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**DRAFT REPORT OF THE MARITIME SAFETY COMMITTEE
ON ITS NINETY-THIRD SESSION
(continued)**

**[For items 1, 2, 3 (part), 4, 5, 6 (part), 7, 8, 11, 13, 14, 16, 18 and 20 (part)
see MSC 93/WP.1]**

3 CONSIDERATION AND ADOPTION (Continued)

Adoption of amendments to the 1974 SOLAS Convention, as amended, including related mandatory codes (continued)

Adoption of amendments to the 1974 SOLAS Convention

3.77 The expanded Committee, including the delegations of 102 Contracting Governments to the 1974 SOLAS Convention, considered the final text of the draft amendments to the Convention, prepared by the drafting group (MSC 93/WP.5, annexes 1 and 2), including an editorial correction to the proposed amendments to SOLAS regulation II-1/29.4.2 to include the words", including ships constructed before 1 January 2009," after the words "regardless of the date of construction", and adopted the amendments unanimously by resolutions MSC.365(93) and MSC.366(93), as set out in annexes [...] and [...].

3.78 In adopting the above resolutions, the Committee confirmed that the application requirements of SOLAS regulations II-2/4.5.5.1.1 and 4.5.5.1.3 should apply to ships constructed on or after 1 July 2002 but before 1 January 2016, and that the retroactive requirement in new SOLAS regulation II-2/20-1.2.2 should apply to all existing ships, regardless of the date of construction.

3.79 The expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments to the Convention should be deemed to have been accepted on 1 July 2015 (unless, prior to that date, objections are communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and should enter into force on 1 January 2016, in accordance with the provisions of article VIII thereof.

3.80 In the context of the above decision, the delegation of the Republic of Korea, supported by Germany and Japan, recommended issuing an MSC circular on *Early implementation of the amended provisions of SOLAS regulation II-1/29* so as to allow compliance with the requirements of paragraphs 3.2 and 4.2 of the above regulation by following one of the methods listed under the amended regulations before the entry-into-force date of the related amendments.

3.81 After consideration, the Committee agreed to issue MSC.1/Circ.1482 on *Early implementation of the amendments to SOLAS regulation II-1/29* and, in this respect, instructed the Secretariat to prepare and issue the circular.

Adoption of amendments to the FSS, LSA, IBC, IGC, IMDG and 2011 ESP Codes

3.82 The Expanded Committee considered the final text of the draft amendments to the FSS, LSA, IBC, IGC, IMDG and 2011 ESP Codes, prepared by the drafting group (MSC 93/WP.5, annexes 3 to 8), and, having noted the editorial modifications to the draft amendments to the IGC Code, in particular, those related to the implementation/application date of the Code, which was agreed as "1 July 2016" (i.e. six months after the entry-into-force date), adopted the amendments unanimously by resolutions MSC.367(93), MSC.368(93), MSC.369(93), MSC.370(93), MSC.372(93) and MSC.371(93), as set out in annexes [...] to [...], respectively, with the following modifications:

- .1 in the footnote added to the draft amendments to paragraphs 15.13.5.1 and 15.13.5.2 of chapter 15 of the IBC Code, the reference to "MSC/Circ.879-MEPC/Circ.348 and Corr.1 on Equivalency arrangements for the carriage of styrene monomer" was replaced with "MSC-MEPC.2/Circ.[...] on Products requiring oxygen dependent inhibitors"; and

- .2 in paragraph 6.2 of the draft amendments to the Certificate of Fitness of the IBC Code and of the draft amendments to the Model Form of International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk set out in appendix 2 of the IGC Code, the words "one or more of" were added after the words "loading shall be made in accordance with".

3.83 In adopting the above resolutions, the Committee:

- .1 noted the additional editorial modifications to the text of the draft amendments to the IBC Code, as adopted by resolution MEPC.250(66), and instructed the Secretariat to harmonize the text of the amendments adopted by MEPC 66; and
- .2 agreed that the revised provision of subparagraph 11.1.1.1 of chapter 11 to the IBC Code, as adopted by resolution MEPC.250(66), applies to chemical carriers constructed on or after 1 January 2016.

