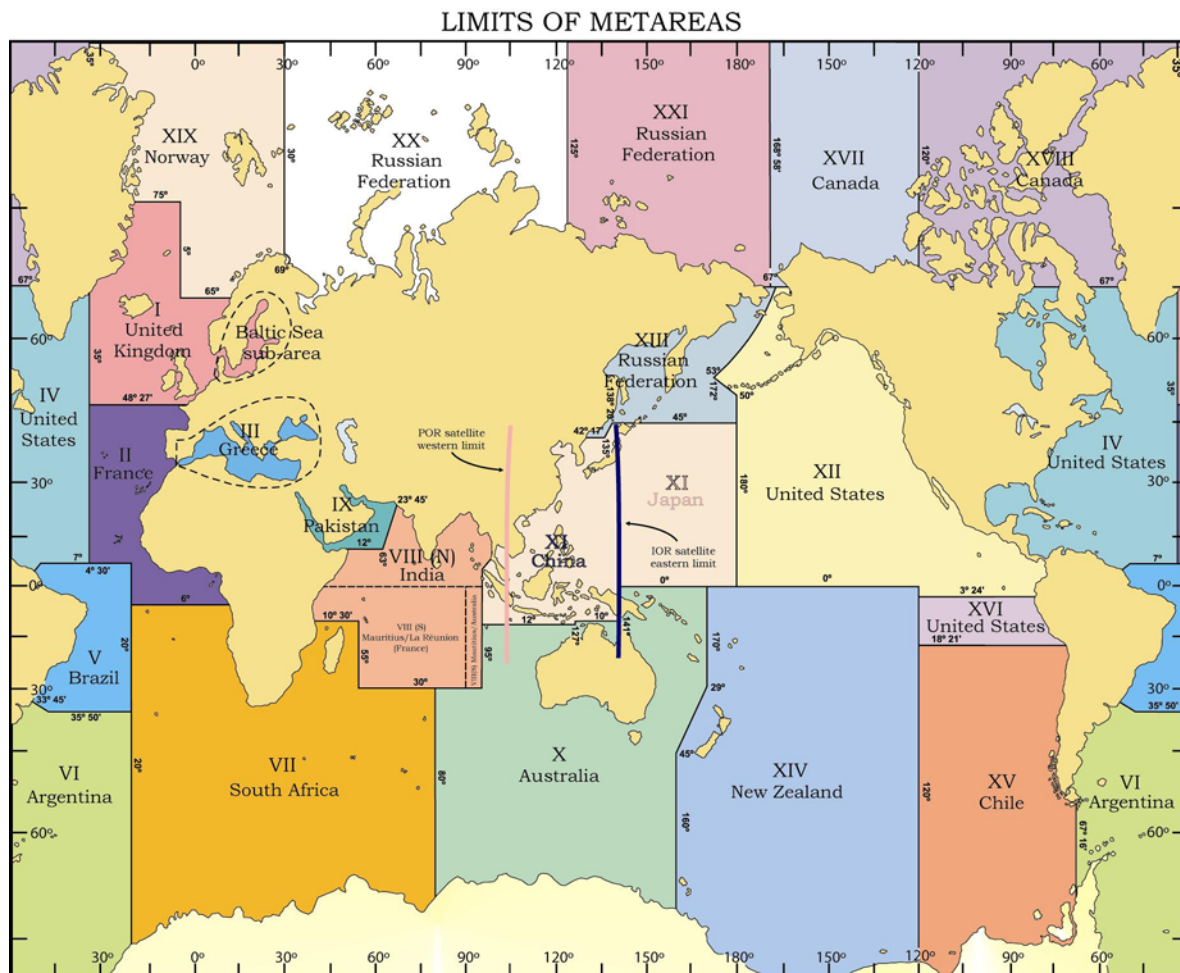
7.3 The agreement of the World Meteorological Organization and the active participation of other bodies should be sought according to the nature of the proposed amendments.

7.4 When the proposals for amendment have been examined in substance, the Maritime Safety Committee will entrust the Sub-Committee on Radiocommunications and Search and Rescue with the ensuing editorial tasks.

7.5 The METAREA schedule of broadcast times and frequencies, not being an integral part of the service and being subject to frequent changes, will not be subject to the amendment procedures.

## Appendix

### METAREAS for co-ordinating and promulgating meteorological warnings and forecasts



The delimitation of such areas is not related to and should not prejudice the delimitation of any boundaries between States

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## ANNEX 29

### RESOLUTION MSC.324(89) (adopted on 20 May 2011)

#### IMPLEMENTATION OF BEST MANAGEMENT PRACTICE GUIDANCE

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO the provisions of resolution A.1026(26) on Piracy and armed robbery against ships in waters off the coast of Somalia,

RECALLING FURTHER that the Committee, in response to resolution A.1002(25) on Piracy and armed robbery against ships in waters off the coast of Somalia, and the discussions of the issue within the UN Security Council, approved revised recommendations to Governments and guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships<sup>\*</sup>,

NOTING WITH APPRECIATION the development by industry organizations of specific advice in relation to the situation in waters off the coast of Somalia and, in particular, the development and publication of Best Management Practices to Deter Piracy off the Coast of Somalia and in the Arabian Sea Area<sup>\*\*</sup>,

NOTING ALSO that the UN Security Council, through resolution 1950(2010) on the situation in Somalia, welcomed the revision by IMO of its recommendations and guidance on preventing and suppressing piracy and armed robbery against ships; underlined the importance of implementing such recommendations and guidance by all stakeholders, including the shipping industry; and urged States, in collaboration with the shipping and insurance industries, and the IMO, to continue to develop and implement avoidance, evasion and defensive best practices and advisories to take when under attack or when sailing in the waters off the coast of Somalia,

FURTHER NOTING that the UN General Assembly through paragraph 95 of resolution 65/37 on Oceans and the law of the sea, has invited the Assembly to "consider adopting a resolution on commitments to Best Management Practices to avoid, deter or delay acts of piracy",

DESIRING to ensure that shipowners, shipping companies, ship operators, masters and crews take all appropriate and recommended measures to protect their ships and those on board from pirates and armed robbers,

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\* MSC.1/Circ.1333 on Recommendations to Governments for preventing and suppressing piracy and armed robbery against ships, and MSC.1/Circ.1334 on Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships.

\*\* MSC.1/Circ.1337 on Piracy and armed robbery against ships in waters off the coast of Somalia – Best Management Practices to Deter Piracy off the Coast of Somalia and in the Arabian Sea Area developed by the industry.

RECOGNIZING that it is the responsibility of flag States to ensure that ships entitled to fly their flag implement measures to protect themselves against attacks by pirates,

RECOGNIZING ALSO that measures of avoidance, evasion, deterrence and delay remain the best practices of self-protection against piracy,

RECOGNIZING FURTHER that, *inter alia*, effectively implementing the Best Management Practices significantly decreases the risk of successful pirate attacks,

1. STRONGLY URGES all those concerned to take action to ensure that as a minimum and as recommended in the Best Management Practices:

- (a) ships' masters receive updated information before and during sailing through the defined High Risk Area;
- (b) ships register with the Maritime Security Centre Horn of Africa (MSCHOA) and report to United Kingdom Maritime Trade Operations (UKMTO) Dubai; and
- (c) ships effectively implement all recommended preventive, evasive and defensive measures;

2. INVITES Member States to encourage ships flying their flag to implement the Best Management Practices while sailing in the defined High Risk Area;

3. URGES Member States and non-governmental organizations in consultative status to bring this resolution to the attention of all parties concerned.

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**ANNEX 30**

**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 2.4, the following new subparagraphs are added after the existing subparagraph .6:

- "7 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 February 1992 but before 1 July 2002 need not comply with regulation 19.3.3 provided that they comply with regulation 54.2.3 as adopted by resolution MSC.13(57); and
- .8 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 September 1984 but before 1 July 2002 need not comply with regulations 19.3.1, 19.3.5, 19.3.6, 19.3.9 provided that they comply with regulations 54.2.1, 54.2.5, 54.2.6, 54.2.9 as adopted by resolution MSC.1(XLV)."

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## **ANNEX 31**

### **MSC/MEPC CIRCULAR**

#### **GUIDELINES ON THE ORGANIZATION AND METHOD OF WORK OF THE MARITIME SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE AND THEIR SUBSIDIARY BODIES**

1 The Maritime Safety Committee, at its eighty-ninth session (11 to 20 May 2011), and the Marine Environment Protection Committee, at its [sixty-second session (11 to 15 July 2011)], having reviewed the Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies (MSC-MEPC.1/Circ.2, as amended), with a view to their harmonization with the provisions of the Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization, adopted by resolution A.1013(26), and further rationalizing the work of the Committees and their subsidiary bodies, approved the revised Guidelines as set out in the annex.

2 Members are invited to apply the annexed revised Guidelines, as appropriate, and to bring them to the attention of their representatives at relevant IMO meetings, advising them to strictly observe the Guidelines.

3 This circular supersedes MSC-MEPC.1/Circ.2.

ANNEX

**GUIDELINES ON THE ORGANIZATION AND METHOD OF WORK OF THE MARITIME  
SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE  
AND THEIR SUBSIDIARY BODIES**

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## 1 INTRODUCTION

### Purpose and application

1.1 The purpose of these Guidelines is to provide a uniform basis for the Maritime Safety Committee (MSC) and the Marine Environment Protection Committee (MEPC) and their subsidiary bodies to conduct their work in an efficient and effective manner and to strengthen the linkage between the Organization's strategy, the work of the Committees and the biennial budget with a view to achieving IMO's objectives and the priorities over a biennium. This will enable the Committees to respond successfully to the needs for enhanced maritime safety, maritime security and protection of the marine environment, thus providing an efficient mechanism towards achieving the desired goals of the Organization.

1.2 Proper application of the Guidelines will also enhance the ability of Committee members and delegations to subsidiary bodies of the Committees to cover the full spectrum of IMO activities relevant to their work and thus provide for their effective participation in the rule-making process of the Organization. It is also expected that the Guidelines will enable the Committees to further improve their decision-making functions.

1.3 The Guidelines are applicable to the work of the Committees and their subsidiary bodies as well as to working groups, drafting groups and correspondence groups set up by these bodies. The Chairmen of the Committees, subsidiary bodies, working groups, drafting groups and correspondence groups should make all efforts to ensure strict compliance with the Guidelines.

1.4 The Guidelines will be kept under review and they will be updated as necessary in the light of experience gained in their application, taking into account the Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization (resolution A.1013(26)), as may be amended.

### Objectives

- 1.5 The provisions of these Guidelines are aimed at achieving the following objectives:
- .1 to align and strengthen the planning and reporting processes by more clearly linking agenda setting and reporting to the Strategic Plan and High-level Action Plan;
  - .2 to strengthen the linkage between the planned outputs and the resources required to deliver the outputs;
  - .3 to facilitate the efforts of the Committees in controlling and monitoring the Organization's work;
  - .4 to promote a greater understanding and assimilation of the interconnections between the Strategic Plan and High-level Action Plan and the planned outputs;
  - .5 to promote a new culture and discipline in adherence to the planning procedures and Guidelines;
  - .6 to promote objectivity, clarity and realistic timeframes in the establishment of biennial agendas by the Committees and their subsidiary bodies;

- .7 to ensure maximum possible participation of all Member States and organizations with observer status in the work of the Committees and their subsidiary bodies; and
- .8 to establish responsibilities and promote involvement in the planning and reporting processes of the Organization.

## 2 DEFINITIONS

For the purposes of the Guidelines, the following definitions apply:

- .1 *Strategic Plan* is the Strategic Plan for the Organization for the six-year period, adopted by the Assembly, which includes key strategic directions to enable IMO to achieve its mission objectives.
- .2 *High-level Action Plan* is the High-level Action Plan of the Organization and the biennium's priorities, as adopted by the Assembly, which enables the Organization to effectively address strategic directives, identifies high-level actions necessary to achieve the IMO objectives and priorities over a biennium; and provides the linkage between the Organization's strategy, the work of the various IMO organs and the biennial budget.
- .3 *Planned output* is a product planned in the High-level Action Plan to be delivered by the Organization during a biennium.
- .4 *Unplanned output* is a product that may be agreed by the Committees to be delivered during a biennium after the adoption of that biennium's High-level Action Plan.
- .5 *Provisional agenda* is a list of outputs for discussion at a particular meeting.
- .6 *Biennial agenda* is a list of planned outputs to be delivered during a biennium by a Committee or subsidiary body.
- .7 *Post-biennial agenda* is a list of accepted outputs\* to be delivered or initiated beyond a current biennium.

## 3 COORDINATION OF WORK

3.1 The Committees should function as policy-making bodies and their subsidiary bodies as purely technical bodies.

3.2 The Committees should routinely examine their planned, unplanned and accepted outputs, allocate work to their subsidiary bodies, review the allocation of meeting weeks to each body and approve their respective biennial and provisional agendas, taking into account any recommendations made by meetings of the Committees' and subsidiary bodies' Chairmen convened as provided in paragraph 3.4.

3.3 The Committees should regularly review the status of all conventions, protocols and other major instruments under their purview.

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\* A product that may be agreed by the Committees to be delivered during a subsequent biennium is referred to as an "accepted output".

3.4 The Committee Chairmen may convene a meeting of Chairmen of the Committees' subsidiary bodies, at least once a year. This meeting should preferably take place at the spring session of the MSC or the MEPC, to advise the Committees on subjects such as those referred to in paragraph 3.2, to ensure coordination of the work and examine other matters pertinent to the effective conduct of business and management of the work of the Committees and their subsidiary bodies.

3.5 The Committee Chairmen should, at the end of the first year of the biennium, submit to their respective Committees a joint plan covering the activities, priorities and meetings of the Committees and their subsidiary bodies for the coming biennium, for consideration in the subsequent year.

3.6 When both Committees have been charged by the Council, Assembly or a conference with the consideration of a specific item and one Committee has finalized its consideration, the other Committee should consider it at its first subsequent session.

3.7 When an issue is transferred to the Committee by another Committee of the Organization for specific action, the Committee, before including the subject in question in the biennial agenda, must decide that the provisions of section 4, as appropriate, are fully satisfied, even if the issue, in accordance with the criteria of the referring Committee, satisfies the requirements of resolutions A.500(XII), A.777(18) and A.900(21).

## **4 WORK PLANNING AND DELIVERY PROCESS**

### **Planned outputs**

4.1 The Committees should identify, in a timely manner, the products to be included as planned outputs in the High-level Action Plan for the coming biennium, as such identification provides a basis for making an estimate of the budget required for that biennium.

4.2 In the process of making a proposal for planned outputs for inclusion in the High-level Action Plan, due account should be taken, *inter alia*, of:

- .1 planned outputs the delivery of which has been postponed from a prior biennium;
- .2 final outputs that may need to be produced following the delivery of related interim outputs in a prior biennium;
- .3 any specific requirement to review the effectiveness of planned outputs delivered in a prior biennium;
- .4 accepted outputs on the post-biennial agendas; and
- .5 new planned outputs,

and proposals for new planned outputs should comply with the provisions of paragraph 4.7.

4.3 Decisions on the inclusion of planned outputs in the High-level Action Plan for the coming biennium should be guided by the strategic directions and high-level actions established in the Strategic Plan and the High-level Action Plan, and should take due account of:

- .1 the anticipated workload of the Committees and their subsidiary bodies involved in the delivery of the output;
- .2 the demonstrated urgency to deliver the output;
- .3 the personnel and budgetary resources available; and
- .4 the potential adverse impact of a decision as to whether or not to include an output on the ability of the Organization to meet its objectives.

4.4 Such planned outputs may be revised during the biennium by the Committees, taking into account the provisions of paragraph 4.3, if subsequently endorsed by the Council.

4.5 An overview of the Organization's strategic planning process and its steering and reporting flows are shown in diagrams 1 and 2 contained in annex 1 to the Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization (resolution A.1013(26)).

### **Unplanned outputs**

#### ***General***

4.6 During the course of a biennium, the Committees may receive proposals for unplanned outputs within their domains. The Committees, in determining inclusion of unplanned outputs, should at all times be guided by the strategic directions and high-level actions established in the Strategic Plan and the High-level Action Plan, as shown in diagram 3 contained in annex 1 to the Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization (resolution A.1013(26)), and should, in particular, take due account of:

- .1 the potential impact inclusion of an unplanned output may have on the timely delivery of outputs planned in the current High-level Action Plan;
- .2 the potential impact inclusion of an unplanned output may have on the workload of the Committees and the subsidiary bodies involved;
- .3 the personnel and budgetary resources available; and
- .4 the potential adverse impact of a decision as to whether or not to accept a proposal for inclusion of an unplanned output on the ability of the Organization to meet its objectives.

#### ***Submission of proposals for unplanned outputs***

4.7 To enable the Committees to carry out a proper assessment of proposals for inclusion of unplanned outputs, submissions containing such proposals should, at a minimum, contain the information, including demonstration and documentation, set out in annex 1.

4.8 Member Governments should refrain from submitting to the Committee(s) proposals for unplanned outputs under specific agenda items and the Secretariat should not accept such submissions and advise the submitting Administrations accordingly.

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\* Refer to the IMO Risk Management Framework (C 100/3(b), Appendix 1).

4.9 Proposals for the inclusion of unplanned outputs should never be submitted to a sub-committee. A sub-committee should not undertake work on unplanned outputs or expand the scope of planned outputs unless directed or authorized to do so by the Committees.

4.10 Proposals for the inclusion of unplanned outputs submitted to Committees by non-governmental organizations should be co-sponsored by Governments. Notwithstanding the above, such organizations should not be restrained from submitting comments and recommendations on outputs on the provisional agenda of any Committees or subsidiary bodies, thus providing expert advice, contributing to the discussion and enabling the organs concerned to reach optimal decisions.

4.11 Follow-up action in response to specific requests for action emanating from the Assembly and diplomatic conferences convened by IMO, UN conferences and bodies, regional intergovernmental conferences and other international and intergovernmental organizations, etc., should be evaluated in the light of paragraph 4.3 of these Guidelines, unless they are specifically identified as, and demonstrated to be, urgent matters.

#### ***Preliminary assessment by the Committees' Chairmen of proposals for unplanned outputs***

4.12 In order to facilitate consideration of proposals for inclusion of an unplanned output by the Committee, the Chairman should undertake a preliminary assessment\* of such proposals. The Chairman should, for that purpose, be supported by the Vice-Chairman and the Secretariat and should consult the Chairman of any subsidiary body concerned.

4.13 The outcome of the preliminary assessment should be submitted to the Committee for consideration and approval, and should include the Chairman's appraisal of:

- .1 whether the proposal complies with the requirements for the submission of proposals for unplanned outputs, as specified in paragraph 4.7;
- .2 whether the proposal complies with the criteria specified in paragraph 4.14;
- .3 whether the demonstrated urgency of the proposal requires its inclusion in the biennial agenda; and, if so,
- .4 to what extent the general criteria specified in paragraph 4.6 should be taken into account.

#### ***Assessment of proposals for unplanned outputs***

4.14 Before deciding to include an unplanned output in its biennial agenda, the Committee should carry out a comprehensive and thorough assessment of such proposals, taking into account resolutions A.500(XII), A.777(18) and A.900(21). The assessment should at least include a test against the following criteria:

- .1 Is the subject addressed by the proposal considered to be within the scope of IMO's objectives and the Strategic Plan for the Organization?

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\* This preliminary assessment will also include the assessment of proposed planned outputs and new outputs for inclusion in the Committee's post-biennial agenda.

- .2 Does the proposal contribute to the high-level actions established in the High-level Action Plan?
- .3 Does the proposal involve the exercising of functions conferred upon the Committees by or under any international convention or related instrument?
- .4 Has a need – or, in the case of proposals calling for new conventions or amendments to existing conventions, a *compelling* need – for the measure been demonstrated and documented?
- .5 Has an analysis been provided that demonstrates and documents the practicality, feasibility and proportionality of the proposed measure?
- .6 Has the analysis of the issue sufficiently addressed the cost to the maritime industry as well as the relevant legislative and administrative burdens?
- .7 Do the benefits *vis-à-vis* enhanced maritime safety, maritime security or protection of the marine environment expected to be derived from the inclusion of the proposed unplanned output justify such action?
- .8 Do adequate industry standards exist or are they being developed, thereby reducing the need for action within IMO?
- .9 Has the intended output been properly specified in SMART terms (specific, measurable, achievable, realistic, time-bound)?
- .10 Does the completed checklist contained in MSC-MEPC.7/Circ.1 demonstrate that the human element has been sufficiently addressed?
- .11 Does the proposal properly demonstrate the urgency of the action proposed, and does it plausibly demonstrate that and why the unplanned output should be included in the biennial agenda?
- .12 Would a decision not to accept the proposal pose an unreasonable risk to the Organization's overall objectives?

Nothing in these Guidelines should prohibit the Committees from taking immediate action on urgent matters if the risk of not acting will adversely impact on the Organization's ability to meet its objectives.\*

***Acceptance and inclusion of unplanned outputs in the biennial or post-biennial agendas of the Committees***

4.15 Based on its assessment in accordance with paragraph 4.14, having taken due account of the Chairman's appraisal of the proposal in accordance with paragraphs 4.12 and 4.13, the Committee may decide:

- .1 to include the proposed unplanned output, together with a target date for completion, in its biennial agenda, if and after it has been satisfied that the implications for the present workload and planning may be considered acceptable; or

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\* Refer to the IMO Risk Management Framework (C 100/3(b), Appendix 1).

- .2 to include the proposed unplanned output, together with the timescale for completion, in its post-biennial agenda, if the implications for the present workload and planning are considered to be unacceptable; or
- .3 upon its conclusion that the proposal is *not* within the scope of the current Strategic Plan and should, therefore, not be accepted for inclusion, to invite the proponent(s) to submit the proposal to the Council, including a substantiated proposal for adjustment of the Strategic Plan.

4.16 Upon a decision by a Committee to include a proposed unplanned output in its post-biennial agenda, the Committee should include the accepted output and the timescale for completion in its proposals for the High-level Action Plan of the next biennium.

4.17 In order to maintain a balance between effective control and the need for flexibility in addressing emerging trends, developments and challenges within the Organization's mandate, any decision to include unplanned outputs in the current High-level Action Plan should be endorsed by the Council (see also paragraph 4.18).

4.18 The Committees should report on their decisions on proposals for inclusion of unplanned outputs in their regular reports to the Council, for its endorsement and in order to facilitate the monitoring by the Council of the delivery of the current biennial agendas and the planning of future work.

4.19 In pursuance of resolution A.998(25) on Need for capacity-building (or the development and implementation of new, and amendments to existing, instruments, Committee(s) should assess the implication for capacity-building and technical co-operation and assistance, initiated at the acceptance of a proposal for the unplanned output concerning new, or amendments to existing, mandatory instruments, against the criteria for identification of capacity-building implications, set out in annex 2.

***Acceptance and inclusion of unplanned outputs in the biennial agenda of subsidiary bodies***

4.20 Upon consideration of a proposal for inclusion of an unplanned output in the biennial agenda of a subsidiary body and based on the assessment in accordance with paragraph 4.14, having taken due account of the Chairman's appraisal of the proposal in accordance with paragraphs 4.12 and 4.13, the Committee may decide:

- .1 to agree, in principle, with the proposal and its inclusion in the biennial agenda, and to leave the detailed consideration of the technical aspects of the proposal and the development of appropriate requirements and/or recommendations to the subsidiary body or other bodies concerned; or
- .2 to agree, in principle, with the proposal, but request the subsidiary body or other bodies concerned to consider the proportionality and feasibility of the proposal on a preliminary basis, and to advise the parent organ as to whether, in its opinion, the unplanned output should or should not be included in the subsidiary body's biennial agenda; or
- .3 to agree, in principle, with the proposal, but request the subsidiary body or other bodies concerned to prepare a comprehensive plan of work in accordance with paragraph 4.23, and to advise the Committee(s) on the efficient organization of the work to be undertaken.



4.21 A decision by the Committee(s) to include an unplanned output in the biennial agenda of a subsidiary body should include clear and detailed instructions for the work to be undertaken by, and the final output expected from, the subsidiary body or bodies concerned, preferably by establishing the terms of reference under which such work should be undertaken. Such instructions or terms of reference should also specify the output expected at the end of the current biennium.

4.22 In deciding to include an unplanned output in the biennial agenda of more than one subsidiary body, the Committee should:

- .1 designate the subsidiary body that is to coordinate the work so as to avoid duplication, maintain consistency in the standards being developed and ensure effective communication between the subsidiary bodies concerned;
- .2 ensure that the coordinating subsidiary body can complete the work by the date decided;
- .3 ensure that only those subsidiary bodies essential for the completion of the work will be involved, in order to avoid superfluous work and documentation; and
- .4 ensure that the work is included in the biennial agendas of all the subsidiary bodies concerned.

4.23 For unplanned outputs involving more than one subsidiary body and for which extensive work is required, such as the revision of conventions or the preparation of codes, the Chairman of the coordinating subsidiary body, in consultation with the Chairmen of the other subsidiary bodies involved, and with the support of the Secretariat, may be invited to prepare a comprehensive and coherent plan of work in order to advise the Committee(s) on the efficient organization of the work to be undertaken.

#### **Additional considerations**

4.24 The High-level Action Plan may specify certain IMO activities that are dictated by the need to take action on specific areas of maritime safety, maritime security, environmental protection and maritime law, irrespective of any order of priority.

4.25 Submissions to the Committee(s) or subsidiary bodies highlighting problems or shortcomings identified in a particular area(s) of maritime safety, maritime security or protection of the marine environment should, in general and where possible, also suggest appropriate solutions thereto.

4.26 When new constructional requirements have been proposed for new ships, the Committee(s) and its subsidiary bodies should, in order to minimize the unavoidable gaps in safety standards between new and existing ships, consider applying the proposed new requirements, or any modification of same, to existing ships using the Interim guidelines for the systematic application of the grandfather clauses (MSC/Circ.765-MEPC/Circ.315).

4.27 Recognizing the human factor as an integral part of any effort to enhance maritime safety, maritime security or protection of the marine environment, the subsidiary bodies should consider the involvement of the human factor whenever new requirements are developed and existing requirements are reviewed, taking into account the Human element principles for the work of the MSC, the MEPC and their subsidiary bodies (MSC/Circ.763-MEPC/Circ.313), particularly when:

- .1 reviewing the adequacy of requirements and recommendations for equipment and operating manuals on board ships, including the simplification and standardization of terminology. In this respect, when developing new or amending existing performance standards, careful consideration should be given to including recommendations on:
  - .1.1 user-friendliness;
  - .1.2 safety of use of the equipment;
  - .1.3 harmonization of essential safety features of the equipment; and
  - .1.4 the need for clear, easily understandable and updated operating and technical manuals and drawings;
- .2 reviewing the adequacy of requirements and recommendations for operational guidelines on board ships, in particular with respect to them being easily understandable;
- .3 continuing the simplification and standardization of symbols and signs used on board ships; and
- .4 identifying words and phrases used in IMO instruments such as "adequate", "sufficient", "to the satisfaction of the Administration", etc., and determine the extent to which they can be more specifically defined.

4.28 Planned or unplanned outputs for which extensive work is required, such as the preparation of codes, should, when appropriate, be placed on the provisional agendas of alternate sessions of the bodies concerned to allow adequate time for the preparatory work of delegations.

4.29 In respect of subjects requiring research, contributions from other organizations and appropriate entities should be encouraged and taken into account. Exchange of information on technological development should be encouraged.

4.30 In the context of resolution A.911(22) on Uniform wording for referencing IMO instruments, subsidiary bodies should be guided in their work, as appropriate, by the Guidelines annexed thereto.

4.31 Substantial modifications to draft amendments to mandatory instruments being considered by the Committees with a view to adoption should only be accepted for discussion if they have been submitted in writing. However, in exceptional circumstances where the draft amendments under consideration include significant discrepancies or omissions, or where serious difficulties in their application can be foreseen, the Committees may accept to discuss oral proposals aiming at resolving any problems identified.

### **Management, control and reporting**

4.32 In implementing the High-level Action Plan, proper management and control mechanisms should ensure that:

- .1 both biennial agendas and agendas are clearly linked to the Strategic Plan and the High-level Action Plan;

- .2 the competing demands of the Strategic Plan and the High-level Action Plan can be prioritized within the resource constraints of the Organization and its membership;
- .3 the Organization's response to changes in the environment within which it operates is consistent with the Strategic Plan and the High-level Action Plan; and
- .4 monitoring and reporting is such that progress on biennial agendas is explicitly linked to progress on the production of planned outputs.

4.33 In order to provide a transparent link between the Strategic Plan and the Organization's work, the following principles should be applied:

- .1 the planned outputs included in the High-level Action Plan should explicitly form the basis of the biennial work of the Committees and their subsidiary bodies, taking into account the budget of the Organization;
- .2 the planned outputs contained in the agendas and biennial agendas of the Committees and their subsidiary bodies should all be included in the High-level Action Plan;
- .3 the biennial agendas for the Committees and their subsidiary bodies should follow format 1 set out in annex 3;
- .4 for outputs with a target completion date beyond the current biennium, the High-level Action Plan should specify the planned interim output at the end of the biennium;
- .5 target completion dates in the biennial agenda format at annex 3 (format 1) should specify the year of planned completion within the current biennium;
- .6 continuous outputs are discouraged but in those cases where they are deemed inevitable, efforts should be made to specify their expected interim outputs at the end of the current biennium; and
- .7 documents submitted to Committees and subsidiary bodies should clearly and substantively demonstrate the direct relation between the proposals therein and the planned output to be accomplished under the relevant agenda item, based on the High-level Action Plan.

4.34 In order to ensure transparent and efficient monitoring and reporting, a uniform format should be used for reports on the status of planned outputs, as set out in annex 4. The Secretariat should also use that format in reporting to the Council on the status of its planned outputs.

4.35 Reports on the status of planned outputs included in the High-level Action Plan should constitute or be annexed to the reports of each session of the sub-committees and the Committees, and the biennial report of the Council to the Assembly. Such reports should separately identify unplanned outputs accepted for inclusion in the biennial agendas.

4.36 In preparing its own report, the Committees and sub-committees should consolidate therein all reports on the status of planned outputs which it has received since its previous report.

4.37 The Committees should establish and maintain post-biennial agendas, using format 2 set out in annex 3. These should be annexed to the reports of each session. For planning purposes, the subsidiary bodies should also maintain a list of the accepted outputs in the Committees' post-biennial agendas for outputs under their purview.

### **Responsibilities**

4.38 The Committees and the Secretariat should ensure consistency and discipline in the administrative management of the planning and reporting cycle.

4.39 The Chairmen, Vice-Chairmen and Secretaries of the Committees and sub-committees have a specific responsibility for the effective management of the planning and reporting cycle and for the consistent and rigorous application of these Guidelines and the Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization.

4.40 In order to fulfil the function in paragraph 4.39, a well-established co-operation and coordination is expected between the Chairmen, Vice-Chairmen and Secretaries of the Committees and sub-committees by all available means, including face-to-face meetings and teleconferences as deemed necessary.

## **5 WORKING ARRANGEMENTS**

### **Committees and subsidiary bodies**

5.1 The subsidiary bodies should, as necessary, operate under the instructions of both the MSC and the MEPC and should report on specific outputs directly and separately to the Committee that has sought their expert advice, rather than reporting to both Committees.

5.2 The subsidiary bodies should periodically review their terms of reference to ensure that they accurately reflect the work being carried out.

5.3 The Committees should periodically review the necessity for the continued existence of their subsidiary bodies.

5.4 The subsidiary bodies should not recommend the convening of working groups during sessions of the Committee(s) concerned without prior consultation by the Chairman of the subsidiary body concerned with the Chairman of the Committee(s).

5.5 A subsidiary body may request contribution from another body, in which case the latter should be allowed sufficient time to prepare its contribution, taking into account its planned outputs.

5.6 The Committees should not, as a rule, permit any subsidiary body to commence work on the review or improvement of provisions already approved by it, until sufficient experience has been gained from the operation of such existing provisions.

5.7 Sub-committees should focus their efforts to carry out the entrusted technical work and should not without good reason normally reopen the discussion on the need or the compelling need for a planned or unplanned output, whether it is on the agenda or not.

5.8 With the aim of facilitating the technical work being carried out in an effective and efficient manner, the proponent(s) of proposals for new outputs should ensure that sufficient and relevant information, in line with the need or compelling need as determined by the Committee, is made available for the subsidiary body when embarking on its technical work.

5.9 Subsidiary bodies should not expand the scope of existing outputs unless directed or authorized to do so by the Committee(s). Subsidiary bodies should not develop amendments to, or interpretations of, any relevant IMO instrument without authorization from the Committee(s). However, in compliance with paragraph 4.9, when seeking the Committee's authorization to act as provided in the previous two sentences (or when spontaneously proposing an unplanned output for the current biennium or a new output to be accepted for inclusion in a Committee's post-biennial agenda), subsidiary bodies should ensure that their request complies with the provisions of paragraphs 4.6, 4.7 and 4.14, as appropriate. As subsidiary bodies may not have sufficient time to develop the required information, given that usually their biennial agendas are only discussed at the end of their sessions, interested delegations should, in consultation with the subsidiary body Chairman and the Secretariat, prepare the information which should accompany the proposal necessary for the Committee(s) to decide whether an unplanned output should be included in the subsidiary body's biennial agenda or in a Committee's post-biennial agenda.

5.10 Subsidiary bodies should not, as a rule, issue circulars, which are supposed to be issued only after approval by the Committee(s). However, in exceptional cases, subsidiary bodies may issue circular(s) within their area of competence subject to endorsement of their action by the Committee(s) concerned at their first subsequent session(s).

5.11 Subsidiary bodies should avoid developing unified interpretations for guidelines. In cases where the existing text of the guidelines is vague and therefore needs modification, the subsidiary body concerned should amend the guidelines accordingly in lieu of developing a unified interpretation.

5.12 When considering their planned outputs and/or their provisional agendas for the following session, subsidiary bodies should seek the Committee(s) advice in the case of planned outputs for which no submissions have been received for two consecutive sessions.

#### **Guidance for the selection of outputs for the provisional agenda**

5.13 Subsidiary bodies should select outputs for their provisional agenda in a manner which would ensure that proper consideration is given to important and urgent issues, taking into account:

- .1 the number of working days of each session; and
- .2 the number of working groups and drafting groups which the subsidiary body intends to establish.

5.14 The planned and unplanned outputs should be selected first from the biennial agenda and, where the subsequent session will occur in the coming biennium, from the accepted outputs included in the Committees' post-biennial agenda.

5.15 The total number of selected outputs and the workload of the subsidiary bodies' provisional agendas should be kept at an appropriate manageable level ensuring high quality output. Outputs selected from the Committees' post-biennial agendas should be included in the subsidiary bodies' agendas only when outputs from the biennial agenda are completed and the capacity of the subsidiary body allows the inclusion of additional outputs.

5.16 The remaining outputs not selected will be kept in abeyance and will be transferred to the provisional agenda of the subsidiary bodies as and when selected by them and endorsed by the Committee(s), having regard to the overall workload of the subsidiary bodies responsible for the work in hand.

## **Working, drafting, correspondence, intersessional working and other groups**

### ***Working groups***

5.17 The Committees and their subsidiary bodies should keep the number of working groups formed during their sessions to a minimum; however, a maximum of three working groups could be established, where necessary, bearing in mind the difficulties small delegations experience in being represented in such groups and the fact that such groups work without interpretation. When a working group has completed its task and has been terminated, another working group should not be convened in its place during the same session. To such an end, subsidiary bodies should endeavour to consider, as appropriate, items on their agenda in plenary, rather than establishing groups to deal with them.

5.18 Where more than three working groups are needed to deal with different subjects in one session, the Committee(s) and subsidiary body(ies) should establish a priority order for possible subject items and decide accordingly. Where more than three unrelated topics need to be covered by independent working groups over several sessions, arrangements could be made for groups concerned to meet at alternate sessions of the Committee and subsidiary body concerned within the maximum of three groups per session.

5.19 Working groups may start work on the morning of the first day of the meeting on the basis of the draft terms of reference presented by the Chairman of the Committee or sub-committee concerned, pending formal discussion of those terms of reference under the relevant agenda item. However, these measures should be an option and be decided at the meeting with caution. It should be encouraged that, whenever possible, terms of reference of working groups should be agreed at the previous sessions of the parent Committee(s) or sub-committee(s). Another option would be that the draft terms of reference of working and drafting groups issued at the beginning of the session, in accordance with paragraph 5.36 of these Guidelines, also identify items on which the groups could start, if so decided, working on the morning of the first day of the meeting, without prior consideration of the related agenda items in plenary.

5.20 In principle, there should be no splinter group(s) of a working group. However, where the establishment of a splinter group(s) is necessary for the facilitation and efficiency of the work, the working groups should have a unanimous agreement on its establishment and the outcome of the group(s) work should be considered and agreed by members of the working group and incorporated in the report of the working group. Splinter group(s), if established, should meet outside normal working hours, unless the working group decides otherwise in view of the efficiency of the work.

5.21 Subsidiary body working groups, if circumstances and time constraints so dictate, may submit their reports directly to the Committees, if authorized by the parent sub-committee, following consultation among the Chairman of the group, the Chairman of the parent sub-committee and the Chairmen of the Committees concerned.

5.22 When appropriate, working groups should make full use of the five working days of a session, submitting their reports to the next session of their parent body. When working group reports are to be prepared during a session, all efforts should be made to keep such reports as short as possible.

5.23 Permanent working groups should be avoided and, if there ever is a need for such a group, clear justification and appropriate terms of reference should be provided by the subsidiary body concerned.

#### ***Drafting groups***

5.24 In addition to working groups, the Committees and their subsidiary bodies may form drafting groups. In no case should more than five groups (e.g., three working and two drafting groups) meet simultaneously during a session. If additional drafting groups are needed, they should meet outside normal working hours.

#### ***Other groups***

5.25 In addition to working and drafting groups, the Committee and their subsidiary bodies may form other groups, such as technical or review groups as required under relevant conventions. Depending on the necessity and urgency of the issue to be considered, such groups may meet in addition to or in lieu of working or drafting groups.

#### ***Correspondence groups***

5.26 To facilitate the consideration of an issue, correspondence groups may be established by a Committee or its subsidiary bodies and instructed to work on the basis of a consolidated draft text prepared by a "lead country" or the Secretariat, thereby, through consultation between interested delegations by correspondence, decreasing the volume of documents submitted and processed, after the body concerned has agreed to consider the issue and has endorsed terms of reference for the group (see also paragraph 5.36).

5.27 Correspondence groups should utilize modern communications technology, such as the Internet, as much as possible.

5.28 The work of a correspondence group (e.g., the receipt and processing of comments and suggestions) should not pre-empt formal consideration of the relevant issue by the parent body concerned or the positions taken by Member Governments or international organizations participating in the correspondence group.

5.29 In normal circumstances, the Committees and subsidiary bodies should not establish more than three correspondence groups although this number may be increased where the urgency of the matter under consideration so justifies. Sub-groups within a correspondence group should not be established. No official meetings of members of correspondence groups should be held without the prior approval of the Committee(s).

5.30 Participation in correspondence groups is open to all delegations (Governments and organizations) which can provide the necessary expertise on a timely basis or which have a particular interest in the issue under consideration. Any Member Government or international organization can join in the work of the correspondence group subsequent to the establishment of the group and any contribution should be accepted at any stage of the work of the group.

5.31 When establishing a correspondence group, a "lead country", "lead organization" or the Secretariat should be designated to coordinate the work of the group. Responsibilities of group coordinators should include:

- .1 preparation, maintenance and circulation of list of participants;

- .2 establishment of deadlines for the preparation of draft texts and receipt of comments and proposals thereon;
- .3 preparation and circulation of draft texts and comments thereon;
- .4 preparation and submission to the Secretariat of the report of the correspondence group including any consolidated draft texts (see paragraph 5.35); and
- .5 introduction of the above-mentioned report and consolidated draft texts to the appropriate Committee or subsidiary body.

5.32 Responsibilities of participants should include:

- .1 active participation in the work of the group;
- .2 compliance with the deadlines established for the submission of comments on draft texts, proposals, etc.; and
- .3 relaying to other group members copies of comments, proposals, etc., submitted to the group coordinator.

5.33 The responsibilities of the Secretariat, in those cases where the Secretariat acts as a group coordinator, should be the same as those listed under paragraph 5.31 above. The Secretariat may also be requested to circulate consolidated draft texts, etc., on behalf of the group coordinator.

5.34 The results of work carried out by correspondence groups should normally take the form of a consolidated draft text reflecting the information received from members of the group. Such texts should be accompanied by a succinct report summarizing the work and indicating which members have provided input to the process. Where it has not been possible to prepare an agreed consolidated draft document, texts or issues on which there was a disagreement should be clearly indicated in the draft document or the report, as appropriate.

5.35 Correspondence groups' reports should be submitted to the first session of the parent body to meet following conclusion of the groups' work in time to meet the deadline established for consideration of substantive documents, in accordance with the provisions of paragraph 6.12. Normally the work of the correspondence groups should not overlap with sessions of the parent Committee or subsidiary body. In case the group has not finalized its work in time to meet such a deadline, a progress report should be made to the parent body.

#### ***Terms of reference of working, drafting and correspondence groups***

5.36 When working, drafting and correspondence groups are formed, draft terms of reference should be prepared following consultations between the Chairman of the relevant Committee or subsidiary body and the Secretariat for approval by plenary. In the case of working and drafting groups, the aforementioned draft terms of reference should be issued by the Secretariat at the beginning of the session for agreement by plenary before the groups in question start their work. Thereafter, the agreed terms of reference should not be modified or extended without the parent body's prior consent.



### ***Intersessional working groups***

5.37 Subject to approval by the Council, intersessional meetings of working groups may be convened without interpretation services. Intersessional meetings should only be held if considered to be absolutely essential and after careful consideration of their need by the Committee(s) on a case-by-case basis, taking into account the priority and urgency of the specific matter such meetings will be invited to address. Intersessional meetings of such groups should be held at IMO Headquarters immediately before or after an agreed session of the parent body concerned. Other arrangements may be considered; however, no arrangements should be made with respect to intersessional meetings until such meetings have been approved by the Committee(s). Intersessional working groups and technical groups should not be held at the same time as Committee or sub-committee meetings.

## **6 PROCEDURES FOR PREPARATION AND SUBMISSION OF DOCUMENTS**

### **Preparation of documents**

6.1 Documents should be prepared in single spacing and be as concise as possible so as to facilitate their timely processing. In order to enhance the clear understanding of documents, the following should be observed:

- .1 all documents should be preceded by a brief summary prepared in the form, and containing the information indicated in the table below. Documents – especially proposals for the inclusion of an unplanned output – should demonstrate, where feasible, the linkages to the Strategic and High-level Action Plans by including, in the summary, references to the related strategic direction(s), high-level action(s) and planned output(s):

<b>SUMMARY</b>	
<i>Executive summary:</i>	This description should be brief, outlining the proposed objective (an amendment, an Assembly resolution, a circular, information only, etc.), and include information on whether a proposal will have any financial implications for the shipping industry or for the IMO budget.
<i>Strategic direction:</i>	A reference should be made to one or more relevant strategic directions in the Organization's Strategic Plan.
<i>High-level action:</i>	A reference should be made to one or more corresponding high-level actions in the Organization's High-level Action Plan.
<i>Planned output:</i>	A reference should be made to one or more corresponding planned outputs in the biennial's High-level Action Plan. If there is no corresponding planned output, an appropriate descriptive text should be included.
<i>Action to be taken:</i>	A reference should be made to the paragraph of the document which states the action to be taken by the Committee, sub-committee, etc.
<i>Related documents:</i>	Other key documents should be listed to the extent they are known to the originator of the document.

- .2 substantive documents should conclude with a summary of the action the relevant body is invited to take; and
- .3 information documents should conclude with a summary of the information contained therein.

6.2 To facilitate their processing, documents should be submitted by a USB flash drive or via e-mail to IMO's e-mail address "[info@imo.org](mailto:info@imo.org)", preferably in Microsoft Word using Arial font size 11. Hard copies of documents might also be submitted or requested to facilitate processing of the document, e.g., attachment of annexes to main texts, and to check that none of the text has been garbled during sending or conversion.

6.3 Documents made available at IMO 13 weeks or more before a session should not be introduced in the plenary unless the Chairman decides that this is essential for the proper consideration of the matter concerned. Information documents and documents requiring no action of the Committees or their subsidiary bodies other than for their contents to be noted, should rather not be introduced in the plenary.

6.4 To indicate the importance of documents containing proposed amendments to maritime safety, maritime security and protection of the marine environment-related IMO instruments approved for adoption by the MSC or the MEPC and to make them distinctive from other documents, such documents should be printed on pink paper.

6.5 Documents containing proposed amendments to mandatory instruments should be presented in a format which permits to clearly identify the modifications introduced (e.g., use of underlined and strike-through text).

6.6 Reports of the Committees and their subsidiary bodies should, in general, contain, under each section only:

- .1 a summary of key documents and listing of other documents submitted by Governments, international organizations and the Secretariat;
- .2 a summary of views expressed during consideration of an item, which may have influenced the decision taken by the reporting body (thus not allowing the reports to turn into summary records), and statements by delegations should be included therein only at their expressed request during the session; and
- .3 a record of the decisions taken.