3.84 The expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments to the FSS, LSA, IBC, IGC and 2011 ESP Codes should be deemed to have been accepted on 1 July 2015 (unless, prior to that date, objections are communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and should enter into force on 1 January 2016, in accordance with the provisions of SOLAS article VIII.

Adoption of amendments to the 1978 STCW Convention, as amended, and the STCW Code

3.85 The expanded Committee, including the delegations of 102 Parties to the 1978 STCW Convention, considered the final text of the draft amendments to the 1978 STCW Convention, as amended, and the STCW Code, prepared by the drafting group (MSC 93/WP.5, annexes 9 and 10) and adopted the amendments unanimously by resolutions MSC.373(93) and MSC.374(93), as set out in annexes [...] and [...], respectively.

3.86 In adopting the above resolutions, the expanded Committee determined, in accordance with article XII(1)(a)(vii)(2) of the 1978 STCW Convention, that the adopted amendments to the Convention and Code should be deemed to have been accepted on 1 July 2015 (unless, prior to that date, objections are communicated to the Secretary-General, as provided for in article XII(1)(a)(vii) of the Convention) and should enter

into force on 1 January 2016, in accordance with the provisions of article XII of the 1978 STCW Convention.

Adoption of amendments to the 1988 Load Lines Protocol

3.87 The expanded Committee, including the delegations of 72 Parties to the 1988 Load Lines Protocol, considered the final text of the draft amendments to the Protocol, prepared by the drafting group (MSC 93/WP.5, annex 11), and adopted the amendments unanimously by resolution MSC.375(93), as set out in annex [...].

3.88 In adopting the above resolution, the expanded Committee determined, in accordance with article VI of the 1988 Load Lines Protocol, that the adopted amendments to the Protocol should be deemed to have been accepted on 1 July 2015 (unless, prior to that date, objections are communicated to the Secretary-General, as provided for in article VI of the 1988 Load Lines Protocol) and should enter into force on 1 January 2016, in accordance with the provisions of article VI of the 1988 Load Lines Protocol.

Non-mandatory instruments

3.89 The Committee considered the final text of draft amendments to non-mandatory instruments, including related draft MSC resolutions and circulars, prepared by the drafting group (MSC 93/WP.5, annexes 12 to 19).

3.90 After consideration, the Committee, having agreed to include the words "one or more of" after the words "loading shall be made in accordance with" in paragraph 6.2 of the draft amendments to the Certificate of Fitness of the BCH, EGC and GC Codes, adopted amendments to:

- .1 the BCH Code, by resolution MSC.376(93), as set out in annex [...];
- .2 the EGC Code, as set out in annex [...]; and
- .3 the GC Code, by resolution MSC.377(93), as set out in annex [...].

3.91 In adopting the above resolutions, the Committee noted the additional editorial modifications to the text of the draft amendments to the BCH Code, as adopted by resolution MEPC.249(66), and instructed the Secretariat to harmonize the text of the amendments with these adopted by MEPC 66.

3.92 The Committee also adopted resolution MSC.378(93) on *Amendments to the Revised Recommendation on testing of life-saving appliances (resolution MSC.81(70))*, as set out in annex [...], and approved:

- .1 MSC.1/Circ.1470 on *Guidelines for validating the construction of a completed adult reference test device (RTD)*;
- .2 MSC.1/Circ.1471 on Recommendation on safety measures for existing vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo;
- .3 MSC.1/Circ.1472 on *Guidelines for the design, performance, testing and approval of mobile water monitors used for the protection of on-deck cargo areas of ships designed and constructed to carry five or more tiers of containers on or above the weather deck*; and
- .4 MSC-MEPC.2/Circ.14 on Products requiring oxygen-dependent inhibitors.

INSTRUCTIONS TO THE SECRETARIAT

3.93 The Committee authorized the Secretariat, when preparing the authentic texts of the amendments adopted at this session, to make any editorial corrections that may be identified, including updating references to renumbered paragraphs, and to bring to the attention of the Committee any errors or omissions which require action by the Contracting Governments to the 1974 SOLAS Convention or Parties to the 1978 STCW Convention or the 1988 Load Lines Protocol.