6.7 In drafting recommendations, codes or guidelines, cross references may, whenever possible, be made to texts and terminology previously developed by IMO or other organizations. This will avoid unnecessary duplication and will reduce the need for excessively detailed provisions and for subsequent harmonization.

6.8 Chairmen of subsidiary bodies should not introduce their reports to the Committee(s) as these should be taken as read.

6.9 With respect to urgent matters emanating from subsidiary body meetings which have taken place less than 13 weeks before a session of the Committee, the Committee would consider only such urgent matters as may be specified by it at a prior session. As a general rule, the Committee would not consider reports or matters emanating from any subsidiary body meeting which has taken place less than 9 weeks prior to the Committee's

session. In exceptional cases, a subsidiary body may invite the Committee to take action on a matter the subsidiary body considers to be urgent and important emanating from a meeting which took place less than 9 weeks prior to the Committee's meeting. In such cases, the subsidiary body Chairman should consult the Committee Chairman, seeking the latter's approval of the contemplated action.

6.10 All concerned should be continuously aware of the financial and environmental impact of the volume of documentation generated by IMO meetings and should limit, to the greatest possible extent, the number of pages of documents submitted to such meetings. For information, the current arrangements for the production of working papers during meetings are described in annex 5.

6.11 To encourage the action referred to in paragraph 6.10 above, documents, other than information documents and reports from the Committees and sub-committees, working, drafting, correspondence, other reporting groups and the Secretariat, which contain more than 20 pages should not be translated in their entirety. They should include, for translation purposes, a summary of the document not longer than four pages, with the remaining content submitted as an annex in the language (e.g., English) that may be needed, for example, by working groups.

### **Submission of documents**

6.12 To ensure that all documents are available at IMO Headquarters in all three working languages well in time before a session of a Committee or subsidiary body, so as to enable the timely studying of documents and thus promoting the participation of all members in the decision-making process of the Committees and their subsidiary bodies, the following provisions should apply:

- .1 as a general rule, documents, other than information documents and reports from the Committees and sub-committees, working, drafting, correspondence, other reporting groups and Secretariat, should not contain more than 50 pages. In the case of reports from working, drafting, correspondence or other reporting groups and in other exceptional circumstances, this number of pages may be exceeded, provided that the appropriate deadline for receipt of the document by the Secretariat, as specified in subparagraphs .2 and .3 below, is put back by one week for every 20 pages exceeding 50 pages;
- .2 documents containing proposals for inclusion of unplanned outputs should be received by the Secretariat not later than 13 weeks before the opening of any session of the Committee(s). They should be made available at IMO Headquarters and the IMO documents website, in the Organization's three working languages, not later than 5 weeks before the opening of the session;
- .3 documents (including information documents) containing more than 6 pages of text (bulky documents) should be received by the Secretariat not later than 13 weeks before the opening of any session of the Committee(s) and their subsidiary bodies. However, bulky information documents submitted in electronic format may be accepted by the Secretariat, if they are received not later than 9 weeks before the meeting concerned. They should be made available at IMO Headquarters and the IMO documents website, in the Organization's three working languages,

- except for information documents which should not be translated, not later than 5 weeks before the opening of the session;
- .4 non-bulky documents commenting on those referred to in subparagraphs .2 and .3 above, or on items already on the agenda should be received by the Secretariat not later than 9 weeks before the opening of any session of the Committee(s) and their subsidiary bodies. They should be made available at IMO Headquarters and the IMO documents website, in the Organization's three working languages, not later than 5 weeks before the opening of the session;
  - .5 notwithstanding the provisions of subparagraph .4 above, documents commenting on those referred to in subparagraphs .2, .3 and .4 above containing 4 pages or less should be processed if received by the Secretariat not later than 7 weeks before the opening of any session of the Committee(s) and their subsidiary bodies. These documents should start with a paragraph clearly indicating the document on which comments are made and stating that the document is submitted in accordance with the provisions of paragraph 6.12.5 of the Guidelines. They should be made available at IMO Headquarters and the IMO documents website, in the Organization's three working languages, not later than 4 weeks before the opening of the session;
  - .6 non-bulky information documents should be received by the Secretariat not later than 9 weeks before the opening of any session of the Committee(s) and their subsidiary bodies. They should not be translated and should be made available at IMO Headquarters and the IMO documents website not later than 5 weeks before the opening of the session. No action will be taken on the basis of an information document only, other than to take note of it;
  - .7 in addition and with reference to reports of subsidiary bodies on the basis of which the Committee(s) are normally invited to take action, every possible effort should be made that such reports are made available at IMO Headquarters and the IMO documents website, in the Organization's three working languages, not later than 5 weeks before the opening of the session; and
  - .8 in the case of basic documents submitted to Committee(s) reporting on urgent matters emanating from sessions of subsidiary bodies referred to in paragraph 6.9, which met less than 13 weeks before the Committee(s)' meeting, such basic documents should annex the text (e.g., draft Assembly resolutions, draft MSC circulars, etc.) on which the Committee(s) will be invited to take action.

6.13 The Secretariat should make every effort to ensure the timely posting of documents on the IMO document website. Member Governments and international organizations should endeavour to submit documents as early as possible and not just by the deadlines for the submission of documents.

6.14 The Secretariat should strictly apply the above provisions concerning the submission of documents and not accept late submissions from Governments or delegations. Any exemption from these provisions should have the prior authorization of the Chairman of the Committee concerned, following consultations with the Secretariat. In exceptional

circumstances, requiring immediate action by the Committee, a relevant document consisting of no more than 4 pages should be received by the Secretariat not later than 9 weeks before the opening of the session of the body concerned and be made available at IMO Headquarters, in the Organization's three working languages, not later than 5 weeks before the opening of the session. Such document would be considered by the Committee only if the Committee decides to do so at the opening of its session.

6.15 In the exceptional cases referred to in paragraph 6.9, when a subsidiary body invites the Committee to take action on urgent matters emanating from a subsidiary body's session which took place less than 9 weeks prior to the Committee's session, documents commenting on those urgent matters containing 4 pages or less should be processed if received by the Secretariat not later than 7 weeks before the opening of any session of the Committee concerned. Such documents should start with a paragraph clearly indicating the document on which comments are made and stating that the document is submitted in accordance with the provisions of paragraph 6.15 of these Guidelines. They should be made available at IMO Headquarters, in the three working languages, not later than 4 weeks before the opening of the session.

## **7 OBSERVANCE OF THE GUIDELINES**

These Guidelines should be observed strictly. This will assist delegations in preparing adequately for each meeting and enhance their participation in the debate and decision-making process during meetings. It will also prevent delegations from experiencing difficulties when developing national positions on subjects on the agenda of the two Committees or their subsidiary bodies. In order to promote efficiency in the conduct of work overall, Committee members should ensure that their colleagues attending sessions of the other Committee are fully informed of the outcome of the meeting they have attended. Committee members should also ensure that their experts attending meetings of subsidiary bodies, working groups, drafting groups or correspondence groups are adequately informed and instructed on any action necessary to give effect to decisions made by the Committees.

## ANNEX 1

### INFORMATION TO BE CONTAINED IN PROPOSALS FOR UNPLANNED OUTPUTS

To enable the Committees to carry out a proper assessment of proposals for inclusion of unplanned outputs, submissions containing such proposals should, at a minimum, contain the information, including demonstration and documentation, as follows:

- .1 **IMO's objectives:** Provide evidence whether and how the proposal:
  - .1 is within the scope of IMO's objective; and
  - .2 is strictly related to the scope of the Strategic Plan and contributes to the implementation of the high-level actions established in the Strategic Plan.
- .2 **(Compelling) need:** Demonstrate and document:
  - .1 the need for a proposed measure; and
  - .2 the compelling need for a proposal for a new convention or an amendment to an existing convention.
- .3 **Analysis of the issue:** Provide an analysis of the proposed measure, including a plausible demonstration of its practicability, feasibility and proportionality.
- .4 **Analysis of implications:** Provide an analysis of the implications of the proposal, addressing the cost to the maritime industry as well as the relevant legislative and administrative burdens.
- .5 **Benefits:** Provide evidence that the benefits *vis-à-vis* enhanced maritime safety, maritime security or protection of the marine environment expected to be derived from the inclusion of the new item justify the proposed action.
- .6 **Industry standards:** Provide information on whether adequate industry standards exist or are being developed.
- .7 **Output:** Specify the intended output in SMART terms (specific, measurable, achievable, realistic, time-bound). If a final output cannot be specified in the submission for a proposal for inclusion of an unplanned output, an interim output to be produced before the end of the current biennium should be specified in SMART terms.

- .8      **Human element:**      Provide the completed checklist contained in MSC-MEPC.7/Circ.1 to demonstrate that the human element has been sufficiently addressed.
- .9      **Priority/urgency:**      Provide, with reference to the current Strategic Plan and High-level Action Plan, evidence on:
- .1      the urgency of the proposed unplanned output;
  - .2      the date that the proposed unplanned output should be completed; and
  - .3      timescale needed for the IMO organ to complete the work.
- .10     **Action required:**      Specify the action required by the IMO organ.

## ANNEX 2

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

#### 1 INTRODUCTION

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

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

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

#### 2 DEFINITIONS

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

2.1 *Planned output* is planned output as defined in paragraph 2.1.3 of the Guidelines.

2.2 *Unplanned output* is unplanned output as defined in paragraph 2.1.4 of the Guidelines.

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

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

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

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



### **3 PURPOSE AND OBJECTIVES**

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

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

- .1 when the Committee has accepted a proposal for an unplanned output and/or on approval by the Committee of a new instrument;
- .2 during implementation of new instruments or amended instruments; and
- .3 during the scheduling of capacity-building measures or activities.

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

3.4 The procedures aim at:

- .1 promoting universal ratification and compliance with newly adopted IMO instruments.
- .2 improving the level and quality of implementation of new and/or amended instruments.
- .3 promoting as far as possible a balanced level of implementation of new instruments.

### **4 PROCEDURE**

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

4.2 Assessments of capacity-building implications should be initiated at acceptance of proposals for an unplanned output.

#### **Preliminary assessment of capacity-building implications**

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

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

- .1 whether there are or will be capacity-building implications or need for technical assistance;
- .2 list of possible implications; and
- .3 recommendations on the way forward.

### **Assessment of capacity-building implications**

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

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

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

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

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

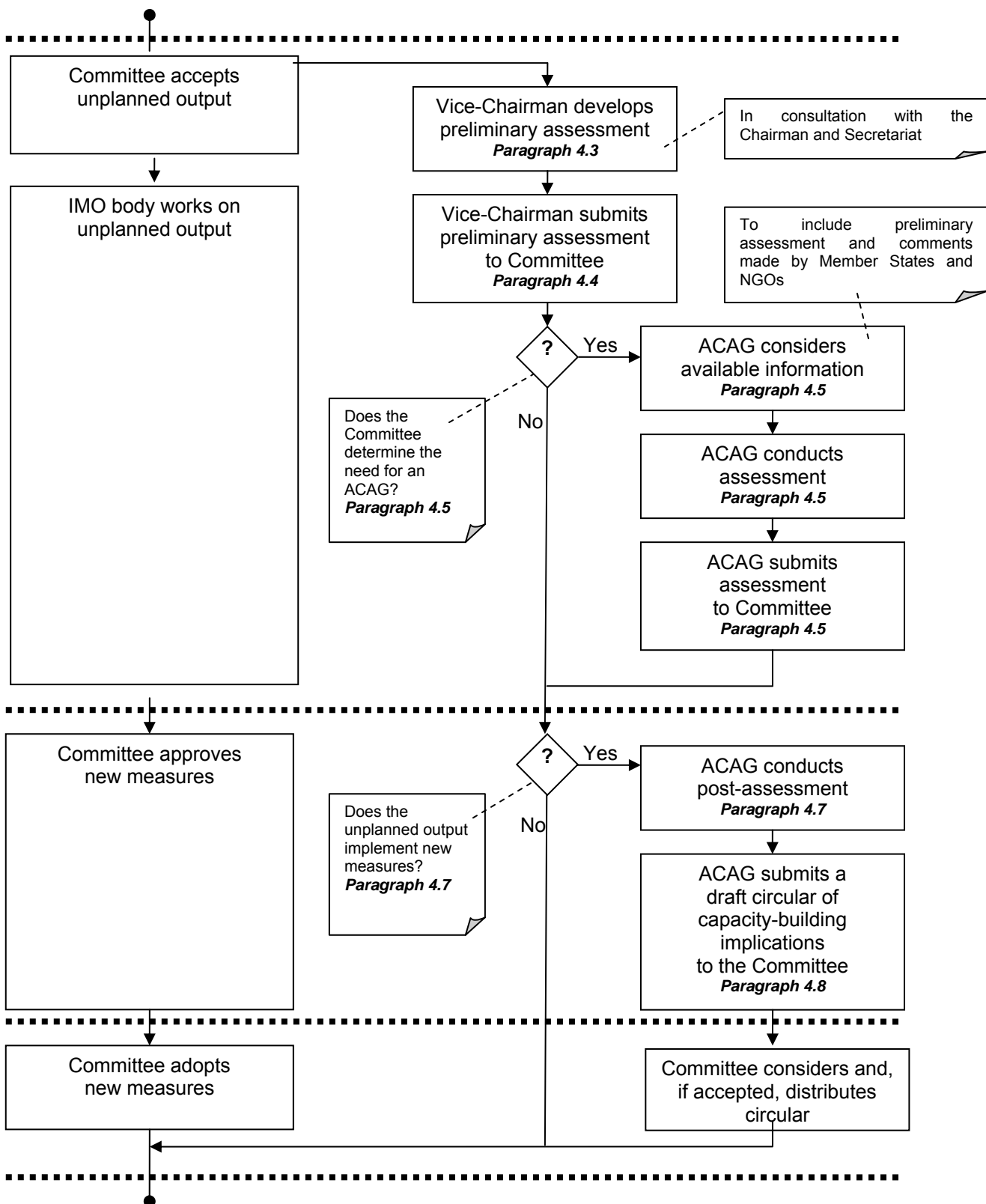
## **5 TERMS OF REFERENCE OF THE ACAG**

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

- .1 consider the preliminary assessment of capacity-building and technical assistance actions;
- .2 make an assessment and, when new measures have been approved, a post-assessment of the capacity-building actions that may include technical assistance or technical co-operation required by Administrations for the implementation of the instrument;
- .3 in consultation with the industry and non-governmental organizations, make an assessment and, when implementing new measures, a post-assessment of the capacity-building actions that may be required or expected of the shipping industry for the implementation of the instrument; and
- .4 advise the Committee of the implications for capacity-building relating to a new instrument or the proposed amendment to existing instrument, whichever is being considered.

APPENDIX 1

IDENTIFICATION OF CAPACITY-BUILDING IMPLICATIONS FLOWCHART



## APPENDIX 2

### CHECKLIST FOR THE IDENTIFICATION OF CAPACITY-BUILDING IMPLICATIONS

#### 1 For Administrations

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

#### 2 For the industry

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

APPENDIX 3

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

**Capacity-building Measures Form**

**Instrument** \_\_\_\_\_

**Measure number** \_\_\_\_\_ of \_\_\_\_\_

**Required for**            **Administration**  
                                **Industry**

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

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

ANNEX 3

**FORMAT 1: BIENNIAL AGENDAS**

(BLG Sub-Committee as an example)

<b>SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG)</b>					
<b>PLANNED OUTPUTS 2008-2009 (resolution A.990(25))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Associated organ(s)</b>	<b>Target completion year</b>
<b>Number</b>	<b>Description</b>				
1.1.2.1	IACS Unified Interpretations	MSC	BLG		
1.3.3.1	Hazard profiles and evaluation of newly submitted substances to be incorporated into the IBC Code	MEPC	BLG		
2.1.1.2 7.1.2.2	Development of guidelines for uniform implementation of the 2004 BWM Convention	MEPC	BLG		
5.2.1.1	Interim guidelines for gas-fuelled engine installations in ships (coordinated by BLG)	MSC	BLG	FP/DE	
5.2.3.1	Review of MSDS for MARPOL Annex I cargoes and marine fuels	MSC	BLG		
7.3.1.1	Review of MARPOL Annex VI and the NO <sub>x</sub> Technical Code	MEPC	BLG		
7.1.2.13	Application of the requirements for the carriage of bio-fuels and bio-fuel blends	MEPC	BLG		

**FORMAT 2: POST-BIENNIAL AGENDAS OF COMMITTEES**

[NAME OF COMMITTEE]								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Timescale	Remarks
Number	Reference to Strategic Directions	Reference to High-level Actions	Description					

ANNEX 4

UNIFORM REPORTING FORMAT ON THE STATUS OF PLANNED OUTPUTS (EXAMPLE)

Planned output number in the High-level Action Plan for 2008-2009 <sup>a</sup>	Description	Target completion year <sup>b</sup>	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1 <sup>c</sup>	Status of output for Year 2 <sup>c</sup>	References <sup>d</sup>
2.1.1.1	Review of the Code for the investigation of marine casualties and incidents	2007 (for FSI) 2008 (for MSC)	MSC/MEPC	FSI		Completed	Completed	Resolutions MSC.255(84) and MSC.257(84); MSC-MEPC.3/Circ.2

**Example used:** Output 2.1.1.1 from resolution A.990(25) – New or amended mandatory IMO instruments: Safety and security topics (MSC) – Revised Code for the investigation of marine casualties and incidents adopted and implemented through the collection of investigation reports.

**Notes:**

- a When individual outputs contain multiple deliverables, the format should report on each individual deliverable.
- b The target completion date should be specified as a year, or indicate that the item is continuous. This should not indicate a number of sessions.
- c The entries under the "Status of output" columns are to be classified as follows:
  - "completed" signifies that the outputs in question have been duly finalized;
  - "in progress" signifies that work on the related outputs has been progressed, often with interim outputs (for example, draft amendments or guidelines) which are expected to be approved later in the same biennium;
  - "ongoing" signifies that the outputs relate to work of the respective IMO organs that is a permanent or continuous task; and
  - "postponed" signifies that the respective IMO organ has decided to defer the production of relevant outputs to another time (for example, until the receipt of corresponding submissions).
- d If the output consists of the adoption/approval of an instrument (e.g., resolution, circular, etc.), that instrument should be clearly referenced in this column.



ANNEX 5

**CURRENT ARRANGEMENTS IN THE SECRETARIAT FOR THE  
PRODUCTION OF WORKING PAPERS DURING MEETINGS**

1 The details of how to handle the preparation of working papers produced during meetings, which are agreed at the coordination meeting held between the Conference Division (CD) and the relevant technical division(s) during the week preceding each meeting, will be conveyed by the Secretary of the IMO body to the Chairman of that body, as well as the Chairmen of the working and drafting groups.

2 To ensure that all working papers, including the draft report, are available in all three working languages, all these documents should be as concise as possible, with a limited number of pages containing new text. The following provisions should apply:

.1 Advance text

Whenever possible, for working/drafting group reports, advance text should be provided to the translation sections. This could be whole annexes or documents prior to the meeting, or as the work of the groups progresses; and

.2 Final text

Final text should be delivered to the translation sections as early as possible in the course of the meeting week:

.1 Working papers

Working papers should be delivered not later than 9 a.m. on the day of the report night, so that they may be processed during the day shift; and

.2 Draft report

The night shift is to be dedicated to the processing of the draft report and will end at 1 a.m. on the following day. In order to meet the established deadline, items for the draft report not delivered throughout the week should be sent to the translation sections as early as possible on the report night, with the last remaining item to be delivered not later than 11 p.m.

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ANNEX 32

BIENNIAL AGENDAS OF THE SUB-COMMITTEES

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG)*					
PLANNED OUTPUTS 2012-2013 (resolution A.[...](27))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number**	Description				
1.1.2.2	<b>Consideration of IACS unified interpretations</b>	MSC/MEPC		BLG	Ongoing
2.0.1.13	<b>Development of guidelines and other documents for uniform implementation of the 2004 BWM Convention</b>	MEPC	BLG		2012
5.2.1.3	<b>Development of international code of safety for ships using gases or other low flashpoint fuels</b>	MSC	BLG	FP and DE	2013
5.2.1.4	<b>Development of revised IGC Code</b>	MSC	BLG	FP, DE, SLF and STW	2013
5.2.2.9	<b>Consideration of amendments to SOLAS to mandate enclosed space entry and rescue drills</b>	MSC	DSC	BLG	2012
7.1.2.14	<b>Development of international measures for minimizing the transfer of invasive aquatic species through bio-fouling of ships</b>	MEPC	BLG		2012
7.1.2.32	<b>Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk in offshore support vessels</b>	MSC/MEPC	BLG	DE	2012 2013
7.2.2.4	<b>Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments</b>	MEPC	BLG		Ongoing
7.3.1.1	<b>Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NO<sub>x</sub> Technical Code</b>	MEPC	BLG		2012

\* Items printed in bold have been selected for the draft provisional agenda for BLG 16.

\*\* Numbers refer to the planned outputs for the 2010-2011 biennium.

<b>SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG)*</b>					
<b>PLANNED OUTPUTS 2012-2013 (resolution A.[...](27))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Involved organ(s)</b>	<b>Target completion year</b>
<b>Number**</b>	<b>Description</b>				
12.3.1 12.1.2.2	<b>Casualty analysis</b>	MSC	FSI	BLG	Ongoing

<b>SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)*</b>					
<b>PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Involved organ(s)</b>	<b>Target completion year</b>
<b>Number</b>	<b>Description</b>				
5.2.2.9	<b>Amendment to SOLAS to mandate enclosed space entry and rescue drills</b>	MSC	DSC	BLG	2012
5.2.3.1	<b>Amendments to the International Convention for Safe Containers, 1972 and associated circulars</b>	MSC	DSC		2011
5.2.3.3	<b>Amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes</b>	MSC/MEPC	DSC		Ongoing
5.2.3.4	<b>Amendment (36-12) to the IMDG Code and supplements</b>	MSC	DSC		2011
5.2.3.5	<b>Harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods</b>	MSC	DSC		Ongoing
5.2.3.6	<b>Stowage of water-reactive materials</b>	MSC	DSC	FP	2011
5.2.3.14	<b>Review of the Guidelines for packing of cargo transport units</b>	MSC	DSC		2013
5.2.3.16	<b>Installation of equipment for detection of radioactive sources or radioactive contaminated objects in ports</b>	MSC	DSC		2011
5.3.1.4	<b>Consideration for the efficacy of Container Inspection Programme</b>	MSC	DSC		2011
12.3.1 12.1.2.2	<b>Casualty analysis</b>	MSC	FSI	DSC	Ongoing
12.3.1.3	<b>Reports on incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas</b>	MEPC	DSC		Ongoing

\* Items printed in bold letters have been selected for the provisional agenda for DSC 16.