STATEMENTS MADE

3.94 The delegation of Greece made a declaration in relation to the adoption of the amendments concerning the III Code, as set out in annex [...]. The delegations of Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovenia,

Spain, Sweden and the United Kingdom associated themselves with the declaration made by the delegation of Greece. [List to be checked against list of participants].

3.95 In response to the above-mentioned declaration, the delegation of Japan made a statement, as set out in annex [...]. The delegation of Australia, the Bahamas, Canada, China, the Cook Islands, Liberia, the Marshall Islands, New Zealand, Panama, the Philippines, the Republic of Korea, the Russian Federation, Singapore, Tuvalu, the United States and Vanuatu associated themselves with the statement made by the delegation of Japan. [List to be checked against list of participants].

3.96 The delegation of the United States made a statement in relation to the III Code, as set out in annex [...]. The delegation of China associated itself with the statement made by the delegation of the United States.

3.97 The delegation of the Republic of Korea made a statement in relation to the amendments adopted to the IGC Code, as set out in annex [...].

6 PASSENGER SHIP SAFETY (CONTINUED)

REPORT OF THE WORKING GROUP

6.22 Having considered the report of the working group (MSC 93/WP.6), the Committee approved it in general and took action as indicated hereunder.

Costa Concordia casualty investigation report and recommendations

6.23 The Committee endorsed the Group's view that the existing goal-based approach, with regard to onboard communications in an emergency, was sufficient and that there was no need for reconsideration of the requirements set out in SOLAS regulation III/6.4.1.

6.24 The Committee instructed III 1 to complete its consideration of the report on the Grounding of **Costa Concordia** as a matter of priority and upload the lessons learnt on GISIS immediately thereafter, and bring to the attention of MSC 94 the contributing factors, issues raised/lessons learnt and observations on the Human Element to enable it to update its long-term action plan related to Passenger Ship Safety.

Survivability of passenger ships

6.25 The Committee:

- .1 endorsed the Group's view that there was no need for a two-phased approach to consider an increase in subdivision index R ;
- .2 endorsed the recommendation from the FSA Experts Group on the validation of the EMSA and GOALDS studies, and forwarded document MSC 93/6/2, containing the report of the FSA Experts Group, to the SDC Sub-Committee;
- .3 instructed the SDC Sub-Committee to continue the technical consideration of an increase in the Required subdivision index R as part of the comprehensive package of revisions to SOLAS chapter II-1 subdivision and damage stability regulations, and also taking into account the outcome of the EMSA 3 studies as they become available; and
- .4 agreed that there would be a need to validate the EMSA 3 study by the FSA Experts Group and that this could be done by authorizing, at a future session of the Committee, a meeting of the FSA Experts Group a day prior to SDC 3 in 2016.

Damage stability

6.26 The Committee:

- .1 instructed the SDC Sub-Committee to include the item of "double hull in way of main engine-rooms" under the existing planned output 5.2.1.13 on Amendments to SOLAS chapter II-1 subdivision and damage stability regulations;
- .2 instructed the SDC Sub-Committee to include the items of "open watertight doors" and "monitoring and assessing risk from operation of watertight doors" taking into account the watertight door aspects in document MSC 93/6/8, under the existing planned output 5.1.1.5 on the Review of conditions under which passenger ship watertight doors may be opened

during navigation and prepare amendments to SOLAS regulation II-1/22 and MSC.1/Circ.1380;

- .3 invited member Governments and interested organizations to provide information on flooding simulations, as appropriate; and
- .4 instructed the HTW Sub-Committee to include the item of "enhanced damage stability training" under the existing planned output 5.2.2.2 on the Review of STCW passenger ship-specific safety training.

6.27 Having considered the proposed new unplanned output on "amendments to SOLAS chapter II-1, part B-4, Stability Management, to include requirements on damage control drills for passenger ships", the Committee, after some discussion, agreed,:

- .1 to change the word "adequate" into "appropriate" in paragraph 12 of annex 1 to the report of the Group, taking into account that the Group had noted that requirements for drills were increasing and that the frequency should be carefully considered (paragraph 38.3 of document MSC 93/WP.6);
- .2 that the scope of the output should not be extended to ships other than passenger ships;
- .3 that development or amendment of guidelines should also be part of the output;
- .4 that the unplanned output should be placed on the biennial agenda, as this was very closely related to ongoing work in the SDC Sub-Committee; and
- .5 to include in the 2014-2015 biennial agenda of the SDC Sub-Committee, and provisional agenda for SDC 2, an unplanned output on "amendments to SOLAS chapter II-1, part B-4, Stability Management, to include requirements on damage control drills for passenger ships", with a target completion year of 2016.