<b>SUB-COMMITTEE ON FIRE PROTECTION (FP)*</b>					
<b>PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Involved organ(s)</b>	<b>Target completion year</b>
<b>Number</b>	<b>Description</b>				
1.1.2.2	<b>Consideration of IACS unified interpretations</b>	MSC			Ongoing
2.0.1.3	<b>Means for recharging air bottles for air breathing apparatuses</b>	MSC	FP		2011
2.0.1.9	<b>Performance testing and approval standards for fire safety systems</b>	MSC	FP		2011
2.0.1.30	<b>Development of unified interpretations for chapter 7 of the 2000 HSC Code</b>	MSC	FP		2012
5.1.1.4	<b>Review of fire protection requirements for on-deck cargo areas</b>	MSC	FP	DSC	2011
5.1.1.7	<b>Safety provisions applicable to tenders operating from passenger ships</b>	MSC	DE	FP, COMSAR, NAV, SLF, STW	2013
5.1.1.10	<b>Guidelines for a visible element to general emergency alarm systems on passenger ships</b>	MSC	DE	FP	2012
5.1.1.11	<b>Recommendation on evacuation analysis for new and existing passenger ships</b>	MSC	FP		2011
5.2.1.2	<b>Fire resistance of ventilation ducts</b>	MSC	FP		2011
5.2.1.6	<b>Means of escape from machinery spaces</b>	MSC	FP		2011
5.2.1.9	<b>Harmonization of the requirements for the location of entrances, air inlets and openings in the superstructures of tankers</b>	MSC	FP	BLG	2011
5.2.1.12	<b>Requirements for ships carrying hydrogen and compressed natural gas vehicles</b>	MSC	FP		2011

\* Items printed in bold letters have been selected for the provisional agenda for FP 55.

<b>SUB-COMMITTEE ON FIRE PROTECTION (FP)*</b>					
<b>PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Involved organ(s)</b>	<b>Target completion year</b>
<b>Number</b>	<b>Description</b>				
5.2.1.25	<b>Revision of the Recommendations for entering enclosed spaces aboard ships**</b>	MSC	DSC	STW, BLG, FP	2011
5.2.1.32	<b>Development of guidelines for use of Fibre Reinforced Plastic (FRP) within ship structures</b>	MSC	DE	FP	2013
5.2.2.9	<b>Development of amendments to the FSS Code for communication equipment for fire-fighting teams</b>	MSC	FP		2012
5.2.3.15	<b>Measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes</b>	MSC	FP	BLG, DE	2011
12.1.2.2	<b>Analysis of fire casualty records</b>	MSC	FSI		Ongoing

\*\* Work on output was completed at MSC 89. FP 55 instructed to delete the output from its biennial agenda for the 2012-2013 biennium.

<b>SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)*</b>					
<b>PLANNED OUTPUTS 2012-2013 (resolution A.[...](27))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Involved organ(s)</b>	<b>Target completion year</b>
<b>Number**</b>	<b>Description</b>				
1.1.2.2	<b>Consideration of IACS unified interpretations</b>	MSC		FSI	Ongoing
1.1.2.4	<b>Development PSC guidelines on seafarers' hours of rest taking into account the Maritime Labour Convention, 2006</b>	MSC	FSI	STW	2013
1.1.2.22	<b>Preparation and holding of the third meeting of the Joint FAO/IMO <i>ad hoc</i> Working Group on IUU Fishing and Related Matters (JWG)</b>	MSC/MEPC	FSI	SLF	2013
2.0.1.13 5.2.2.2	<b>Development of guidelines on port State control under the 2004 BWM Convention</b>	MEPC	FSI		2013
2.0.1.18	<b>Development of a Code for Recognized Organizations</b>	MSC/MEPC	FSI		2012
2.0.1.25 2.0.2.7/8	<b>Comprehensive analysis of difficulties encountered in the implementation of IMO instruments and development of recommendations for IMO bodies</b>	MSC/MEPC	FSI		Ongoing
2.0.1.25 4.0.1.1/2 5.3.1.8	<b>Comprehensive review of issues related to the responsibilities of Governments and development of measures to encourage flag State compliance</b>	MSC/MEPC	FSI		Ongoing
2.0.1.27	<b>Assessment of the mandatory reporting under MARPOL and identification of supporting measures</b>	MEPC	FSI		Ongoing
2.0.2.2	<b>Review of the IMO Instrument Implementation Code (IIC) and consolidated audit summary reports, and making the Code and auditing mandatory</b>	MSC/MEPC	FSI		2013
5.1.2.1	<b>Making the provisions of MSC.1/Circ.1206/Rev.1 mandatory</b>	MSC	DE	FSI, NAV STW	<b>2012</b>

\* Items printed in bold have been selected for the draft provisional agenda for FSI 20.

\*\* Numbers refer to the planned outputs for the 2010-2011 biennium.



<b>SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)*</b>					
<b>PLANNED OUTPUTS 2012-2013 (resolution A.[...](27))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Involved organ(s)</b>	<b>Target completion year</b>
<b>Number**</b>	<b>Description</b>				
5.1.2.3	<b>Measures to protect the safety of persons rescued at sea</b>	MSC	COMSAR	FSI/FAL	2012
5.2.1.22	<b>Development of a non-mandatory instrument on regulations for non-convention ships</b>	MSC	FSI		2013
2.0.2.2 5.2.1.23	<b>Review and update of the Survey Guidelines under the HSSC and the annexes to the Code for the Implementation of Mandatory IMO Instruments</b>	MSC/MEPC	FSI		Ongoing
5.3.1.6	<b>Promote the harmonization of port State control activities and collect PSC data</b>	MSC	FSI		Ongoing
12.1.2.1/2 12.3.1.1	<b>Collection and analysis of casualty data to identify trends and develop knowledge and risk-based recommendations</b>	MSC	FSI	All Sub-Committees	Ongoing

<b>SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR)*</b>					
<b>PLANNED OUTPUTS 2012-2013 (resolution A.[...](27))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Involved organ(s)</b>	<b>Target completion year</b>
<b>Number**</b>	<b>Description</b>				
1.1.2.10	<b>Consideration of Radiocommunication ITU-R Study Group matters</b>	MSC	COMSAR		Ongoing
1.1.2.10	<b>Consideration of ITU World Radiocommunication Conference matters</b>	MSC	COMSAR		Ongoing
1.3.5.2	<b>Development of amendments to the IAMSAR Manual</b>	MSC	COMSAR		Ongoing
2.0.3.2	<b>Search and Rescue (SAR): Further development of the Global SAR Plan for the provision of maritime SAR services, including procedures for routing distress information in the GMDSS</b>	MSC	COMSAR		Ongoing
2.0.3.6	<b>Development of guidelines on harmonized aeronautical and maritime search and rescue procedures, including SAR training matters</b>	MSC	COMSAR		2012
5.1.2.3	<b>Development of measures to protect the safety of persons rescued at sea</b>	MSC	COMSAR	FSI/FAL	2012
5.2.4	<b>Revision of the Recommendation for the protection of the AIS VHF Data Link (resolution MSC.140(76))</b>	MSC	COMSAR		2013
5.2.5.2	<b>Global Maritime Distress and Safety System (GMDSS): Consideration of operational and technical coordination provisions of maritime safety information (MSI) services, including development and review of related documents</b>	MSC	COMSAR		Ongoing

\* Items printed in bold have been selected for the draft provisional agenda for COMSAR 16.

\*\* Numbers refer to the planned outputs for the 2010-2011 biennium.

<b>SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR)*</b>					
<b>PLANNED OUTPUTS 2012-2013 (resolution A.[...](27))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Involved organ(s)</b>	<b>Target completion year</b>
<b>Number**</b>	<b>Description</b>				
5.2.5.4	<b>Further development of the GMDSS master plan on shore-based facilities</b>	MSC	COMSAR		Ongoing
5.2.5.5	<b>Consideration of developments in Inmarsat and Cospas-Sarsat</b>	MSC	COMSAR		Ongoing
5.2.5.7	<b>Developments in maritime radiocommunication systems and technology</b>	MSC	COMSAR		2012
5.2.5.10	<b>Scoping exercise to establish the need for a review of the elements and procedures of the GMDSS</b>	MSC	COMSAR		2012
5.2.5	<b>Development of measures to avoid false distress alerts</b>	MSC	COMSAR	NAV	2013
5.2.6.1	<b>Development of an e-navigation strategy implementation plan</b>	MSC	NAV	COMSAR, STW	2012
6.1.1	<b>Consideration of LRIT matters</b>	MSC	COMSAR		Ongoing
12.1.2.2	<b>Casualty analysis</b>	MSC	FSI	COMSAR	Ongoing

<b>SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV)*</b>					
<b>PLANNED OUTPUTS 2010-2011 (resolution A.1012(26))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Involved organ(s)</b>	<b>Target completion year</b>
<b>Number**</b>	<b>Description</b>				
1.1.2.2	<b>Consideration of IACS unified interpretations</b>	MSC	NAV		Ongoing
1.1.2.10	<b>Radiocommunication ITU-R Study Group matters</b>	MSC	NAV		2011
1.1.2.17	<b>ITU matters</b>	MSC	NAV		Ongoing
5.2.4.1	<b>Routeing of ships, ship reporting and related matters</b>	MSC	NAV		Ongoing
5.2.4.9	<b>Review of vague expressions in SOLAS regulation V/22</b>	MSC	NAV		2011
5.2.4.11	<b>Amendments to the Performance standards for VDR and S-VDR</b>	MSC	NAV		2011
5.2.4.13	<b>Development of policy and new symbols for AIS aids to navigation</b>	MSC	NAV		2013
5.2.4**	<b>Development of performance standards for inclinometers</b>	MSC	NAV		2012
5.2.6.1	<b>Development of an e-navigation strategy implementation plan</b>	MSC	NAV	COMSAR, STW	2012
12.1.2.2	<b>Casualty analysis</b>	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 2012-2013 (resolution A.[...](27))		Parent organ(s)	Coordinating organ(s)	Involved organ(s)	Target completion year
Number**	Description				
1.1.2.2	<b>Consideration of IACS unified interpretations and amendments to the ESP Code</b>	MSC		DE	Ongoing
2.0.1	Revision of the provisions for helicopter facilities in SOLAS and the MODU Code	MSC	DE		2013
2.0.1	<b>Development of amendments to SOLAS regulation II-1/40.2 concerning general requirements on electrical installations</b>	MSC	DE		2013
5.1.1.1	<b>Development of performance standards for recovery systems for all types of ships</b>	MSC	DE		2012
5.1.2.1	<b>Making the provisions of MSC.1/Circ.1206/Rev.1 mandatory</b>	MSC	DE	FSI, NAV, STW	2013
5.1.2.4	<b>Development of a new framework of requirements for life-saving appliances</b>	MSC	DE		2012
5.2.1.13	<b>Development of safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III</b>	MSC	DE		2013
5.2.1.14	<b>Development of amendments to the LSA Code for thermal performance of immersion suits</b>	MSC	DE		2012
5.2.1.15	<b>Development of amendments to the LSA Code for free-fall lifeboats with float free capabilities</b>	MSC	DE		2012
5.2.1.19	<b>Development of a mandatory Code for ships operating in polar waters</b>	MSC	DE		2012
5.2.1.26	<b>Protection against noise on board ships</b>	MSC	DE		2012

\* Items printed in bold letters have been selected for the provisional agenda for DE 56.

\*\* Numbers refer to the planned outputs for the 2010-2011 biennium.

<b>SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE) *</b>					
<b>PLANNED OUTPUTS 2012-2013 (resolution A.[...](27))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Involved organ(s)</b>	<b>Target completion year</b>
<b>Number **</b>	<b>Description</b>				
5.2.1.28	<b>Classification of offshore industry vessels and consideration of the need for a Code for offshore construction support vessels</b>	MSC	DE		2013
5.2.1.32	<b>Development of guidelines for use of fibre reinforced plastic (FRP) within ship structures</b>	MSC	DE	FP	2013
5.2.1	<b>Revision of testing requirements for lifejacket RTDs in resolution MSC.81(70)</b>	MSC	DE		2012
5.2.1	<b>Amendments to SOLAS regulation II-1/11 and development of associated Guidelines to ensure the adequacy of testing arrangements for watertight compartments</b>	MSC	DE		2013
5.2.1	<b>Revision of the Recommendation on conditions for the approval of servicing stations for inflatable liferafts (resolution A.761(18))</b>	MSC	DE		2012
5.2.1	<b>Development of guidelines for wing-in-ground craft</b>	MSC	DE	FP, COMSAR, NAV, SLF, STW	2013
7.1.2	<b>Revision of the Revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants (resolution MEPC.159(55))</b>	MEPC	DE		2012

<b>SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF)*</b>					
<b>PLANNED OUTPUTS 2012-2013 (resolution A.[...](27))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Involved organ(s)</b>	<b>Target completion year</b>
<b>Number**</b>	<b>Description</b>				
1.1.2.2	<b>Consideration of IACS unified interpretations</b>	MSC		SLF	Ongoing
2.0.1.4 5.2.1.20	<b>Development of guidelines for verification of damage stability requirements for tankers</b>	MSC	SLF	DE STW	2012
2.0.1.4 5.2.1.20	Development of guidelines for verification of damage stability requirements for bulk carriers	MSC	SLF	DE STW	2013
2.0.1	<b>Development of provisions to ensure the integrity and uniform implementation of the 1969 TM Convention</b>	MSC	SLF	DE STW	2013
5.1.1.2	<b>Development of guidelines on safe return to port passenger ships</b>	MSC	SLF		2013
5.1.1.5	<b>Revision of the damage stability regulations for ro-ro passenger ships</b>	MSC	SLF		2013
5.2.1.16	<b>Development of second generation intact stability criteria</b>	MSC	SLF		2012
5.2.1.17	<b>Revision of SOLAS chapter II-1 subdivision and damage stability regulations</b>	MSC	SLF		2012
5.2.1.18	<b>Development of amendments to SOLAS chapter II-1 subdivision standards for cargo ships</b>	MSC	SLF		2012
5.2.1	<b>Development of amendments to Part B of the 2008 IS Code on towing and anchor handling operations</b>	MSC	SLF		2013
5.2.1	<b>Development of amendments to the criterion for maximum angle of heel in turns of the 2008 IS Code</b>	MSC	SLF		2013
5.2.1	<b>Development of amendments to SOLAS regulation II-1/4 concerning subdivision standards for cargo ships</b>	MSC	SLF		2013

\* Items printed in bold have been selected for the draft provisional agenda for SLF 54.

\*\* Numbers refer to the planned outputs for the 2010-2011 biennium.

<b>STANDARDS ON TRAINING AND WATCHKEEPING (STW)*</b>					
<b>PLANNED OUTPUTS 2012-2013 (resolution A.[...](27))</b>		<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Associated organ(s)</b>	<b>Target completion year</b>
<b>Number**</b>	<b>Description</b>				
5.1.1.9	<b>Development of training standards for recovery systems</b>	MSC	STW	DE	2012
5.2.2.5	<b>Validation of model training courses</b>	MSC	STW		Ongoing
5.2.2.7	<b>Unlawful practices associated with certificates of competency</b>	MSC	STW		Ongoing
5.2.6.1	<b>Development of an e-navigation strategy implementation plan</b>	MSC	NAV	COMSAR, STW	2012
5.2.1	<b>Development of guidance for the implementation of the 2010 Manila amendments</b>	MSC	STW		2013
5.2.2	<b>Preparation of guidelines for the implementation of the medical standards of the Manila amendments</b>	MSC	STW		2013
5.4.1	<b>Role of the human element, including enhancing the efficiency and user friendliness of ISM Code</b>	MSC MEPC	STW		Ongoing
12.1.2.2	<b>Casualty analysis</b>	MSC	FSI	STW	Ongoing

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\* Items printed in bold have been selected for the draft provisional agenda for STW 43.

\*\* Numbers refer to the planned outputs for the 2010-2011 biennium.



## ANNEX 33

### PROVISIONAL AGENDAS FOR THE FORTHCOMING SESSIONS OF THE SUB-COMMITTEES

#### SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG) – 16TH 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 Development of guidelines and other documents for uniform implementation of the 2004 BWM Convention
  - 5 Development of international measures for minimizing the transfer of invasive aquatic species through bio-fouling of ships
  - 6 Development of international code of safety for ships using gases or other low flashpoint fuels
  - 7 Development of revised IGC Code
  - 8 Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NO<sub>x</sub> Technical Code
  - 9 Development of a code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk in offshore support vessels
  - 10 Consideration of amendment to SOLAS to mandate enclosed space entry and rescue drills
  - 11 Consideration of IACS unified interpretations
  - 12 Casualty analysis
  - 13 Biennial agenda and provisional agenda for BLG 17
  - 14 Election of Chairman and Vice-Chairman for 2013
  - 15 Any other business
  - 16 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) – 20TH 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' hours of rest 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 Comprehensive analysis of difficulties encountered in the implementation of IMO instruments
- 10 Review of the Survey Guidelines under the HSSC and the annexes to the Code for the Implementation of Mandatory IMO Instruments
- 11 Consideration of IACS Unified Interpretations
- 12 Review of the IMO Instruments Implementation Code
- 13 Development of a Code for Recognized Organizations
- 14 Measures to protect the safety of persons rescued at sea
- 15 Illegal unregulated and unreported (IUU) fishing and related matters
- 16 Biennial agenda and provisional agenda for FSI 21
- 17 Election of Chairman and Vice-Chairman for 2013
- 18 Any other business
- 19 Report to the Committees

**SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR) –  
16TH 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 Further development of the GMDSS master plan on shore-based facilities
  - .2 Consideration of operational and technical coordination provisions of maritime safety information (MSI) services, including the development and review of the related documents
  - .3 Scoping exercise to establish the need for a review of the elements and procedures of the GMDSS
- 4 ITU maritime radiocommunication matters
  - .1 Consideration of radiocommunication ITU-R Study Group matters
  - .2 Consideration of ITU World Radiocommunication Conference matters
- 5 Consideration of developments in Inmarsat and Cospas-Sarsat
- 6 Search and Rescue (SAR)
  - .1 Development of guidelines on harmonized aeronautical and maritime search and rescue procedures, including SAR training matters
  - .2 Further development of the Global SAR 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 Development of amendments to the IAMSAR Manual
- 9 Development of measures to avoid false distress alerts
- 10 Development of measures to protect the safety of persons rescued at sea
- 11 Development of an e-navigation strategy implementation plan
- 12 Revision of the Recommendation for the protection of the AIS VHF Data Link (resolution MSC.140(76))
- 13 Consideration of LRIT-related matters
- 14 Biennial agenda and provisional agenda for COMSAR 17

- 15 Election of Chairman and Vice-Chairman for 2013
- 16 Any other business
- 17 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) – 56TH SESSION**

- Opening of the session
- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Development of performance standards for recovery systems for all types of ships
- 4 Development of amendments to SOLAS regulation II-1/40.2 concerning general requirements on electrical installations
- 5 Making the provisions of MSC.1/Circ.1206/Rev.1 mandatory
- 6 Development of a new framework of requirements for life-saving appliances
- 7 Development of safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III
- 8 Development of amendments to the LSA Code for thermal performance of immersion suits
- 9 Development of amendments to the LSA Code for free-fall lifeboats with float free capabilities
- 10 Development of a mandatory Code for ships operating in polar waters
- 11 Protection against noise on board ships
- 12 Classification of offshore industry vessels and consideration of the need for a Code for offshore construction support vessels
- 13 Consideration of IACS unified interpretations and amendments to the ESP Code
- 14 Development of guidelines for use of fibre reinforced plastic (FRP) within ship structures
- 15 Revision of testing requirements for lifejacket RTDs in resolution MSC.81(70)
- 16 Amendments to SOLAS regulation II-1/11 and development of associated Guidelines to ensure the adequacy of testing arrangements for watertight compartments
- 17 Revision of the Recommendation on conditions for the approval of servicing stations for inflatable liferafts (resolution A.761(18))
- 18 Development of guidelines for wing-in-ground craft
- 19 Revision of the Revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants (resolution MEPC.159(55))
- 20 Biennial agenda and provisional agenda for DE 57



- 21 Election of Chairman and Vice-Chairman for 2013
- 22 Any other business
- 23 Report to the Maritime Safety Committee

**SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF) –  
54TH SESSION**

- Opening of the session
- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Development of second generation intact stability criteria
- 4 Development of guidelines on safe return to port for passenger ships
- 5 Development of guidelines for verification of damage stability requirements for tankers
- 6 Revision of the damage stability regulations for ro-ro passenger ships
- 7 Development of amendments to SOLAS chapter II-1 subdivision standards for cargo ships
- 8 Revision of SOLAS chapter II-1 subdivision and damage stability regulations
- 9 Development of provisions to ensure the integrity and uniform implementation of the 1969 TM Convention
- 10 Development of amendments to part B of the 2008 IS Code on towing and anchor handling operations
- 11 Consideration of IACS unified interpretations
- 12 Development of amendments to the criterion for maximum angle of heel in turns of the 2008 IS Code
- 13 Development of amendments to SOLAS regulation II-1/4 concerning subdivision standards for cargo ships
- 14 Biennial agenda and provisional agenda for SLF 55
- 15 Election of Chairman and Vice-Chairman for 2013
- 16 Any other business
- 17 Report to the Maritime Safety Committee

**SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING (STW) – 43rd 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 Development of training standards for recovery systems
  - 8 Preparation of guidelines for the implementation of the medical standards of the Manila amendments
  - 9 Development of guidance for the implementation of the 2010 Manila amendments
  - 10 Role of the human element
  - 11 Biennial agenda and provisional agenda for STW 44
  - 12 Election of Chairman and Vice-Chairman for 2013
  - 13 Any other business
  - 14 Report to the Maritime Safety Committee

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**ANNEX 34**

**REPORT ON THE STATUS OF PLANNED OUTPUTS FOR THE 2010-2011 BIENNIUM\***

Planned output number in the H LAP 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	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	In progress	MSC 89/25, paragraphs 9.15 to 9.38; and annex 18 Draft Agreement to facilitate implementation of 1993 Protocol to be considered by C 106.

\* Unplanned outputs approved during the 2010-2011 biennium are shaded in grey. This report will be updated by the Secretariat in due course to include the outcomes of NAV 57, FP 55 and DSC 16, for submission to CWGSP 12 and C/ES.26, 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
1.1.2.2	Cooperation with IACS: consideration of unified interpretations	Continuous	MSC			Ongoing	Ongoing	MSC.1/Circ.1388 MSC.1/Circ.1397 MSC.1/Circ.1398
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		MSC 89/INF.22
1.1.2.4	Cooperation with ILO: port State control of seafarer's working hours	2010	MSC	FSI		In progress	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	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	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	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	Ongoing	
1.1.2.15	Liaison statements to/from IHO: hydrographic matters and promotion of ENC's 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	Ongoing	
1.1.2.17	Liaison statements to/from ITU: radiocommunications	Continuous	MSC	COMSAR NAV		Ongoing	Ongoing	
1.1.2.18	Liaison statements to/from UNHCR: persons rescued at sea	Continuous	MSC FAL	COMSAR		Ongoing	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	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	Postponed	
1.1.2.23	Policy input/guidance to ISO TC 8: development of industry consensus standards	Continuous	MSC MEPC	N/A		Ongoing	Ongoing	
1.1.2.24	Policy input/guidance to PSC regimes: related IMO developments	Continuous	MSC	FSI		Ongoing	Ongoing	MSC 89/25, annex 24. To be adopted at A 27.
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	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	Ongoing	
2.0.1.1	Mandatory instruments: review of the draft revised Fire Test Procedures Code	2010	MSC	FP		Completed	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	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	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	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	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	Completed	MSC 89/25, paragraph 9.7
2.0.1.9	Non-mandatory instruments: revised performance testing and approval standards for fire safety systems	2011	MSC	FP		In progress		MSC.311(88), MSC.317(89) MSC.1/Circs.1384, 1385, 1386 and 1387
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	Completed	MSC.1/Circ.1370
2.0.1.18	Code for Recognized Organizations	2011	MSC	FSI		In progress	In progress	
2.0.1.25	Promotion of the implementation of mandatory and non-mandatory instruments	Continuous	MSC MEPC		FSI	Ongoing	Ongoing	
2.0.1.29	Interpretation of application of SOLAS, MARPOL and Load Line requirements for major conversions of oil tankers	2010	MSC MEPC	DE		In progress	Completed	MSC 89/25, annex 11. Subject to concurrent approval by MEPC 62.
2.0.1.30	Non-mandatory instrument: development of unified interpretations for chapter 7 of the 2000 HSC Code	2012	MSC	FSI	DE FP	In progress	In progress	
2.0.1.31	Mandatory instrument: development of unified interpretations for the term "approved seagoing service"	2011	MSC	STW		In progress	Completed	

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	Ongoing	MSC 89/25, annex 26; MSC 89/25, annex 27, to be adopted at A 27
2.0.2.3	Implementation of approved proposals for the further development of the Audit Scheme	Continuous	ASSEMBLY COUNCIL COMMITTEES			Ongoing	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	Ongoing	
2.0.3.2	Further development of the Global SAR Plan for the provision of maritime SAR services	Continuous	MSC	COMSAR		Ongoing	Ongoing	
2.0.3.4	Reports of WMU project on SAR related to passenger ships	2010	MSC	COMSAR		Completed	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	Ongoing	
2.0.3.6	Harmonized aeronautical and maritime search and rescue procedures, including SAR training matters	2011	MSC			In progress	In progress	
3.5.1.2	Input to the ITCP on maritime safety and security	Continuous	MSC			Ongoing	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	Completed	MSC 89/25, annex 31. Revised Committee's Guidelines forwarded to MEPC 62 for approval.

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	Ongoing	
4.0.2.2	Development and management of mandatory IMO number schemes	Continuous	MSC	FSI		Ongoing	Ongoing	
4.0.2.3	Protocols on data exchange with other international, regional and national data providers	Continuous	COMMITTEES		FSI	In progress	In progress	
4.0.5.1	Revised guidelines on organization and method of work, as appropriate	Continuous	COUNCIL COMMITTEES			Ongoing	Ongoing	
5.1.1.1	Mandatory instruments: performance standards for recovery systems for all types of ship	2012	MSC	DE	STW	In progress	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	Completed	MSC.1/Circ.1400
5.1.1.3	Mandatory instruments: standards on time dependent survivability of passenger ships in damaged condition	2011	MSC	SLF		In progress	In progress	

Planned output number in the H LAP 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	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	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	Completed	DE 55/22, annex 2. To be approved at MSC 90.
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	Completed	MSC.1/Circ.1348
5.1.1.9	Non-mandatory instruments: training standards for recovery systems	2012	MSC	STW	DE	In progress	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	Completed	DE 55/22, annex 3. To be approved at MSC 90.
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	Measures to prevent accidents with lifeboats	2011	MSC	DE	FSI, NAV, STW	In progress	Completed	MSC.317(89) MSC.320(89) MSC.1/Circs.1392/1393
5.1.2.2	Non-mandatory instruments: guidance on compatibility of life-saving appliances	2010	MSC	DE		Completed	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	In progress	
5.1.2.4	Mandatory instruments: a new framework of requirements for life-saving appliances	2012	MSC	DE		In progress	In progress	
5.2.1.1	Mandatory instruments: amendments to resolution A.744(18)	2011	MSC	DE		In progress	Completed	MSC 89/25, annex 14. To be adopted by A 27.
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	In progress	
5.2.1.4	Mandatory instruments: revised IGC Code	2014	MSC	BLG	FP, DE, SLF, STW	In progress	In progress	
5.2.1.5	Mandatory instruments: safety requirements for natural gas hydrate pellet carriers	2010	MSC	BLG		Completed	Completed	MSC.1/Circ.1363
5.2.1.6	Mandatory instruments: amendments for means of escape from machinery spaces	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
5.2.1.7	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	MSC	FP		Completed	Completed	MSC 88/26/Add.1, annex 8. To be adopted at MSC 90.
5.2.1.8	Non-mandatory instruments: supporting guidelines for cargo oil tank coating and corrosion protection	2011	MSC	DE		In progress	Completed	DE 55/22, annexes 13 and 14
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	MSC	FP		In progress	Completed	MSC 88/26/Add.1, annex 9. To be adopted at MSC 90.
5.2.1.12	Mandatory instruments: requirements for ships carrying hydrogen and compressed natural gas vehicles	2011	MSC	FP		In progress		
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	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
5.2.1.14	Mandatory instruments: amendments to the LSA Code for thermal performance of immersion suits	2012	MSC	DE		In progress	Postponed	
5.2.1.15	Mandatory instruments: amendments to the LSA Code for free-fall lifeboats with float free capabilities	1 Session	MSC	DE		Postponed	Postponed	
5.2.1.16	Mandatory instruments: development of new generation intact stability criteria	2012	MSC	SLF		In progress	In progress	
5.2.1.17	Mandatory instruments: revision of SOLAS chapter II-1 subdivision and damage stability regulations	2012	MSC	SLF		In progress	In progress	
5.2.1.18	Mandatory instruments: amendments to SOLAS chapter II-1 subdivision standards for cargo ships	2011	MSC	SLF		In progress	In progress	
5.2.1.19	Mandatory instruments: development of a mandatory Code for ships operating in polar waters	2012	MSC	DE		In progress	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	In progress	
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	Completed	MSC 89/25, annex 16. Sent to ILO/FAO for concurrent approval.



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
5.2.1.22	Non-mandatory instruments: regulations for non-convention ships	2013	MSC	FSI		In progress	In progress	
5.2.1.23	Non-mandatory instruments: revised Survey Guidelines under the Harmonized System of Survey and Certification	Continuous	MSC	FSI		Ongoing	Ongoing	MSC 89/25, annex 25. To be adopted at A 27.
5.2.1.24	Non-mandatory instruments: revision of resolution A.760(18)	2011	MSC	DE		In progress	Completed	Decided not to pursue revision until all parts of ISO 24409 are published.
5.2.1.25	Non-mandatory instruments: revised Recommendations for entering enclosed spaces aboard ships	2010	MSC	DSC	BLG, FP	Completed	Completed	MSC 89/25, annex 23. To be adopted at A 27.
5.2.1.26	Non-mandatory instruments: protection against noise on board ships	2011	MSC	DE		In progress	In progress	
5.2.1.27	Non-mandatory instruments: amendments to the Revised recommendation on testing of life-saving appliances	2011	MSC	DE		In progress	Completed	MSC.321(89)
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	In progress	
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	Completed	MSC 89/25, annex 18. To be decided by C 106.

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
5.2.1.30	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	Completed	MSC 89/25, annex 18. To be decided by C 106.
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	Postponed	
5.1.2.33	Mandatory instruments: revision of testing requirements for lifejacket RTDs	2012	MSC	DE		In progress	In progress	
5.2.2.1	Mandatory instruments: comprehensive review of the STCW Convention and the STCW Code	2010	MSC	STW		Completed	Completed	STW 41/16, annexes 1, 2 and 3
5.2.2.3	Non-mandatory instruments: revised Principles of safe manning (resolution A.890(21)) including mandatory requirements for determining safe manning	2011	MSC	STW	NAV	In progress	Completed	MSC 88/26, annexes 17 and 18. To be adopted at A 27.

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
5.2.2.4	Non-mandatory instruments: model procedures for executing shipboard emergency measures	2011	MSC	STW		In progress	Completed	
5.2.2.5	Validated model training courses	Continuous	MSC	STW		Ongoing	Ongoing	
5.2.2.6	Guidance on training for seafarer safety representatives	2010	MSC	STW		Completed	Completed	Work transferred to the JWGHE.
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		
5.2.3.2	Mandatory instruments: amendments to the CSS Code and associated recommendations	2010	MSC	DSC		Completed	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		MSC.318(89)
5.2.3.4	Mandatory instruments: amendments (36-12) to the IMDG Code and supplements	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
5.2.3.5	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	Completed	MSC.304(87)
5.2.3.8	Mandatory instruments: revision of the Code of safe practice for ships carrying timber deck cargoes	2010	MSC	DSC		Completed	Completed	MSC 89/25, annex 9. To be adopted by A 27.
5.2.3.9	Mandatory instruments: review of documentation requirements for dangerous goods in packaged form	2009	MSC	DSC		Completed	Completed	MSC.308(88)
5.2.3.12	Non-mandatory instruments: guidance on protective clothing	2010	MSC	DSC		Postponed		
5.2.3.13	Non-mandatory instruments: review of recommendations on the safe use of pesticides in ships	2009	MSC	DSC		Completed	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		MSC 89/25, annex 10. Forwarded to ILO/UNECE for concurrent approval.
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		

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
5.2.3.16	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 routing 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	Completed	MSC 89/25, annexes 19 and 20.
5.2.4.3	Mandatory instruments: amendments to the World-Wide Radio-Navigation System	2010	MSC	NAV		Completed	Completed	MSC 88/26, annex 16. To be adopted by A 27.
5.2.4.4	Non-mandatory instruments: code of conduct during demonstrations/campaigns against ships on high seas	2009	MSC	NAV	FSI	Completed	Completed	MSC.303(87)
5.2.4.5	Non-mandatory instruments: guidance on interpretation of UNCLOS provisions <i>vis-à-vis</i> IMO instruments	2011	MSC LEG			In progress	In progress	Circular letter No.2456
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	Completed	MSC.1/Circ.1368
5.2.4.7	Non-mandatory instruments: improved safety of pilot transfer arrangements	2010	MSC	NAV	DE	Completed	Completed	MSC.308(88) MSC.1/Circ.1402

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
5.2.4.8	Non-mandatory instruments: measures to minimize incorrect data transmissions by AIS equipment	2009	MSC	NAV		Completed	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	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		
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	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	Completed	SN.1/Circ.288

\* The output has been re-named by MSC 88. The previous name was "New symbols for AIS Aids to Navigations".

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
5.2.4.15	Non-mandatory instruments: development of Assembly resolution on World-Wide Met-Ocean Information and Warning Service	2011	MSC	COMSAR		In progress	Completed	MSC 89/25, annex 28. To be adopted by A 27.
5.2.4.16	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	Completed	MSC.1/Circ.1403
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	Ongoing	
5.2.5.3	Non-mandatory instruments: guidelines on emergency radiocommunications, including false alerts	2009	MSC	COMSAR		Completed	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	Ongoing	
5.2.5.5	Developments in Inmarsat and Copsas-Sarsat monitored	Continuous	MSC	COMSAR		Ongoing	Ongoing	
5.2.5.6	Future mobile satellite communication systems evaluated and recognized for use in the GMDSS	2011	MSC	COMSAR		In progress	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
5.2.5.7	Reports on developments in maritime radiocommunication systems and technology	2011	MSC	COMSAR		In progress	In progress	
5.2.5.8	Procedures for updating shipborne navigation and communication equipment	2010	MSC	NAV	COMSAR	Completed	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	Completed	COMSAR 15 decided to not pursue work at this time.
5.2.5.10	Scoping exercise to establish the need for a review of the elements and procedures of the GMDSS	2012	MSC	COMSAR			In progress	
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	Completed	MSC 89/25, annex 14. To be adopted by A 27.
5.3.1.2	Non-mandatory instruments: revised Guidelines on control and compliance measures to enhance maritime security, if necessary	Continuous	MSC			Ongoing	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	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
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	Ongoing	MSC 89/25, annex 24. To be adopted by A 27.
5.3.1.7	Methodology for the in-depth analysis of annual PSC report	Continuous	MSC	FSI		Ongoing	Ongoing	FSI 19/19, section 6
5.3.1.8	A risk assessment comparison between marine casualties and incidents and PSC inspections	Continuous	MSC	FSI		Postponed	Postponed	FSI 19/19, section 3
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	In progress	
5.4.1.2	Non-mandatory instruments: guidelines on how to present relevant information to seafarers	2011	MSC	JWGHE		In progress	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	In progress	Maritime Security User Guide
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	In progress	
6.2.1.1	Monthly, quarterly and annual reports	Continuous	MSC			Ongoing	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
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	In progress	MSC.324(89) MSC.1/Circ.1404 MSC.1/Circ.1405 MSC.1/Circ.1406
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	Completed	STW 41/16, Annexes 1, 2 and 3.
7.1.2.32	Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk in offshore support vessels	2012	MSC MEPC	BLG	DE		In progress	
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	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	In progress	MSC.312(89)

Planned output number in the H LAP 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
10.0.1.1	Mandatory instruments: amendments to SOLAS chapter II-1 for types of ships	2010	MSC			In progress	Completed	MSC.290(87)
10.0.1.2	Mandatory instruments: development of goal-based ship construction standards for all types of ships	2010	MSC			In progress	Completed	MSC.287(87) MSC.296(87) MSC.1/Circ.1343 MSC.1/Circ.1394
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	Ongoing	
12.1.1.1	Revised FSA Guidelines, including on environmental risk criteria	2011	MSC MEPC			In progress	In progress	
12.1.1.2	FSA Experts' Group established to review FSA studies	2011	MSC	FSAEG		In progress	In progress	MSC 87/18 MSC 89/WP.3
12.1.2.1	Guidelines for all sub-committees on the casualty analysis process	Continuous	MSC	FSI		Ongoing	Ongoing	
12.1.2.2	A casualty analysis process effectively implemented and monitored	Continuous	MSC	FSI		Ongoing	Ongoing	FSI 19/19, section 5
12.1.2.3	Mandatory instruments: requirements for determining safe manning	2010	MSC	STW	NAV	Completed	Completed	MSC 88/26/Add.1, annexes 17 and 18. To be adopted by A 27.

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
12.2.1.1	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	In progress	
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	In progress	
12.3.1.1	Guidance on the development of GISIS and on access to information	Continuous	MSC	FSI		Ongoing	Ongoing	
12.3.1.2	PSC-related data collected and disseminated in cooperation with PSC regimes	Continuous	MSC	FSI		Ongoing	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	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	Ongoing	

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**ANNEX 35**

**PROPOSALS FOR THE HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION  
AND PRIORITIES FOR THE 2012-2013 BIENNIUM FOR MATTERS UNDER THE PURVIEW OF THE MARITIME SAFETY COMMITTEE\***

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
<b>Broad category: Enhancing the status and effectiveness of IMO</b>			
1.1.1	Take the lead and actively promote its role as the primary international forum on matters within its purview	1.1.1.1	Note: POs of the Organization meeting this high-level action are tabulated in this annex against the most relevant HLAs  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 (Assembly, Council, all committees and Secretariat)
1.1.2	Cooperate with the United Nations and other international bodies on matters of mutual interest	1.1.2.1	Cooperation with FAO: <del>follow-up to the second session of the preparation and holding of the third meeting of the Joint IMO/FAO Working Group on IUU fishing and related matters, including the, -adoption of a new treaty to facilitate the implementation of the including safety regulations for fishing vessels and fishers; and identification of revision technical provisions to the 1993 Torremolinos Protocol which may be needed to make Protocol acceptable to the required number of Governments to ensure entry into force, possibly through the development of an additional instrument</del> (MSC)
		1.1.2.2	Cooperation with IACS: consideration of unified interpretations (MSC)
		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" (MSC/MEPC)
		1.1.2.4	Cooperation with ILO: <del>development of PSC guidelines on seafarers' hours of rest taking into account the Maritime Labour Convention, 2006 port State control of seafarer's working hours</del> (MSC)

\* Strike-outs indicate proposed deletions and underlined text indicates proposed additions to the annex of resolution A.1012(26).

\*\* New numbers will be assigned by the Council, in due course, for the High-level Action Plan and planned outputs for the 2012-2013 biennium.

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		1.1.2.5	Cooperation with ILO and others: approved recommendations based on the work, if any, of the Joint IMO/ILO <i>Ad Hoc</i> Expert Working Group on Fair Treatment of Seafarers in the Event of a Maritime Accident, CMI, and others concerning the application of the joint IMO/ILO Guidelines on the fair treatment of seafarers and consequential further actions as necessary (LEG)
		1.1.2.6	Cooperation with IHO: hydrographic issues (MSC)
		1.1.2.7	Cooperation with data providers: protocols on data exchange with international, regional and national entities (all committees, as appropriate/Secretariat)
		1.1.2.8	Cooperation with donor institutions: resource mobilization for ITCP (Secretariat)
		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); <u>review of provisions for helicopters in SOLAS by the DE Sub-Committee</u> (MSC)
		1.1.2.10	Cooperation with ITU: <u>consideration of matters related to the Radiocommunication ITU-R Study Group and ITU World Radiocommunication Conference 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)</u> (MSC)
		1.1.2.11	Cooperation with UNEP: joint initiatives with regional pollution response centres (Secretariat)
		1.1.2.12	Cooperation with the Joint Inspection Unit (Secretariat)
		1.1.2.13	Liaison statements to/from IALA: VTS, aids to navigation, e-navigation and AIS matters (MSC)
		1.1.2.14	Liaison statements to/from IEC: radiocommunications and safety of navigation (MSC)
		1.1.2.15	Liaison statements to/from IHO: hydrographic matters and promotion of ENCs covering various parts of the globe (MSC)
		1.1.2.16	Liaison statements to/from ILO: seafarers' issues (MSC)
		1.1.2.17	Liaison statements to/from ITU: radiocommunications (MSC)
		1.1.2.18	Liaison statements to/from UNHCR: persons rescued at sea (MSC)
		1.1.2.19	Liaison statements to/from WMO: meteorological issues (MSC)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		1.1.2.20	Policy input/guidance to IAEA: development of carriage requirements for class 7 radioactive material <u>and development of guidance for coastal states on emergencies at sea involving radioactive material</u> (MSC)
		1.1.2.21	Policy input/guidance to ILO: development of PSC guidelines in the context of the Maritime Labour Convention (MLC), 2006 (MSC)
		1.1.2.22	Policy input/guidance to <del>IMO</del> ILO/FAO: Preparation and holding of the third meeting of the Joint FAO/IMO <i>ad hoc</i> Working Group on IUU Fishing and Related Matters (JWG)
		1.1.2.23	Policy input/guidance to ISO TC 8: development of industry consensus standards (MSC)
		1.1.2.24	Policy input/guidance to PSC regimes: related IMO developments (MSC)
		1.1.2.25	Policy input/guidance to UN Sub-Committee on Dangerous Goods: harmonization of multimodal transport of dangerous goods (MSC)
		1.1.2.26	Policy input/guidance to Environment Management Group (established by UN General Assembly resolution A/53/463UN): inter-agency sharing of information and agreement on priorities (MEPC/Secretariat)
		1.1.2.27	Policy input/guidance on GESAMP-related IMO developments (MEPC)
		1.1.2.28	Policy input/guidance to GESAMP-BW Working Group: evaluation of active substances used by ballast water management systems (MEPC)
		1.1.2.29	Policy input/guidance to GESAMP-EHS Working Group: evaluation of bulk chemicals (MEPC)
		1.1.2.30	Policy input/guidance to UNFCCC: greenhouse gas emissions from ships (MEPC)
		1.1.2.31	Policy input/guidance to UN Globally Harmonized System: classification and labelling of products (MEPC)
		1.1.2.32	Policy input/guidance to UN-Oceans: inter-agency coordination on oceans and coastal issues (MEPC/Secretariat)
		1.1.2.33	Policy input/guidance to UN Regular Process: assessment of the state of the marine environment (MEPC/Secretariat)
		1.1.2.34	Policy input/guidance to IAEA: facilitation of the shipment of class 7 radioactive materials, <u>including delays and denials</u> (FAL)
		1.1.2.35	Policy input/guidance to UNECE/UNCEFACT: trade facilitation and electronic transmission of information-related matters (FAL)
		1.1.2.36	Policy input/guidance to UNODC/WCO: prevention and control of illicit drug trafficking (FAL)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		1.1.2.37	Policy/input guidance to WCO: clearance of ships, persons and cargoes; and security of the supply chain (FAL)
		1.1.2.38	Policy and strategy <b>input to CTITF and any of its 30 entities</b> for the implementation of the IMO-related aspects of the UN Global Counter-Terrorism Strategy (MSC/LEG/TCC/FAL)
		1.1.2.39	Monitor the progress of the amendments to ILO MLC 2006 and address the issue of financial security in case of abandonment of seafarers, and shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers, should it be necessary (LEG)
		1.1.2.40	Advice and guidance on issues, as may be requested, in connection with implementation of SUA 1988/2005 in the context of international efforts to combat terrorism and proliferation of weapons of mass destruction and related materials (LEG)
		1.1.2.41	Meetings and/or consultations on "Delivering as One: UN collaboration on technical cooperation in the maritime sector" in response to the "Delivering as One" report of the Secretary General's High-level Panel on UN System-wide coherence in the areas of development, humanitarian assistance and environment (Secretariat)
		1.1.2.42	Follow-up to the 3rd meeting of the Joint ILO/IMO/BC Working Group on Ship Scrapping (MEPC)
1.2.1	Further encourage the active participation of all stakeholders to achieve the Organization's mission objectives through consultation and liaison	1.2.1.1	Protocol to the HNS Convention adopted as soon as possible (LEG)
		1.2.1.2	Joint programmes, meetings and press conferences with UN and other international organizations, as well as industry and civil society interests (Secretariat)
		1.2.1.3	Agreements of cooperation with IGOs and approved consultative status for NGOs (Assembly, Council, Secretariat)
		1.2.1.4	Coordination and management of the multi-agency GESAMP Office (Secretariat)
		1.2.1.5	Revised Guidelines on implementation of the HNS Protocol to facilitate ratifications and harmonized interpretation (LEG)
		1.2.1.6	Strategies developed to facilitate entry into force of the 2002 Athens Protocol, the 2005 SUA Protocols and the 2007 Nairobi Wreck Removal Convention (LEG)
1.3.1	Consider issues under the United Nations Law of the Sea Convention relevant to the role of the Organization	1.3.1.1	Advice and guidance provided following referrals from other IMO organs and Member States (LEG)
		1.3.1.2	Circular on implications of UNCLOS for IMO (Secretariat)
		1.3.1.3	Identification of PSSAs, taking into account article 211 and other related articles of UNCLOS (MEPC)