6.28 Having considered the proposed new unplanned output on "the revision of section 3 on damage control plans of the *Guidelines for damage control plans and information to the*

master (MSC.1/Circ.1245), to include enhancements to the damage control plan for passenger ships", the Committee, after some discussion, agreed:

- .1 that the scope of the output should not be extended to ships other than passenger ships;
- .2 that the scope was for new passenger ships and for those existing passenger ships that would need to update the damage control plan following significant alterations to the ship;
- .3 that the unplanned output should be placed on the post-biennial agenda, noting that results of the work undertaken under the unplanned output agreed under paragraph [6.28] should be available before conducting work under this unplanned output; and
- .4 to include in the post-biennial agenda of the SDC Sub-Committee an unplanned output on "the revision of section 3 on damage control plans of the *Guidelines for damage control plans and information to the master* (MSC.1/Circ.1245), to include enhancements to the damage control plan for passenger ships".

SAR Cooperation Plans

6.29 The Committee:

- .1 noted the view expressed by the delegation of Argentina that the long-term action plan already included an item on reviewing the effectiveness of plans for cooperation of passenger ships with appropriate search and rescue services required by SOLAS regulation V/7.3, and that action should be taken;
- .2 encouraged Member States and interested organizations to raise awareness on the existence and responsibilities related to SAR Cooperation Plans;
- .3 encouraged Member States to inspect SAR Cooperation Plans on board passenger ships visiting their ports, compare provided information to the

MRCC Falmouth database, and report, as appropriate, their findings to the Committee; and

- .4 noted the concerns expressed by the delegation of Italy that, in its view and making reference to resolution A.911(22) on *uniform wording for referencing IMO instruments*, only the requirement as set out in SOLAS regulation V/7, that passenger ships shall have on board a plan for cooperation with appropriate SAR services, was a mandatory requirement, but that the associated guidelines set out in MSC/Circ.1079 were of a recommendatory nature. In its opinion, it was important to establish the status of the guidelines with respect to any inspection campaign;
- .5 noting that there was no agreement on the above matter in the working group, agreed that the status of the guidelines could be further discussed at MSC 94; and
- .6 invited Member Governments and interested organizations to submit relevant information to MSC 94, in order to identify particular issues in the communication of SAR Cooperation Plans between the stakeholders involved.

Recommended interim measures

6.30 The Committee, having noted the discussion on the status of the Recommended interim measures for passenger ship companies to enhance the safety of passenger ships (MSC.1/Circ.1446/Rev.2) agreed on the need to keep the circular updated as matters progressed and on the deletion of the word "interim" when next revising the circular.

Status and purpose of the long-term action plan on passenger ship safety

6.31 The Committee, with a view to responding to the request of C/ES.27 agreed that the status and purpose of the long-term action plan was to:

- .1 identify items related to the findings of the investigation into the loss of the **Costa Concordia**;

- .2 provide a list (table 1) of potential issues to be taken forward to enhance passenger ship safety, requiring full justification in accordance with the Committee's Guidelines; and
- .3 identify items (table 2) which were on the agendas of the relevant sub-committees; and track the actions being taken by them and the Committee on passenger safety issues.

6.32 The Committee endorsed the Group's view that the list of potential issues on the long-term action plan should be finalized at MSC 94 and encouraged Member Governments to submit proposals with justification for unplanned outputs for the items detailed in table 1. The Committee agreed that those potential issues, for which full justification was not submitted by MSC 96 (May/June 2016), should be deleted from table 1.

Revised long-term action plan on passenger ship safety

6.33 The Committee approved the updated revised long-term action plan on passenger ship safety (MSC 93/WP.6, annex 3) and instructed the Secretariat to revise the long-term action plan on the basis of the outcome of this session of the Committee.