No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
1.3.2	Follow-up to the activities of UNCED and WSSD, including prevention of marine pollution from offshore oil and gas activities	1.3.2.1	Contributions to the follow-up to UNCED and WSSD (MEPC)
		1.3.2.2	Capacity-building follow-up action reflected in the ITCP (TCC)
1.3.3	Monitor developments within GESAMP and make full use of the knowledge available and gained	1.3.3.1	Hazard profiles and evaluation of newly submitted substances to be incorporated into the IBC Code (MEPC)
		1.3.3.2	Approval of active substances used by ballast water management systems (MEPC)
1.3.4	Promote facilitation measures	1.3.4.1	Participation in relevant international forums (Secretariat)
		1.3.4.2	FAL module incorporated in the programme of maritime security training activities (Secretariat)
		1.3.4.3	Finalized Explanatory Manual to the FAL Convention (FAL)
1.3.5	Harmonize IMO instruments with other relevant international instruments, as necessary	1.3.5.1	Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UNCOE TDG, GHS and IAEA (MSC)
		1.3.5.2	<del>Development of</del> amendments to the <del>ICAO/IMO</del> IAMSAR Manual (MSC)
		<u>1.3.5.3</u>	<u>Harmonization of SOLAS helicopter provisions with ICAO Convention (MSC)</u>
2.0.1	Monitor and improve conventions, etc., and provide interpretation thereof if requested by Member States	<del>2.0.1.1</del>	<del>Mandatory instruments: review of the draft revised Fire Test Procedures Code (MSC)</del>
		2.0.1.2	Mandatory instruments: amendments to MARPOL Annexes I to VI, including revised MARPOL Annex V (MEPC)
		2.0.1.3	Mandatory instruments: means for recharging air bottles for air breathing apparatus (MSC)
		2.0.1.4	Non-mandatory instruments: <u>development of</u> guidelines for verification of damage stability requirements for tankers <del>and bulk carriers</del> (MSC)
		<u>2.0.1.5</u>	<u>Non-mandatory instruments: development of guidelines for verification of damage stability requirements for bulk carriers (MSC)</u>
		<del>2.0.1.5</del>	<del>Non-mandatory instruments: guidance to ensure a consistent policy for watertight doors to remain open during navigation (MSC)</del>
		<del>2.0.1.6</del>	<del>Non-mandatory instruments: guidance on the interrelation between central control stations and safety centres (MSC)</del>
		<del>2.0.1.7</del>	<del>Non-mandatory instruments: guidance on the interrelation between central control stations and safety centres (MSC)</del>

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		2.0.1.8	Non-mandatory instruments: <del>guidelines to improve the effect on ship design and safety of the 1969 TM Convention</del> Development of provisions to ensure the integrity and uniform implementation of the 1969 TM Convention (MSC)
		2.0.1.9	Non-mandatory instruments: <u>development of</u> revised performance testing and approval standards for fire safety systems (MSC)
		<del>2.0.1.10</del>	<del>Non-mandatory instruments: guidelines for the design, construction and testing of fixed hydrocarbon gas detection system on double-hull tankers (MSC)</del>
		2.0.1.11	Non-mandatory instruments: clarified boundaries between MARPOL and the London Convention 1972 (MEPC)
		2.0.1.12	Non-mandatory instruments: guidelines for enforcement of MARPOL Annex I (MEPC)
		2.0.1.13	Non-mandatory instruments: guidelines for the BWM Convention (updating and consolidation of existing guidelines) (MEPC)
		2.0.1.14	Non-mandatory instruments: guidelines for replacement engines not required to meet the Tier III limit (MARPOL Annex VI) (MEPC)
		2.0.1.15	Non-mandatory instruments: guidelines on the provision of reception facilities (MARPOL Annex VI) (MEPC)
		2.0.1.16	Non-mandatory instruments: other relevant guidelines pertaining to equivalents set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines (MEPC)
		2.0.1.17	Non-mandatory instruments: guidelines called for under paragraph 2.2.5.6 of the NO <sub>x</sub> Technical Code (MEPC)
		2.0.1.18	<u>Development of a</u> Code for Recognized Organizations (MSC)
		2.0.1.19	Protocol to the HNS Convention adopted as soon as possible (LEG)
		2.0.1.20	Revised Guidelines on implementation of the HNS Protocol to facilitate ratifications and harmonized interpretation (LEG)
		2.0.1.21	Strategies developed to facilitate entry into force of the 2002 Athens Protocol, the 2005 SUA Protocols, and- the 2007 Nairobi Wreck Removal Convention (LEG)
		2.0.1.22	Advice and guidance on issues brought to the Committee in connection with implementation of IMO instruments (LEG)
		2.0.1.23	Consideration of proposal to amend the limits of liability of the Protocol of 1996 to the Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC 96), in accordance with article 8 of LLMC 96 (LEG)
		2.0.1.24	Unified interpretations of the MARPOL regulations (MEPC)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		2.0.1.25	<del>Comprehensive review of issues related to the responsibilities of Governments and development of measures to encourage flag State compliance</del> <del>Promotion of the implementation of mandatory and non-mandatory instruments</del> (MSC/MEPC)
		2.0.1.26	Reports on the average sulphur content of residual fuel oil supplied for use on board ships (MEPC/Secretariat)
		2.0.1.27	Summary reports and analyses of mandatory reports under MARPOL (MEPC/Secretariat)
		2.0.1.28	GISIS module on mandatory and non-mandatory requirements (Secretariat)
		2.0.1.29	Interpretation of application of SOLAS, MARPOL and Load Line requirements for major conversions of oil tankers (MSC/MEPC)
		<u>2.0.1.30</u>	<u>Non-mandatory instrument: development of unified interpretations for chapter 7 of the 2000 HSC Code (MSC)</u>
		2.0.1.31	<u>Mandatory instruments: development of amendments to SOLAS regulation II-1/40.2 concerning general requirements on electrical installations</u> <del>Mandatory instrument: development of unified interpretations for the term "approved seagoing service"</del> (MSC)
		<u>2.0.1.32</u>	<u>Revision of the provisions for helicopter facilities in SOLAS and the MODU Code (MSC)</u>
2.0.2	Encourage and support implementation of the Voluntary IMO Member State Audit Scheme	2.0.2.1	Input related to marine environment protection to the Voluntary IMO Member State Audit Scheme and to the Code for the implementation of mandatory IMO instruments (MEPC)
		2.0.2.2	<del>A revised</del> <u>Review of the Code for the Implementation of Mandatory IMO Instruments and consolidated audit summary reports, adoption of the new IMO Instruments Implementation (III) Code and making the III Code and auditing mandatory</u> (Assembly, Council, MSC and MEPC)
		2.0.2.3	Implementation of approved proposals for the further development of the Audit Scheme (Assembly, Council, committees (as appropriate), Secretariat)
		2.0.2.4	Organization, delivery and reporting of State audits (Secretariat)
		2.0.2.5	Up to 60 auditors trained per year (Secretariat)
		2.0.2.6	Capacity-building aspects of the Scheme reflected in the ITCP (TCC)
		2.0.2.7	Implementation of pre- and post-audit technical assistance activities (Secretariat)
		2.0.2.8	Methodology for the analysis of consolidated audit summary reports (Secretariat)
2.0.3	Encourage the worldwide provision of maritime search and rescue services	2.0.3.1	Technical guidance for the establishment of regional MRCCs and MRSCs in Africa, supported by the ISAR Fund (MSC)
		2.0.3.2	Further development of the Global SAR Plan for the provision of maritime SAR services, <u>including procedures for routeing distress information in the GMDSS</u> (MSC)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		2.0.3.3	ITCP programme implemented to contribute to the worldwide provision of maritime SAR services (Secretariat)
		<del>2.0.3.4</del>	<del>Reports of WMU project on SAR related to passenger ships (MSC)</del>
		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 (MSC)
		2.0.3.6	<del>Development of guidelines on</del> harmonized aeronautical and maritime search and rescue procedures, including SAR training matters (MSC)
3.1.1	Participate in environmental programmes with UNDP, UNEP, World Bank, etc.	3.1.1.1	Guidance for the Secretariat concerning the environmental programmes and projects to which the Organization contributes or executes, such as GEF, UNDP, UNEP and World Bank projects or programmes, and the IMO/UNEP forum on regional cooperation in combating marine pollution (MEPC)
		3.1.1.2	Reports on resource mobilization for, and on implementation of, environmental programmes (MEPC/TCC/Secretariat)
3.1.2	Establish partnerships with Governments, organizations and industry to enhance the delivery of IMO's capacity-building programmes	3.1.2.1	Guidance for the Secretariat concerning partnerships with the industry (Global Initiative) aiming at promoting implementation of the OPRC Convention and the OPRC-HNS Protocol (MEPC)
		3.1.2.2	Reports on implementation of resolution A.965(23) on Development and improvement of partnership arrangements for technical cooperation (TCC/Secretariat)
3.1.3	Promote and strengthen partnerships with global maritime training institutions and training programmes	3.1.3.1	ITCP programme implemented on the enhancement of maritime training capacities (Secretariat)
3.2.1	Mobilize and allocate financial or in-kind resources including the promotion of technical and economic cooperation among developing countries (TCDC and ECDC)	3.2.1.1	TCDC reflected in the ITCP and partnerships (TCC/Secretariat)
		3.2.1.2	Reports on the TC Fund, voluntary trust funds, cash contributions and in-kind support under the ITCP (TCC/Secretariat)
3.2.2	Implement the approved mechanism to ensure the sustainable financing of the ITCP	3.2.2.1	Review of the implementation of the approved mechanism on sustainable financing of the ITCP (TCC/Secretariat)
3.3.1	Establish, maintain and promote the linkage between the ITCP and the MDGs	3.3.1.1	Reports on the promotion and implementation of resolution A.1006(25) on The Linkage between the Integrated Technical Co-operation Programme and the Millennium Development Goals (TCC/Secretariat)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
3.4.1	Implement the arrangements to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular (see HLA 9-1.1)	3.4.1.1	Guidance on identifying the emerging needs of developing States, in particular SIDS and LDCs (MEPC)
		3.4.1.2	Review of the implementation of the arrangements made for the identified emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular (TCC/Secretariat)
		3.4.1.3	Approved ITCP for 2012-2013 reflecting the emerging needs of developing countries, SIDS and LDCs (TCC)
3.5.1	Consider, prioritize and implement technical cooperation programmes	3.5.1.1	Manage the delivery of IMO- and donor-funded programmes during 2010-2011 (Secretariat)
		3.5.1.2	Input to the ITCP on maritime safety and security (MSC)
		3.5.1.3	Input to the ITCP on marine environment protection (MEPC)
		3.5.1.4	Input to the ITCP on maritime legislation (LEG)
		3.5.1.5	Input to the ITCP on facilitation of international maritime traffic (FAL)
		3.5.1.6	Input to the ITCP on sustainable development and achievement of the MDGs (TCC)
		3.5.1.7	Enhanced prioritization of the ITCP for 2012-2013 (TCC/Secretariat)
3.5.2	Strengthen the role of women in the maritime sector	3.5.2.1	Reports on the implementation of the enhanced global programme for the integration of women in the maritime sector, including a review of the regional associations for women in the maritime and port sectors (TCC/Secretariat)
3.5.3	Develop new measures to improve the delivery of technical assistance	3.5.3.1	Reports on new and cost-effective measures to deliver technical assistance (TCC/Secretariat)
		3.5.3.2	A capacity-building mechanism for new measures or instruments, as called for under resolution A.998(25) (all committees)
3.5.4	Undertake regular TC impact assessments	3.5.4.1	Agreed parameters for the ITCP Impact Assessment Exercise covering 2008-2011 (TCC)
4.0.1	Ensure that the Organization, within agreed appropriations, uses its resources efficiently and effectively	4.0.1.1	Approved accounts and audited financial reports (Assembly/Council)
		4.0.1.2	Strengthened budgetary and financial management and control (Secretariat)
		4.0.1.3	Implementation of the results-based budget 2010-2011 and further development of results-based management (Secretariat)
		4.0.1.4	Establishment of a Trading Fund (Secretariat)
		4.0.1.5	Effective implementation of human resources policies, rules and regulations (Secretariat)
		4.0.1.6	Policies and practices implemented to further align the Secretariat's operations, including management of the Headquarters building, with the "Climate Neutral UN" initiative (Secretariat)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		4.0.1.7	Approved report on ITCP implementation during 2008-2009 (TCC)
		4.0.1.8	Internal systems, rules and procedures developed for introduction of IPSAS as of 2010 (Secretariat)
		4.0.1.9	Continued upgrade of SAP and introduction of SAP Human Resources and Payroll modules (Secretariat)
4.0.2	Create a knowledge and information-based Organization through improved management and dissemination of information making use of appropriate technology	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 (all committees, as appropriate)
		4.0.2.2	Development and management of mandatory IMO number schemes (MSC)
		4.0.2.3	Protocols on data exchange with other international, regional and national data providers (all committees, as appropriate/Secretariat)
		4.0.2.4	Improved IMO, IMODOCS and Intranet websites (Secretariat)
		4.0.2.5	Increased number of electronic publications (Secretariat)
		4.0.2.6	Further development of the Maritime Knowledge Centre and its information services (Secretariat)
		4.0.2.7	Further development of IMO Data providing shipping/maritime sector information (Secretariat)
		4.0.2.8	Provision of ICT services to agreed availability targets (Secretariat)
4.0.3	Enhance transparency in the Organization's operations	4.0.3.1	Comprehensive, transparent, deliverable and approved Strategic Plan, High-level Action Plan and results-based budget for 2012-2013 (Assembly/Council/Secretariat)
		4.0.3.2	Further development of a database on the Strategic Plan's performance indicators (Secretariat)
		4.0.3.3	Development of a database on the High-level Action Plan (Secretariat)
4.0.4	Maintain a risk management framework	4.0.4.1	Second iteration of the risk management process (Secretariat)
		4.0.4.2	Proposals on applying the Risk Management Framework to all elements of the Strategic and High-level Action Plans (Council)
4.0.5	Keep under review working methods and processes	4.0.5.1	Revised guidelines on organization and method of work, as appropriate (Council and all committees)
4.0.6	Provide independent and effective internal oversight and evaluation functions	4.0.6.1	Annual internal audit programme implemented (Secretariat)
		4.0.6.2	Independent reports on the evaluation of training activities (Secretariat)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
4.0.7	Coordinate and monitor the delivery of the Organization's work plans	4.0.7.1	Work plans monitored by the Secretary-General and the Senior Management Committee and follow-up action implemented (Secretariat)
		4.0.7.2	Establishment of knowledge management and knowledge sharing mechanisms, in particular to support monitoring of work plan targets (Secretariat)
		4.0.7.3	Secretary-General's activities coordinated, organized and implemented (Secretariat)
		4.0.7.4	Depositary and accreditation functions carried out expeditiously (Secretariat)
		4.0.7.5	Meetings programme delivered through interpretation, translation, word processing, document production and dissemination (Secretariat)
<b>Broad category: Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping</b>			
5.1.1	Review the adequacy of passenger ship safety provisions	5.1.1.1	Mandatory instruments: <u>development of</u> performance standards for recovery systems for all types of ship (MSC)
		<del>5.1.1.2</del>	<del>Mandatory instruments: stability and seakeeping characteristics of damaged passenger ships in a seaway when returning to port under own power or under tow (MSC)</del>
		5.1.1.3	Mandatory instruments: <u>development of guidelines on safe return to port for standards on time dependent survivability of</u> passenger ships <del>in damaged condition</del> (MSC)
		5.1.1.4	Mandatory instruments: review of fire protection requirements for on-deck cargo areas (MSC)
		5.1.1.5	Mandatory instruments: review of damage stability regulations for ro-ro passenger ships (MSC)
		<del>5.1.1.6</del>	<del>Non-mandatory instruments: explanatory notes for the application of the safe return to port requirements (MSC)</del>
		<del>5.1.1.7</del>	<del>Non-mandatory instruments: safety provisions applicable to tenders operating from passenger ships (MSC)</del>
		<del>5.1.1.8</del>	<del>Non-mandatory instruments: guidance on alternative arrangements for the bottom inspection requirements for passenger ships other than ro-ro passenger ships (MSC)</del>
		5.1.1.9	Non-mandatory instruments: <u>development of</u> training standards for recovery systems (MSC)
		<del>5.1.1.10</del>	<del>Non-mandatory instruments: guidelines for a visible element to general alarm systems on passenger ships (MSC)</del>
		5.1.1.11	Recommendation on evacuation analysis for new and existing passenger ships (MSC)



No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
5.1.2	Development and review of safe evacuation, survival, recovery and treatment of people following maritime casualties or in case of distress	5.1.2.1	Mandatory instrument: <del>measures to prevent accidents with lifeboats making the provisions of MSC.1/Circ.1206/Rev.1 mandatory</del> -(MSC)
		5.1.2.2	Non-mandatory instrument: <del>Guidance on compatibility of life-saving appliances</del> (MSC)
		5.1.2.3	<del>Development of</del> measures to protect the safety of persons rescued at sea (MSC)
		5.1.2.4	<del>Development of a</del> new framework of requirements for life-saving appliances (MSC)
5.1.3	Enhance the safety of navigation in vital shipping lanes	5.1.3.1	IMO participation in the Co-operative Mechanism for the Straits of Malacca and Singapore (Secretariat)
		5.1.3.2	ITCP support for the implementation of the Djibouti Code of Conduct concerning the repression of piracy and armed robbery against ships in the western Indian Ocean and the Gulf of Aden (TCC/Secretariat)
5.2.1	Keep under review the technical and operational safety aspects of all types of ships, including fishing vessels	5.2.1.1	Mandatory instruments: <del>amendments to resolution A.744(18)</del> development of amendments to the criterion for maximum angle of heel in turns of the 2008 IS Code (MSC)
		5.2.1.2	Mandatory instruments: amendments to SOLAS related to the fire resistance of ventilation ducts (MSC)
		5.2.1.3	Mandatory instruments: <del>development of international code of safety for ships using gases or other low flashpoint fuels</del> provisions for gas-fuelled engine installations in ships (MSC)
		5.2.1.4	Mandatory instruments: <del>development of</del> revised IGC Code (MSC)
		5.2.1.5	Mandatory instruments: <del>safety requirements for natural gas hydrate pellet carriers</del> development of amendments to SOLAS regulation II-1/4 concerning subdivision standards for cargo ships (MSC)
		5.2.1.6	Mandatory instruments: amendments for means of escape from machinery spaces (MSC)
		5.2.1.7	<del>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</del> review of general cargo ship safety (MSC)
		<del>5.2.1.8</del>	<del>Mandatory instruments: amendments for cargo oil tank coating and corrosion protection</del> (MSC)
		5.2.1.9	Mandatory instruments: harmonized requirements for the location of entrances, air inlets and openings in the superstructures of tankers (MSC)
		5.2.1.10	Mandatory instruments: review of fire protection requirements for on-deck cargo areas (MSC)
		<del>5.2.1.11</del>	<del>Mandatory instruments: review of the fire integrity of bulkheads and decks of ro-ro spaces on passenger and cargo ships</del> (MSC)