9 DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS

REPORT OF THE EIGHTEENTH SESSION OF THE SUB-COMMITTEE

General

9.1 The Committee approved, in general, the report of the eighteenth session of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC), (DSC 18/13 and Corr.1 and MSC 93/9) and took action as indicated hereunder.

Review of General Cargo Ship Safety

9.2 Regarding the risk control option related to improvement of cargo stowage, as recommended in the IACS FSA study on general cargo ship safety, the Committee decided to consider this matter under agenda item 15 (see paragraph 15...).

Development of the ACEP Database

9.3 Notwithstanding the concerns expressed by ICS regarding the lack of a detailed breakdown of operational and maintenance costs of the BIC ACEP database and the

possible precedent that the BIC ACEP database sets with respect to the payment for States' responsibilities under a mandatory IMO instrument, the Committee endorsed, in principle, the Sub-Committee's decision that the pilot BIC ACEP database be developed as a global ACEP database.

Verification of the gross mass of a container

Casualty involving the containership MOL Comfort

9.4 The Committee had the following documents for its considerations:

- .1 MSC 93/9/2 (Bahamas and Japan), providing comments on verification of container mass and informing of the related recommendations in the interim casualty investigation report of the Japanese Committee on Large Container Ship Safety in response to the loss of **MOL Comfort** (e.g. recommendation on verification of the actual weight of container cargoes provided by the shipper as a safety measure for large containerships); and
- .2 MSC 93/INF.14 (Bahamas and Japan), providing the interim report on the casualty investigation of the large containership **MOL Comfort**, including temporary safety measures based on this report.

9.5 During the ensuing discussions, the Committee noted the following views expressed on the information contained in the above documents and on the issue of verification of the gross mass of containers:

- .1 the interim report on the casualty investigation of the large containership **MOL Comfort** was welcomed, while the results of further investigations and simulations to clarify the cause of the accident, establish potential additional safety measures to prevent the occurrence of similar accidents and determine the scope of ships to which the safety measures ought to apply, were anticipated with interest;
- .2 it is necessary that the requirements for verification of the gross mass of containers be implemented globally at the earliest opportunity, for the enhancement of the safety of large containerships;

- .3 the draft new mandatory requirements on verification of the gross mass of containers, together with the associated guidelines, will provide the required certainty regarding the gross mass of containers;
- .4 the draft new mandatory requirements on verification of the gross mass of containers require a high dependence on the good faith actions of the shipper;
- .5 the exception for containers carried on a chassis or trailer when they are driven on or off ro-ro ships engaged in short international voyages incurs the risk for overloading, with a consequential risk to the structural integrity of the loading deck and to the stability of the ship if overweight containers are loaded on high decks; and
- .6 in addition to the verification of the gross mass of containers, further measures such as the revision of ISO 3874 (Series 1 freight containers – Handling and securing) being carried out by the ISO at the request of DSC 17, would have a positive impact on preventing the loss of containers.

Draft amendments to SOLAS regulation VI/2

9.6 Having considered the above views, the Committee approved the draft amendments to SOLAS regulation VI/2 related to mandatory verification of gross mass of a container, as set out in annex [...], and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to subsequent adoption at MSC 94.

9.7 In this connection, the Committee also approved MSC.1/Circ.[...] on Guidelines regarding the verified gross mass of a container carrying cargo.

Preventing the use of counterfeit refrigerants

9.8 With regard to matters related to preventing the use of counterfeit refrigerants, the Committee endorsed the Sub-Committee's decision to amend chapter 7 of the IMDG Code (see also paragraph 3...).

Fire-extinguishing arrangements in cargo spaces

9.9 The Committee noted that SSE 1, taking into account the report of E&T 20, had been invited to note the Sub-Committee's consideration regarding fire-extinguishing arrangements in cargo spaces.

Assessment of capacity-building implications for the implementation of new measures

9.10 The Committee endorsed the Sub-Committee's decision that an IMO model course on the safe transport of solid bulk cargoes should be developed and requested the Secretariat to take action accordingly.

Amendments to the IMSBC Code***Transport of Iron Ore Fines***

9.11 The Committee noted that the work on iron ore fines had been finalized and that an associated DSC circular (DSC.1/Circ.71) on early implementation of the draft amendments to the IMSBC Code relating to the draft schedule for iron ore fines had been issued accordingly, as instructed by MSC 92.

Draft amendments (03-15) to the IMSBC Code

9.12 The Committee noted that the Sub-Committee had instructed E&T 21 to prepare the draft amendments (03-15) to the IMSBC Code, for submission to CCC 1.

Amendments to the IMDG Code***Relationship between the requirements of the IMDG Code and SOLAS chapter II-2***

9.13 With regard to the relationship between the requirements of the IMDG Code and SOLAS chapter II-2 for the carriage of vehicles in spaces other than those identified in SP 961, the Committee noted that the Sub-Committee had invited SSE 1 to note the draft amendments for SP 961 and SP 962.

Amendments to the EmS Guide

9.14 With regard to water-reactive materials, the Committee noted that the Sub-Committee had invited SSE 1 to consider the draft amendments to the EmS Guide and forward any comments directly to MSC 93 (see paragraph 12...).

9.15 In this regard, the Committee had for its consideration document MSC 93/9/Add.1 (Secretariat), containing the proposed amendments to the EmS Guide and the associated draft MSC circular, as prepared by E&T 20. Following discussion, the Committee approved MSC.1/Circ.[...] on Amendments to the EmS Guide, to be used in conjunction with amendment 37-14 of the IMDG Code (see also paragraph 3...).

Draft amendments (37-14) to the IMDG Code

9.16 The Committee noted that the Sub-Committee had authorized E&T 20 to finalize the draft amendments (37-14) to the IMDG Code and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, for consideration and subsequent adoption by MSC 93, which was considered under agenda item 3 (see paragraph 3....).

Draft IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

9.17 The Committee noted that the Sub-Committee had forwarded its recommendations on the draft CTU Code to the IMO/ILO/UNECE Group of Experts, for consideration at their fourth meeting in November 2013, and had agreed that the aforementioned Code, after finalization by the Group of Experts, should be submitted directly to MSC 93 for approval.

9.18 Consequently, the Committee had for its considerations document MSC 93/9/1 (Secretariat), containing the finalized draft CTU Code. Having noted that the UNECE Inland Transport Committee, at its seventy-sixth session, had endorsed the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) without changes, the Committee approved the CTU Code, as set out in annex [...]

9.19 In considering the above document, the Committee noted that the IMO/ILO/UNECE Group of Experts had agreed not to include some annexes in the final draft CTU Code since they were too detailed and could impair the readability of the Code, and that the removed annexes are published on the UNECE website as informative material. Taking into account the recommendations of the Group of Experts, the Committee decided to reinstate, on the agenda for CCC 1, the existing output on *Revised Guidelines for packing of cargo transport units* (5.2.3.5) to further improve the aforementioned informative material and extended the target completion date to 2015. Interested Member States and international organizations were invited to submit comments and proposals to CCC 1.

9.20 The Committee requested the Secretariat to inform ILO and UNECE accordingly of the above actions.

Mandatory Carriage of Portable Atmosphere Testing Instruments for Enclosed Spaces

Draft amendments to SOLAS chapter XI-1

9.21 The Committee approved the draft new SOLAS regulation XI-1/7 relating to the carriage requirements for portable atmosphere testing instruments for enclosed spaces, as set out in annex [...] and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 94.

9.22 In this connection, the Committee also approved MSC.1/Circ.[...] on Guidelines to facilitate the selection of portable atmosphere testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7.

Early implementation of the draft new SOLAS regulation XI-1/7

9.23 In approving the draft new SOLAS regulation XI-1/7, the Committee recalled that MSC 92 had adopted the new SOLAS regulation III/19 on emergency training and drills with an entry-into-force date of 1 January 2015, requiring that each enclosed space entry and rescue drill include checking and use of instruments for measuring the atmosphere in enclosed spaces (resolution MSC.350(92); SOLAS regulation III/19, paragraph 3.6.2.3).

9.24 The Committee, recognizing that paragraph 3.6.2.3 of SOLAS regulation III/19 does not introduce carriage requirements for atmosphere testing instruments for enclosed spaces and having noted that the earliest expected entry-into-force date of the draft new SOLAS regulation XI-1/7 would be 1 July 2016, decided to prepare an MSC circular to encourage SOLAS Contracting Governments to implement the draft new SOLAS regulation XI-1/7 early, in order to expedite the carriage of portable atmosphere testing instruments for enclosed spaces.