No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		5.2.1.12	Mandatory instruments: requirements for ships carrying hydrogen and compressed natural gas vehicles (MSC)
		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 (MSC)
		5.2.1.14	Mandatory instruments: <del>development of amendments to the LSA Code for amendments to the LSA Code for</del> thermal performance of immersion suits (MSC)
		5.2.1.15	Mandatory instruments: <del>development of amendments to the LSA Code for amendments to the LSA Code for</del> free-fall lifeboats with float-free capabilities (MSC)
		5.2.1.16	Mandatory instruments: development of <del>new-second</del> generation intact stability criteria (MSC)
		5.2.1.17	Mandatory instruments: revision of SOLAS chapter II-1 subdivision and damage stability regulations (MSC)
		5.2.1.18	Mandatory instruments: <del>development of</del> amendments to SOLAS chapter II-1 subdivision standards for cargo ships (MSC)
		5.2.1.19	Mandatory instruments: development of a mandatory Code of ships operating in polar waters (MSC)
		<del>5.2.1.20</del>	<del>Non-mandatory instruments: guidelines for verification of damage stability requirements for tankers and bulk carriers (MSC)</del>
		<del>5.2.1.21</del>	<del>Non-mandatory instruments: guidelines to enhance the safety of small fishing vessels (MSC)</del>
		5.2.1.22	Non-mandatory instruments: <del>development of a non-mandatory instrument on</del> regulations for non-convention ships (MSC)
		5.2.1.23	Non-mandatory instruments: <del>review and update of the revised-Survey Guidelines under the Harmonized System of Survey and Certification and the annexes to the Code for the Implementation of Mandatory IMO Instruments (MSC/MEPC)</del>
		<del>5.2.1.24</del>	<del>Non-mandatory instruments: revision of resolution A.760(18) (MSC)</del>
		<del>5.2.1.25</del>	<del>Non-mandatory instruments: revised Recommendations for entering enclosed spaces aboard ships (MSC)</del>
		5.2.1.26	Non-mandatory instruments: protection against noise on board ships (MSC)
		<del>5.2.1.27</del>	<del>Non-mandatory instruments: amendments to the Revised recommendation on testing of life saving appliances (MSC)</del>
		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 (MSC)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		5.2.1.29	Promotion of the implementation of resolution A.925(22) on Entry into force of the <del>1993 Torremolinos Protocol and the</del> 1995 STCW-F Convention (MSC)
		5.2.1.30	<del>Legal and technical options to facilitate and expedite the earliest possible entry into force of the 1993 Torremolinos Protocol, as called for under resolution A.1003(25), including development of an agreement on the implementation of the 1993 Torremolinos Protocol (MSC)</del>
		5.2.1.31	<del>Mandatory instrument: review of proposed amendments to chapter 14 of the FSS Code related to ships carrying liquid substances listed in the IBC Code</del>
		5.2.1.32	<del>Non-mandatory instrument: development of guidelines for use of Fibre Reinforced Plastic (FRP) within ship structures (MSC)</del>
		5.2.1.33	<del>Development of guidelines for wing-in-ground craft (MSC)</del>
		5.2.1.34	<del>Non-mandatory instruments: development of amendments to Part B of the 2008 IS Code on towing and anchor handling operations (MSC)</del>
		5.2.1.35	<del>Mandatory instruments: revision of testing requirements for lifejacket RTDs in resolution MSC.81(70) (MSC)</del>
		5.2.1.36	<del>Revision of the Recommendation on conditions for the approval of servicing stations for inflatable liferafts (resolution A.761(18)) (MSC)</del>
		5.2.1.37	<del>Amendments to SOLAS regulation II-1/11 and development of associated Guidelines to ensure the adequacy of testing arrangements for watertight compartments (MSC)</del>
5.2.2	Development and review of training and watchkeeping standards and operational procedures for maritime personnel	5.2.2.1	<del>Non-mandatory instruments: comprehensive review of the STCW Convention and the STCW Code</del> development of guidance for the implementation of the 2010 Manila Amendments (MSC)
		5.2.2.2	Mandatory instruments: input regarding MARPOL, BWM and other environmental conventions (MEPC)
		5.2.2.3	<del>Non-mandatory instruments: revised Principles of safe manning (resolution A.890(21)) including mandatory requirements for determining safe manning (MSC)</del>
		5.2.2.4	<del>Non-mandatory instruments: model procedures for executing shipboard emergency measures (MSC)</del>
		5.2.2.5	Validated model training courses (MSC)
		5.2.2.6	<del>Guidance on training for seafarer safety representatives (MSC)</del>
		5.2.2.7	Reports on unlawful practices associated with certificates of competency (Secretariat)
		5.2.2.8	Reports to the MSC on information communicated by STCW Parties (Secretariat)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		<u>5.2.2.9</u>	<del>Mandatory instrument: development of amendment to SOLAS to mandate enclosed space entry and rescue drills (MSC)</del>
		<u>5.2.2.10</u>	<del>Mandatory instrument: development of amendments to the FSS Code for communication equipment for fire-fighting teams (MSC)</del>
		<u>5.2.2.11</u>	<del>Preparation of guidelines for the implementation of the medical standards of the Manila amendments (MSC)</del>
5.2.3	Keep under review standards for safe handling and carriage by sea of solid and liquid cargoes carried in bulk and packaged form	5.2.3.1	Mandatory instruments: <u>development of</u> amendments to CSC 1972 and associated circulars (MSC)
		5.2.3.2	Mandatory instruments: <del>amendments to the CSS Code and associated recommendations (MSC)</del> <u>Development of measures to prevent loss of containers</u>
		5.2.3.3	Mandatory instruments: <u>development of</u> amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes (MSC)
		5.2.3.4	Mandatory instruments: <u>development of</u> amendments to the IMDG Code and supplements (MSC)
		5.2.3.5	Mandatory instruments: <u>harmonization of the</u> IMDG Code <del>harmonized</del> —with the UN Recommendations on the Transport of Dangerous Goods (MSC)
		5.2.3.6	Mandatory instruments: <u>review of fire protection arrangements for the stowage</u> of water-reactive materials (MSC)
		<del>5.2.3.7</del>	<del>Mandatory instruments: review of the BLU Code (MSC)</del>
		<del>5.2.3.8</del>	<del>Mandatory instruments: revision of the Code of safe practice for ships carrying timber deck cargoes (MSC)</del>
		<del>5.2.3.9</del>	<del>Mandatory instruments: review of documentation requirements for dangerous goods in packaged form (MSC)</del>
		5.2.3.10	Mandatory instruments: input regarding MARPOL Annexes I and II and the IBC Code (MEPC)
		5.2.3.11	Mandatory instruments: amendments to MARPOL Annex III (MEPC)
		<del>5.2.3.12</del>	<del>Non-mandatory instruments: guidance on protective clothing (MSC)</del>
		<del>5.2.3.13</del>	<del>Non-mandatory instruments: review of recommendations on the safe use of pesticides in ships (MSC)</del>
		5.2.3.14	Non-mandatory instruments: revised Guidelines for packing of cargo transport units (MSC)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		5.2.3.15	Non-mandatory instruments: Measures to prevent fires and explosions on chemical tankers and product tankers under 20,000 deadweight tonnes operating without inert gas systems (MSC)
		5.2.3.16	Provisions for the installation of equipment for detection of radioactive sources or radioactive contaminated objects (MSC)
5.2.4	Keep under review measures to improve navigational safety, ships' routing, ship reporting <u>and monitoring</u> systems, vessel traffic services, requirements and standards for shipborne navigational aids and systems <u>and long-range tracking and identification (LRIT)</u> .	5.2.4.1	Mandatory instruments: new routing measures and mandatory ship reporting systems, including associated protective measures for PSSAs (MSC)
		5.2.4.2	<del>Non-Mandatory instruments: amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zones</del> revision of the Recommendation for the protection of the AIS VHF Data Link (resolution MSC.140(76)) (MSC)
		5.2.4.3	Mandatory instruments: <del>amendments to the World-Wide Radio-Navigation System</del> amendments to the General Provisions on Ships' Routing (resolution A.572(14), as amended) (MSC)
		5.2.4.4	Non-mandatory instruments: <del>code of conduct during demonstrations/campaigns against ships on high seas</del> implementation of LRIT system (Secretariat) (MSC)
		5.2.4.5	Non-mandatory instruments: guidance on interpretation of UNCLOS provisions vis-à-vis IMO instruments (MSCLEG)
		5.2.4.6	Non-mandatory instruments: <del>guidelines on the layout and ergonomic design of safety centres on passenger ships</del> consideration of LRIT matters (MSC)
		<del>5.2.4.7</del>	<del>Non-mandatory instruments: improved safety of pilot transfer arrangements (MSC)</del>
		<del>5.2.4.8</del>	<del>Non-mandatory instruments: measures to minimize incorrect data transmissions by AIS equipment (MSC)</del>
		<del>5.2.4.9</del>	<del>Non-mandatory instruments: review of vague expressions in SOLAS regulation V/22 (MSC)</del>
		<del>5.2.4.10</del>	<del>Non-mandatory instruments: revision of the Guidance on the application of AIS binary messages (MSC)</del>
		5.2.4.11	Non-mandatory instruments: amendments to the Performance standards for VDR and S-VDR (MSC)
		<del>5.2.4.12</del>	<del>Non-mandatory instruments: guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ (MSC)</del>
		5.2.4.13	Non-mandatory instruments: <u>development of policy and</u> new symbols for AIS Aids to Navigation (MSC)
		<del>5.2.4.14</del>	<del>Development of performance standards for inclinometers (MSC)</del>

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		5.2.4.14	<del>Non-mandatory instruments: guidelines for IBSS, including performance standards for bridge alert management (MSC)</del>
		5.2.4.15	<del>Development of Assembly resolution on World Wide Met Ocean Information and Warning Service</del>
5.2.5	Monitor and evaluate the operation of the Global Maritime Distress and Safety System (GMDSS)	5.2.5.1	<del>Non-mandatory instruments: amendments to NAVTEX and SafetyNET (MSC)</del>
		5.2.5.2	Non-mandatory instruments: <del>review of documents related to</del> consideration of operational and technical coordination provisions of maritime safety information (MSI) services, <u>including development and review of related documents</u> (MSC)
		5.2.5.3	Non-mandatory instruments: guidelines on emergency radiocommunications, including false alerts (MSC)
		5.2.5.4	Further development of the GMDSS master plan on shore-based facilities, <del>including the completion of implementation for full Arctic MSI in 2011</del> (MSC)
		5.2.5.5	<u>Consideration and</u> developments in Inmarsat and Copsas-Sarsat <del>monitored</del> (MSC)
		5.2.5.6	<del>Future mobile satellite communication systems evaluated and recognized for use in the GMDSS (MSC)</del>
		5.2.5.7	<del>Reports on</del> Developments in maritime radiocommunication systems and technology (MSC)
		5.2.5.8	<del>Procedures for updating shipborne navigation and communication equipment (MSC)</del>
		5.2.5.9	<del>Revision of Performance Standards for float free satellite EPIRBs MHz (resolution A.810(19)) (MSC)</del>
		5.2.5.10	<u>Development of measures to avoid false distress alerts (MSC)</u>
		5.2.5.11	<u>Scoping exercise to establish the need for a review of the elements and procedures of the GMDSS</u>
5.2.6	Development and implementation of the e-navigation strategy	5.2.6.1	Non-mandatory instruments: <u>Development of an</u> <del>implementation plan for the</del> e-navigation strategy <u>implementation plan</u> (MSC)
5.3.1	Keep under review <u>and support flag State, and port State and coastal State implementation for enhancing and monitoring compliance procedures for the control of ships</u>	5.3.1.1	<del>Development of amendments to the 2011 ESP Code Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18)) (MSC)</del>
		5.3.1.2	Non-mandatory instruments: revised Guidelines on control and compliance measures to enhance maritime security, if necessary (MSC)
		5.3.1.3	Non-mandatory instruments: review of procedures for port State control (MSC)
		5.3.1.4	Non-mandatory instruments: consideration of the efficacy of the Container Inspection Programme (MSC)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		5.3.1.5	Non-mandatory instruments: review of Guidelines for inspection of anti-fouling systems on ships (MEPC)
		5.3.1.6	<del>Promote the harmonization of port State control activities and collect PSC data</del> <b>Harmonized PSC procedures</b> (MSC)
		5.3.1.7	Methodology for the in-depth analysis of annual PSC report (MSC)
		5.3.1.8	A risk assessment comparison between marine casualties and incidents and PSC inspections (MSC)
		5.3.1.9	Non-mandatory instrument: Development of guidance for approved Continuous Examination Programmes (ACEP)
5.4.1	Develop a strategy for the work related to the role of the human element including the chain of responsibility in maritime safety	<del>5.4.1.1</del>	<del>Non-mandatory instruments: guidance for companies on the incorporation of a safety culture and environmental consciousness (MSC)</del>
		5.4.1.2	Non-mandatory instruments: guidelines on how to present relevant information to seafarers (MSC)
6.1.1	Keep under review measures (e.g., ISPS Code) to enhance security for ship and port facilities including the ship/port interface and shipping lanes of strategic importance	6.1.1.1	Non-mandatory instruments: guidelines and guidance on the implementation and interpretation of SOLAS chapter XI-2 and the ISPS Code (MSC)
		6.1.1.2	Non-mandatory instruments: measures to enhance the security of closed cargo transport units and of freight containers (MSC/FAL)
		<del>6.1.1.3</del>	<del>LRIT data distribution plan services (Secretariat)</del>
6.1.2	Keep under review the adequacy of the legal framework to suppress unlawful acts against ships and fixed platforms through the SUA Convention and its Protocol	6.1.2.1	Advice and guidance on issues, as may be requested, in connection with implementation of SUA 1988/2005 in the context of international efforts to combat terrorism and proliferation of weapons of mass destruction and related materials (LEG)
6.2.1	Promulgate information on prevention and suppression of acts of piracy and armed robbery against ships	6.2.1.1	Monthly, <del>quarterly</del> and annual reports (MSC)
		6.2.1.2	Revised guidance relating to the prevention of piracy and armed robbery to reflect emerging trends and behaviour patterns (MSC/LEG)
		6.2.1.3	Advice and guidance to support the review of IMO instruments on combating piracy and armed robbery (LEG)
		6.2.1.4	Advice and guidance to support international efforts to ensure effective prosecution of perpetrators (LEG)
		6.2.1.5	Advice and guidance to support availability of information on comprehensive national legislation and judicial capacity-building (LEG)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
6.2.2	Assist developing regions in their introduction and implementation of effective security measures and measures against piracy and armed robbery against ships	6.2.2.1	Implementation of related ITCP activities (Secretariat)
		6.2.2.2	Model legislation on maritime security (Secretariat)
		6.2.2.3	Advice and guidance to support the review of IMO instruments on combating piracy and armed robbery (LEG)
		6.2.2.4	Advice and guidance to support international efforts to ensure effective prosecution of perpetrators (LEG)
		6.2.2.5	Advice and guidance to support availability of information on comprehensive national legislation and judicial capacity-building (LEG)
6.3.1	Actively participate in work of the Joint IMO/ILO <i>Ad Hoc</i> expert working groups on issues related to safeguarding the human rights of seafarers	6.3.1.1	Approved recommendations based on the work, if any, of the Joint IMO/ILO <i>Ad Hoc</i> Expert Working Group on Fair Treatment of Seafarers in the Event of a Maritime Accident, CMI, and others concerning the application of the joint IMO/ILO Guidelines on the fair treatment of seafarers and consequential further actions as necessary (LEG)
		6.3.1.2	Monitor the progress of the amendments to ILO MLC 2006 and address the issue of financial security in case of abandonment of seafarers, and shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers, should it be necessary (LEG)
6.3.2	<del>Develop a strategy for the work related to the role of the human element including the chain of responsibility in maritime security</del>	6.3.2.1	<del>Strategy on the role of the human element in the enhancement of maritime security, taking into account human rights, the workload on seafarers, the revised 1988 SUA Convention and its Protocol and developments relating to the revision of the STCW Convention, if necessary (MSC)</del>
7.1.1	Monitor pollution and adverse impact on the marine environment caused by ships and their cargoes	7.1.1.1	Follow-up to the GESAMP study on "Estimates of Oil Entering the Marine Environment from Sea Based Activities" (MEPC)
		7.1.1.2	Technical guidance for the Secretariat for the development, on the basis of reporting requirements under MARPOL, OPRC and the OPRC-HNS Protocol, as well as other relevant sources of information, of a pollution incident information structure for regular reporting to the FSI and BLG Sub-Committees, and/or the MEPC (MEPC)
7.1.2	Keep under review measures to reduce adverse impact on the marine environment by ships	7.1.2.1	Mandatory instruments: follow-up to the Hong Kong Convention on Ship Recycling, including development and adoption of associated guidelines (MEPC)
		7.1.2.2	Mandatory instruments: designation of Special Areas and PSSAs and adoption of their associated protective measures (MEPC)
		7.1.2.3	Non-mandatory instruments: consolidated guidelines on ballast water management (MEPC)
		7.1.2.4	Provisions for the reduction of noise from commercial shipping and its adverse impacts on marine life (MEPC)
		7.1.2.5	Approved ballast water management systems (MEPC)



No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		7.1.2.6	Approved list of active substances used by ballast water management systems (MEPC)
		7.1.2.7	Production of a manual entitled "Ballast Water Management – How to do it" (MEPC)
		7.1.2.8	Holding of the third BWM R&D symposium (MEPC)
		7.1.2.9	Policies on Practices Related to the Reduction of Greenhouse Gas Emissions from Ships (resolution A.963(23)): Ship CO <sub>2</sub> indexing scheme; CO <sub>2</sub> emission baseline (MEPC)
		7.1.2.10	Measures to promote the AFS Convention (MEPC)
		7.1.2.11	Manual on chemical pollution to address legal and administrative aspects of HNS incidents (MEPC)
		7.1.2.12	Revised Manual on oil pollution, Section 1 – Prevention (MEPC)
		7.1.2.13	Guidance on the carriage of biofuels and biofuel blends as cargo (MEPC)
		7.1.2.14	Guidance on translocation of invasive aquatic species through biofouling of ships (MEPC)
		7.1.2.15	Guidance document on the identification and observation of spilled oil (MEPC)
		7.1.2.16	Technical guidelines on sunken oil assessment and removal techniques (MEPC)
		7.1.2.17	Guidance document on Incident Command System during oil response (MEPC)
		7.1.2.18	Guidance for oil spill response in fast currents (MEPC)
		7.1.2.19	Guide on Oil Spill Response in Ice and Snow Conditions (MEPC)
		7.1.2.20	Updated IMO Dispersant Guidelines (MEPC)
		7.1.2.21	Guideline for oil spill response – offshore <i>in situ</i> burning (MEPC)
		7.1.2.22	Waste Management Decision Support Tool (MEPC)
		7.1.2.23	Guidance on sensitivity mapping for oil spill response (MEPC)
		7.1.2.24	Operational guide on the use of sorbents (MEPC)
		7.1.2.25	Publication checklist for new IMO manuals, guidance documents and training materials (MEPC)
		7.1.2.26	Guidance on obligations and actions required by States to prepare for implementation of the OPRC-HNS Protocol (MEPC)
		7.1.2.27	Test standards for type approval of add-on equipment (MEPC)
		7.1.2.28	Measures to promote integrated bilge water treatment systems (MEPC)
		7.1.2.29	Guidelines for a shipboard oil waste pollution prevention plan (MEPC)



No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		7.1.2.30	Manually operated alternatives in the event of pollution prevention equipment malfunctions (MEPC)
		7.1.2.31	<del>Updated</del> <u>Revision of the revised</u> guidelines on <u>implementation of</u> effluent standards and performance tests for sewage treatment <u>plan (resolution MEPC.159(55))</u> (MEPC)
		7.1.2.32	Development of international measures for minimizing the transfer of invasive aquatic species through bio-fouling of ships (MEPC)
7.1.3	Monitor and keep under review the provision of reception facilities in ports and their adequacy	7.1.3.1	Reports on inadequacy of port reception facilities (MEPC)
		7.1.3.2	Follow-up to the implementation of the Action Plan on port reception facilities (MEPC)
7.1.4	Consider the need for the development of measures to prevent and control marine pollution from small craft	7.1.4.1	Action Plan on prevention and control of marine pollution from small craft, including development of appropriate measures (MEPC)
7.2.1	Keep under review the Guidelines on the identification of places of refuge	7.2.1.1	Bi-annual MSC circulars on designation of maritime assistance services (MAS) (MSC)
		7.2.1.2	Input to the review of the Guidelines on the identification of places of refuge with regard to marine environment protection (MEPC)
7.2.2	Keep under review the adequacy of the legal framework	7.2.2.1	Safety aspects of alternative tanker designs assessed (MSC)
		7.2.2.2	Environmental aspects of alternative tanker designs (MEPC)
		7.2.2.3	Amendments to MARPOL Annex I on the use and carriage of heavy grade oil (HGO) on ships in the Antarctic area (MEPC)
		7.2.2.4	Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments (MEPC)
		7.2.2.5	Application of requirements for the carriage of biofuels and biofuel blends (MEPC)
7.2.3	Foster cooperation and mutual assistance between Member States under the provisions of the OPRC Convention and OPRC-HNS Protocol	7.2.3.1	Increased activities within the ITCP regarding the OPRC Convention and the OPRC-HNS Protocol (MEPC/TCC/Secretariat)
		7.2.3.2	Oversight of IMO regional centres (REMPEC, REMPEITC) (Secretariat)
7.3.1	Keep under review IMO measures to reduce atmospheric pollution	7.3.1.1	Review of non-mandatory instruments as a consequence of the revised MARPOL Annex VI (MEPC)
		7.3.1.2	Amendments to MARPOL Annex VI introducing a north American ECA (MEPC)
7.3.2	Continue to develop appropriate measures to address climate change and global warming	7.3.2.1	Completed work plan to identify and develop mechanisms needed to achieve the limitation or reduction of CO <sub>2</sub> emissions from international shipping (MEPC)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
7.4.1	Develop a strategy for the work related to the role of the human element including the chain of responsibility in marine environment protection	7.4.1.1	Follow up to the updated Action Plan on the Organization's strategy to address human element (MSC-MEPC.7/Circ.4) (MEPC)
8.0.1	Promote wider acceptance of the FAL Convention and adoption of measures contained therein, to assist the FAL Committee's effort and work towards the universal implementation of measures to facilitate international maritime traffic	8.0.1.1	Reports on the status of the FAL Convention (FAL)
		8.0.1.2	Comprehensive review of the FAL Convention (FAL)
		8.0.1.3	Review of the role, mission, strategic direction and work of the Facilitation Committee (FAL)
		8.0.1.4	Finalized Explanatory Manual to the FAL Convention (FAL)
8.0.2	Ensure that an appropriate balance is maintained between measures to enhance maritime security and measures to facilitate maritime international traffic	8.0.2.1	Access procedures at the ship/port interface for public officers and service providers visiting a vessel (FAL)
		8.0.2.2	Procedures to facilitate seafarers' access in and out of a port facility during shore leave, if necessary (FAL)
		8.0.2.3	Guidance on documentation required by passengers, particularly transit cruise passengers, to ensure their smooth flow through ports (FAL)
		8.0.2.4	Procedures for cargo and baggage clearance through a port facility (FAL)
		8.0.2.5	<del>Revised FAL.2/Circ.50/Rev.1 on Reports of stowaway incidents (FAL)</del>
		8.0.2.6	Reports and information on illegal migrants (FAL)
		8.0.2.7	<del>Revised Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases (resolution A.871(20)) (FAL/MSC)</del>
8.0.3	Encourage the use of information and communication technology to drive continuous improvement and innovation in the facilitation of maritime traffic	8.0.3.1	Finalized Guidelines for the use of Single Window (FAL)
		8.0.3.2	Finalized IMO Compendium of Facilitation and Electronic Business (FAL)
		8.0.3.3	Information technology solutions (e.g., electronic signature) developed to facilitate the process of clearing the ship, its cargo, passengers and crew (FAL)
8.0.4	Consider ways of systematically reducing the administrative burden deriving from the legislative process	8.0.4.1	No PO
9.0.1	Identify and address the special shipping needs of SIDS and LDCs	9.0.1.1	Report on the implementation of the global ITCP programme on support to SIDS and LDCs for their special shipping needs (TCC/Secretariat)
		9.0.1.2	Report to the Council on the committees' consideration of the special shipping needs of SIDS and LDCs <i>vis-à-vis</i> new IMO standards (Secretariat)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
		9.0.1.3	Provision of reception facilities under MARPOL in SIDS (MEPC)
10.0.1	Further develop measures to apply goal-based standards for maritime safety	10.0.1.1	Mandatory instruments: <del>amendments to SOLAS chapter II-1 for types of ships</del> implementation of goal-based new ship construction standards for tankers and bulk carriers (MSC)
		10.0.1.2	Mandatory instruments: development of goal-based ship construction standards for all types of ships, including security and protection of the marine environment (MSC)
<b>Broad category: Enhancing the profile of shipping, quality culture and environmental conscience</b>			
11.1.1	Raise awareness of the role of international shipping in world trade and the global economy and the importance of the Organization's role	11.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the MDGs (Assembly, Council, all committees and Secretariat)
		11.1.1.2	Speeches, messages, interviews and articles delivered and published in all media on the work and advances of IMO and the shipping industry (Secretariat)
		11.1.1.3	Other outreach activities delivered (including some 50 press releases annually) to enhance the image of IMO and the industry, and promote IMO's work and the effective implementation of its standards (Secretariat)
		11.1.1.4	Two World Maritime Day celebrations and two Parallel Events organized, and consequential action plans implemented to promote and publicize the respective World Maritime Day themes (Secretariat)
		11.1.1.5	Winners elected for two International Maritime Prizes and two IMO Awards for Exceptional Bravery at Sea (Council)
		11.1.1.6	Measures to promote the "IMO Children's Ambassador" concept, in collaboration with junior marine environment protection associations worldwide (MEPC)
11.1.2	Enhance the image of the role of the human element in the context of the shipping industry	11.1.2.1	Promotion of the "Go to Sea!" campaign (Secretariat)
11.2.1	Actively promote and encourage the development of community relations programmes	11.2.1.1	No PO
12.1.1	Use formal safety assessment techniques in the development of technical standards	12.1.1.1	Revised FSA Guidelines, including on environmental risk criteria (MSC/MEPC)
		12.1.1.2	FSA Experts' Group established to review FSA studies (MSC)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
12.1.2	Use risk-based tools that take account of costs and the human element in the development of operational standards	12.1.2.1	<del>Collection and analysis of casualty data to identify trends and develop knowledge and risk-based recommendations</del> <del>Guidelines for all sub-committees on the casualty analysis process (MSC)</del>
		<del>12.1.2.2</del>	<del>A casualty analysis process effectively implemented and monitored (MSC)</del>
		<del>12.1.2.3</del>	<del>Mandatory instruments: requirements for determining safe manning (MSC)</del>
12.2.1	Keep under review the effectiveness of the ISM Code with regard to safety and protection of the marine environment	12.2.1.1	Non-mandatory instruments: guidelines and associated training to assist companies and seafarers in improving the implementation of the ISM Code (MSC/MEPC)
		12.2.1.2	Non-mandatory instruments: revised guidelines for Administrations (resolution A.913(22)) to make them more effective and user-friendly (MSC/MEPC)
		<u>12.2.1.3</u>	<u>Mandatory instrument: enhancing the efficiency and user-friendliness of ISM Code (MSC/MEPC)</u>
12.3.1	<u>Undertake Consider the wider collection and dissemination of information, analyses and decisions, taking account of the financial implications and governance issues</u>	12.3.1.1	Guidance on the development of GISIS and on access to information (MSC/MEPC)
		12.3.1.2	PSC-related data collected and disseminated in cooperation with PSC regimes (MSC)
		12.3.1.3	<u>Consideration of</u> reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas (MSC/MEPC)
12.4.1	Raise awareness of the "chain of responsibility" concept among all stakeholders through organizations that have consultative status	12.4.1.1	Guidelines and MEPC circulars (MEPC)
<u>12.5.1</u>	<u>Promote bridge resource management</u>	<u>12.5.1.1</u>	<u>Bridge resource management effectively addressed through the comprehensive review of the STCW Convention and the STCW Code (MSC)</u>
13.0.1	Strengthen awareness of the need for a continuous reduction of the adverse impact of shipping on the environment	13.0.1.1	Continued promotion of World Maritime Day theme on IMO's response to current environmental challenges (Secretariat)
13.0.2	Promote and enhance the availability of, and access to, information relating to environmental protection (i.e. transparency) and, in particular, consider the wider dissemination of information, analyses and decisions, taking account of the financial implications	13.0.2.1	Guidance for the Secretariat on the development of GISIS and on access to information (MEPC)
		13.0.2.2	Databases as part of GISIS and other means, including electronic ones (all committees, as appropriate/Secretariat)
		13.0.2.3	Inventory of information, R&D and best practices related to HNS preparedness and response (MEPC)
		13.0.2.4	Web platform for OPRC/HNS-related information (MEPC)

No.**	High-level Actions (HLAs)	No.**	Planned outputs (POs) for <del>2010-2011</del> 2012-2013
13.0.3	Encouraging the use in shipping of the best available environmental technology not entailing excessive costs, in line with the goal of sustainable development	13.0.3.1	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution (MEPC)
		13.0.3.2	Holding of the third BWM R&D symposium (MEPC)

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**ANNEX 36**

**POST-BIENNIAL AGENDA OF THE MARITIME SAFETY COMMITTEE**

<b>MARITIME SAFETY COMMITTEE (MSC)</b>								
<b>ACCEPTED POST-BIENNIAL OUTPUTS</b>				<b>Parent organ(s)</b>	<b>Coordinating organ(s)</b>	<b>Associated organ(s)</b>	<b>Timescale (sessions)</b>	<b>References</b>
<b>Number</b>	<b>Reference to Strategic Direction</b>	<b>Reference to High-level Actions</b>	<b>Description</b>					
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

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	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	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
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



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					
11	5.2.1 <sup>1</sup>		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 <sup>2</sup>		Finalization 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 <sup>3</sup>		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	5.2.1		Finalization of guidance for the implementation of the 2010 Manila amendments	MSC	STW		2014	MSC 89/25, paragraph 22.41
15	5.2.1		Development of amendments to the requirements for foam-type fire-extinguishers in SOLAS regulation II-2/10.5	MSC	FP		4	MSC 89/25, paragraph 22.9
16	5.2.1		Development of amendments to the 2009 MODU Code concerning lifeboat drills	MSC	DE		2	MSC 89/25, paragraph 22.24

- 1 To be placed on the provisional agenda for FP 56.  
2 To be placed on the provisional agenda for SLF 54.  
3 To be placed on the provisional agenda for FP 56.

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					
17	5.2.1		Review of the 2009 Code on Alerts and Indicators	MSC	DE	NAV	2	MSC 89/25, paragraph 22.25
18	5.2.1		Development of requirements for onboard lifting appliances and winches	MSC	DE		2	MSC 89/25, paragraph 22.26
19	5.2.2		Preparation of guidelines for the implementation of the medical standards of the Manila amendments	MSC	STW		2013	MSC 88/26, paragraph 23.42
20	5.2.3 <sup>4</sup>	5.2.3.12	Guidance on protective clothing	MSC	DSC		1	DSC 15/18, paragraph 6.5
21	5.2.3 <sup>5</sup>		Development of guidance for Approved Continuous Examination Programmes (ACEP)	MSC	DSC		2013	MSC 89/25, paragraph 22.5
22	5.2.3 <sup>6</sup>		Development of measures to prevent loss of containers	MSC	DSC	DE, SLF and STW	2013	MSC 89/25, paragraph 22.6
23	5.2.4		Development of guidelines for wing-in-ground craft	MSC	DE	FP, COMSAR, NAV, SLF and STW	2	MSC 88/26, paragraph 23.30

<sup>4</sup> Work on this output has been postponed by DSC 15.

<sup>5</sup> To be placed on the provisional agenda for DSC 17.

<sup>6</sup> To be placed on the provisional agenda for DSC 17.

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					
24	5.2.4 <sup>7</sup>		Amendments to the General Provisions on Ships' Routeing (resolution A.572(14), as amended)	MSC	NAV		2013	MSC 89/25, paragraph 22.20
25	5.2.5		Measures to avoid false distress alerts	MSC	COMSAR	NAV	2	MSC 87/26, paragraph 24.24
26	7.2.2	7.2.2.2 <sup>8</sup>	Safety aspects of alternative tanker designs assessed	MSC MEPC	BLG		Ongoing	BLG 3/18, paragraph 15.7
27	7.3.1 <sup>9</sup> 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 and special category spaces	MSC	FP		2013	MSC 88/26, paragraph 23.11

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<sup>7</sup> To be placed on the provisional agenda for NAV 58.

<sup>8</sup> Work on this output is to be carried out when a proposal for an alternative tanker design is submitted to the Organization.

<sup>9</sup> To be placed on the provisional agenda for FP 56.



## **ANNEX 37**

### **STATEMENT BY THE DELEGATION OF JAPAN**

"Thank you, Mr. Chairman.

First of all, I should like to thank Mr. Secretary-General for his kind words and actions for Japan regarding the Great East Japan Earthquake. Mr. Chairman and distinguished delegates, please allow me to take the floor to provide the Committee with an update on the situation in Japan.

On 11 March 2011, the massive 9.0 magnitude earthquake that struck off the coast of eastern Japan and the tsunami which followed have claimed the lives of over 14,000 people. There are still more than 10,000 people missing, and port facilities, shipyards and maritime shipping operations have been severely affected.

Japan has received a great deal of generous support since the earthquake. Over 140 national and regional governments, nearly 40 international agencies, large numbers of non-governmental organizations and individuals worldwide have hastened to lend a hand, from dispatching relief workers and providing recovery and medical assistance to sending out emergency supplies, giving donations and providing expert assistance with the nuclear accident.

Since the earthquake, the IMO Secretariat has issued prompt and accurate information on the latest situation about ports and shipping in Japan. Once again, Japan would like to extend its heartfelt gratitude to the IMO Secretariat and all those who have provided valuable support.

With regard to the Fukushima Dai-ichi Nuclear Power Plant (Fukushima Dai-ichi NPP), Japan has been mobilizing all available resources and making every effort to stabilize the situation as quickly as possible.

Japan recently requested the Secretary-General to circulate information on the latest situation of ports and shipping in Japan to all Members and organizations.

Circular letter No.3179 was issued on 4 May, and Japan highly appreciates the prompt action of the Secretary-General.

Although this delegation will be making a detailed presentation regarding this information during lunchtime today, I would now just like to provide a brief overview.

In response to the accident at Fukushima Dai-ichi NPP, Japan has been continuously monitoring ambient radiation levels and the radiation concentration of seawater. It was found that most of the radioactive materials from the plant were released during the first few days following the accident, and since then the ambient radiation levels have been decreasing.

A navigation warning was issued to designate the area within 20 km of Fukushima NPP as a restricted area, based on the Act on Special Measures Concerning Nuclear Emergency Preparedness, while permitting entry into waters between 20 and 30 km of the plant subject to preparedness for emergency evacuation.

According to the monitoring results, current ambient radiation levels at 30 km or more from the plant do not affect human health, and it can be safely assumed that there will be no harmful effects to seafarers on board ships navigating 30 km off the coast of Fukushima Dai-ichi NPP.

I would like to emphasize at this point that the ports of Tokyo and Yokohama are located more than 200 km away from the power plant, and the ports of Osaka and Kobe are more than 600 km away. Radiation levels in Tokyo and Yokohama have never reached levels harmful to human health. Radiation levels at these two ports have been decreasing in a stable manner, and are now almost back to normal levels. Moreover, the ports of Osaka and Kobe have not been affected at all by the accident.

From 4 to 10 April, Japan discharged water with a relatively low radiation level into the sea. This was unavoidable in order to prevent further accidents at the plant and the discharge of water with a much higher radiation level. The radiation concentration of seawater is being periodically monitored at 30 km or more from the plant and the ports of Tokyo and Yokohama. The monitoring reports can be seen at the websites of the Ministry of Education, Sports, Culture, Sports, Science and Technology (MEXT), and the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan, respectively. The monitoring demonstrates that in most cases the levels are below the detectable level and pose no risk to health. Thus, the seawater used for ballast water cannot be expected to cause any problems.

As I have mentioned, most Japanese ports were not affected by the disaster at all, and have maintained radiation levels which are well within safe limits. This was substantiated in announcements by IMO and other relevant international organizations such as ICAO.

In order to dispel any concerns that ships and containers from Japan are contaminated with radiation, the Japanese Government developed a unified method for measuring radiation levels of ships and containers, and has been issuing a document of attestation for radiation measurement, when requested by companies, at the Tokyo port and Yokohama port.

Japan sincerely hopes that all Member States and maritime organizations will base their actions on the scientific data available.

Lastly, Japan would like to ask the Committee to note this statement in the report."

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## ANNEX 38

### STATEMENT BY THE DELEGATION OF INDIA

"Thank you Mr. Chairman,

Our heart goes out for the victims of the tsunami and earthquake in Japan and the unfortunate loss of innocent migrants escaping from the war effected regions.

The menace of piracy continues unabated. Amongst those in captivity there are 46 Indian seafarers. It is specially painful to report that seven of these seafarers have been held back by pirates inspite of the ship owner meeting all their terms.

Mr. Chairman, the Indian Government has carried out some detailed debriefings of seafarers who were released by the pirates after having been held for long periods of captivity. The unspeakable conditions on board such ships and the systematic brutalization of innocent seafarers by pirates has left us totally shocked. One Indian Master, having braved the torture by pirates for over 11 months, returned to India, only to succumb to death due to unattended medical condition during the captivity. This is totally unacceptable.

Taking note of recent increase in incidents of piracy in Arabian sea, Indian Navy has increased it's vigil in Indian Search and Rescue Region which has resulted in neutralization of four of the pirate 'mother ships' and capture of 120 pirates and release of 73 crew of these ships.

India through its Maritime Administration operates a 24/7 communication centre to closely coordinate with all Indian interests, Indian Navy and other piracy mitigating agencies in the region to obviate piracy incident. The communication centre also shares and disseminates piracy related information to all Indian interests and international co-ordinators.

Mr. Chairman, anti-piracy measures have been made mandatory on all Indian ships transiting through the piracy infested waters. These measures take into account the Best Management Practices developed by the industry as well as setting up of an effective 'safe house'. The Indian Navy also provides escort support to convoy of ships of all flags. Since 2008, over 1400 ships have availed these services.

Mr. Chairman, in the year for 'Orchestrating the response' against piracy, we would like to suggest the following;

a. Navies of several countries are operating in the piracy affected region under several commands. There is clearly a need for a UN-led anti-piracy force off the coast of Somalia and other piracy affected regions to reinforce the efforts of the littoral States. Mr. Chairman, if blue berets have been accepted and utilized in enforcing peace on land we see no reason why 'blue berets for blue waters' should not be an acceptable concept. UN led naval force would provide a more equitable, efficient and better co-ordinated protection to all ships, notwithstanding their flag, nationality of the seafarers or cargo distribution.

b. Mr. Chairman, there is also a need to seriously consider steps for effective sanitization of the Somali coast line. All vessels, not withstanding their type or size, leaving the Somali coast may be monitored through the tracking devices. We also need to identify shipping lanes and adjacent buffer zones which may be earmarked as no-go areas for all vessels other than bonafide merchant traffic.

c. Mr. Chairman, we need to complement the efforts of Navies at sea by focusing on pirate leaders and financiers as the pirates captured at sea are mere 'foot soldiers', driven essentially by poverty ashore. It is the financiers and pirate leaders that need to be tracked and hunted down by following the money trail that fuels their operations. It is time that we recognize that piracy has become an internationally organized crime and needs to be tackled as such. This will involve sharing of intelligence, profiling of the pirate groups and identification of their facilitators inside Africa and on other continents.

d. There is also a need to collate all the data on torture and criminal activities of the pirates against innocent seafarers. Indian delegation would implore this august body to commission a work program under the aegis of the IMO.

e. The issue of deploying security guards on individual ships has emerged as a 'temporarily inevitable' measure. We note with satisfaction that this issue would be deliberated at length during this meeting.

f. Mr Chairman, another aspect which needs the attention of this body is the importance of greater information sharing by flag states and ship owners about the status of hostages with their families. It is recommended that flag States should take responsibility to establish a protocol to follow such events with companies operating on their registries, so that this information is effectively disseminated to substantially interested States. Steps should also be taken to ensure the welfare of the families of the hostages during the period of their captivity, and ship owners must take the lead in this effort.

g. While the pirates continue to target merchant ships with impunity, the trade continues and the worst sufferers are undoubtedly the seafarers. There is therefore a need to support those seafarers who choose not to sail on ships that ply in the piracy infested waters. This delegation would underscore the need to issue an MSC resolution, urging the flag States and the ship-owners to sympathetically consider such requests of seafarers.

Finally, Mr. Chairman, we note with some dismay that the "War Zone limits" have been extended beyond the existing boundary of 65 degree East longitudes to up to 78 degree East, right up-to the territorial waters on the Indian western shores and therefore has direct implication to the transaction cost of commodities to Indian ports.

Considering that there have been no attacks reported for the last two months within 500 nm from the Indian coast, after Indian Navy has taken remedial measures, it is imperative that the eastern boundary of 'war zone' be reduced to an appropriate longitude if not brought back to earlier limit of 65 degree East.

It is requested that a copy of this intervention be recorded in the proceedings of this meeting.

I would conclude by thanking you Mr. Chairman, and all distinguished delegates, for giving the Indian delegation this opportunity, and listening to our submission with patience."

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## ANNEX 39

### STATEMENT BY THE DELEGATION OF TUVALU

"Mr. Chairman,

First we should like to thank all those who have submitted papers under this agenda item. This delegation would like to add its support to the concerns highlighted in the Liberian paper. We fully support all the points raised by Liberia, namely the high operational costs, the lack of requests for data, and most importantly the actual financial viability of the LRIT system. Tuvalu, as a small developing country, has co-operated throughout in the establishing of the LRIT system at great financial expense and to reduce the financial burden, has joined up with Kiribati to form the Pacific Cooperative Data Centre.

Even so, the initial set up costs for the hardware, software, map licensing fees, Integration fees, related airtime expenses etc., were very high. In addition to the initial set up costs, much time, effort and money had been expended to make sure the system runs smoothly, such as salaries of operational and accounting staff running the daily operations, LRIT Conformance Test Reports charged by the Application Service Provider, traffic charges for polling, just to name a few.

Many here will remember that Flag States were told they would recover their costs by selling data; this unfortunately has not been the case. So far, the quantum of data purchased from our CDC by other DCs amounts to a meagre US\$430.00 in total to-date with amounts chargeable to certain requesting DCs amounting to less than US\$5.00.

As such, the Pacific CDC has not been able to bill the requesting DCs for any payment to-date due to hefty bank charges. We believe that all DCs are encountering similar issues after the agreements have been signed between DCs for billing arrangements and data charges. The Pacific CDC neither purchases significant LRIT data nor does it sell sufficient LRIT data to be financially sustainable.

Furthermore, there is the exorbitant annual audit fee charged to cover the IMSO costs as coordinator which adds to the regrettable fact that this whole LRIT concept is proving a very heavy financial burden on Flag States. The IMSO annual audit only serves as a mechanism to generate revenue for an expensive overpriced service and we believe that other fairer ways should therefore be explored.

Tuvalu only has a modest fleet of LRIT compliant vessels and we feel that it would be unfair to pass on the costs of LRIT to our shipowners. The truth is Mr. Chairman, Member States are subsidising the LRIT system, with the developing States paying more than their fair share; to remain a viable service LRIT must be self financing.

In conclusion, we would like to comment that till this moment the LRIT system is certainly not generating sufficient revenue to come anywhere near sustaining operating costs, so where is the financial sustainability in the LRIT system?

Should the current decline in the use of the LRIT system continue, we feel that all Member State parties concerned should give careful consideration with regards to its sustainability, both financially and operationally.

Thank you Mr Chairman."

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## ANNEX 40

### STATEMENT BY THE DELEGATION OF CHINA

"The Chinese delegation appreciates and supports all the efforts made by IMO, FAO, ILO and the international community in assuring the safety of fishermen and fishing vessels. China has also done a lot of work in enhancing the safety standards of fishing vessels and narrowing the gap between the Chinese fishing vessels and the requirements of the 1993 Torremolinos Protocol. However, the delegation is of the view that the Protocol has not entered into force in such a long time mainly because its requirements are over stringent and therefore not commensurate with the reality of the majority of countries, the developing countries in particular. The entry into force of the Protocol with over lower conditions (e.g. under 50% of the total number of fishing vessels, or a too small scale of total number of countries) would be unfair for countries with large number of fishing vessels and inconsistent with common international practices.

The Chinese delegation supports the "Agreement" option in order to facilitate the implementation of the 1993 Torremolinos Protocol, however, the Chinese delegation would like to make the following proposals on the draft Agreement:

1 Article 2 is replaced as follows:

"Article 2, articles 3.2 to 3.5 inclusive, articles 4 to 8 inclusive and articles 11 to 14 inclusive of the 1993 Torremolinos Protocol."

2 Article 3 (modification of the article 3.1 of the 1993 Protocol, a new article to be added between article 2 and article 3 of the draft agreement):

"The present Protocol shall apply to fishing vessels operating on the high seas, including vessels also processing their catch entitled to fly the flag of a party."

3 Article 4 revised:

"(1) The present Agreement shall enter into force 12 months after the date on which not less than [15][20][30] States [the aggregate number of whose fishing vessels of 24 metres in length and over operating on the high seas is not less than [3,000][1,800]] have expressed their consent to be bound in accordance with Article 3 of the present Agreement."

Regarding to the condition of entry into force of the Agreement, the delegation suggests the IMO Secretariat to urge the Member Governments to report the total number of fishing vessels as well as the total number of fishing vessels operating on the high seas. After that, the condition of entry into force of the agreement should be re-calculated by 50% of the total number of fishing vessels operating on the high seas, as reported by all Member Governments.

Regarding the draft amendments to the 1993 Torremolinos Protocol, this delegation would like to propose an amendment on regulation 3 (Exemptions) to include the fishing vessels flying the flag of one state but operating in the EEZ of other states under the permission granted by inter-governmental agreements in the scope of the exemption."

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## ANNEX 41

### STATEMENT BY THE DELEGATION OF PANAMA

#### Translation

Just as, on other occasions, we have highlighted incidents involving merchant marine vessels which have found themselves caught up in tense military situations around the world, we regret having to report an incident involving the Panamanian-flagged ship **Red Star One** while it was helping to evacuate people from the city of Misrata, Libya, less than a week ago.

This ship, while engaged on a wholly humanitarian mission for the International Organization for Migration delivering supplies to refugees in the city and taking away as many people as it could, was struck by high-calibre rockets which killed at least five people and caused panic and disruption among the refugees fleeing the area who were waiting to board.

According to IOM officials who were present, the rockets began to strike minutes after the ship had docked, triggering a panic that threatened the stability of the ship owing to the reaction of those desperate to board.

The master of the vessel, having raised the gangway and moved away from the dock, thus distressingly separating some families, was obliged to return when the condition of a wounded person on board deteriorated seriously. The dead and wounded civilians, like the ship, were unarmed.

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## **ANNEX 42**

### **STATEMENT BY THE DELEGATION OF DOMINICA**

"Dominica is pleased to see the number of papers on the carriage of armed guards on board merchant vessels. Regrettably this issue needs to be dealt with.

We were pleased to hear the observation that was made by India that it is important that a basic issue be addressed -- that is the financial backing of piracy. While this is beyond the remit of the Committee it is important that we recognize that it is this financial support that promotes piracy.

Dominica has had a number of requests from owners for permission to carry armed guards when transiting waters known for piracy activity.

Dominica, while disappointed that this is viewed by owners as necessary, agreed and is developing requirements to assure that it is done in a responsible and safe manner.

This includes:

Requirements and oversight procedures for approval of organizations providing armed security guards.

Requirements and procedures for approval of personnel employed as armed security guards on Dominica flagged ships including background checks and training in basic ship operation, basic shipboard safety, security procedures and use of arms.

Requirements for ships carrying armed security guards including control of any arms carried.

A "bilateral" agreement document to facilitate port entry of Dominica ships carrying arms and to facilitate shore leave and joining Dominica ships for security purposes for Dominica sanctioned security personnel."

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