9.25 Having considered the draft MSC circular on early implementation (MSC 93/WP.10), the Committee approved, in principle, the draft MSC circular on Early implementation of new regulation 7 to SOLAS chapter XI-1 on atmosphere testing instrument for enclosed spaces, for final approval at MSC 94 in conjunction with the adoption of the associated draft SOLAS amendments (see paragraph 9.21). Consequently, the Secretariat was requested to forward the above draft MSC circular to MSC 94 accordingly.

Draft consequential amendments to the 1979, 1989 and 2009 MODU Codes

9.26 The Committee approved, in principle, the draft amendments to the Code for the construction and equipment of mobile offshore drilling units (1979, 1989 and 2009 MODU Codes), together with associated MSC resolutions (DSC 18/13, annexes 6 to 8), relating to the carriage requirements for portable instruments that test the atmosphere of enclosed spaces, with a view to subsequent adoption in conjunction with the adoption of the associated new SOLAS regulation XI-1/7.

Training Issues related to Atmosphere Testing Instruments

9.27 The Committee endorsed the Sub-Committee's view that training issues related to atmosphere testing instruments are already adequately covered in the STCW Convention and, therefore, decided that no further action is necessary in this regard.

Investigation report on the very serious casualty on board the bulk carrier *La Donna I*

9.28 The Committee noted that the Sub-Committee's consideration of the casualty investigation report related to the bulk carrier **La Donna I** has been completed and forwarded to III 1 accordingly.

10 SHIP DESIGN AND CONSTRUCTION

REPORT OF THE FIRST SESSION OF THE SUB-COMMITTEE

10.1 The Committee approved, in general, the report of the first session of the Sub-Committee on Ship Design and Construction (SDC), (SDC 1/26 and MSC 93/10) and took action as indicated hereunder.

Unified interpretations to the 1969 TM Convention

10.2 The Committee considered the draft TM.5 circular on Unified interpretations to the 1969 TM Convention, together with document MSC 93/10/13 (United States), proposing modifications to the text in square brackets in the draft Unified interpretations (interpretation for regulation 1(3)), in order to address the concerns raised at SDC 1 on the novel craft interpretation, and to incorporate necessary changes to one other interpretation (Int. A.3(2)(d)-1) on matters similarly left up to each Administration.

10.3 Following discussion, the Committee, having agreed to the modifications set out in the annex to document MSC 93/10/13, except for the proposal related to the interpretation R.2(5)-3.2, approved TM.5/Circ.[...] on Unified interpretations to the 1969 TM Convention.

Survivability of passenger ships

10.4 The Committee noted that documents SDC 1/6 and SDC 1/INF.7 were forwarded to this session for consideration together with the report of the FSA Experts Group (MSC 93/6/2) under agenda item 6 (see paragraph 6.10).

10.5 The Committee also noted that the recommendations forwarded to SDC 1 by the Working Group on Passenger Ship Safety (MSC 92/WP.8/Rev.1) related to the survivability of passenger ships will be further considered at SDC 2.

10.6 In the context of the above, the Committee considered document MSC 93/10/20 (China), providing a proposal on the extent of penetration for ro-ro passenger ships with long lower hold (LLH) and the index R for passenger ships with a length of 150 m or under, and decided to refer the document to SDC 2 for consideration in conjunction with matters related to the survivability of passenger ships, under the existing output on "Revision of SOLAS chapter II-1 subdivision and damage stability regulations".

Draft amendments to the 2011 ESP Code

10.7 The Committee considered the draft amendments to the 2011 ESP Code, together with document MSC 93/10/10 (IACS), providing comments on the draft amendments and, in particular, the decision of the Sub-Committee not to include in this package of draft amendments provisions relating to the master providing a statement regarding cargo tank testing.

10.8 Following discussion, the Committee, having agreed to the proposals set out in document MSC 93/10/10, with minor modifications, approved the draft amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code), as set out in annex [...], and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 94.

10.9 In light of the above decision, the Committee noted the concern of some delegations that it would not be appropriate to allow the ship's crew to undertake the testing of cargo oil tanks under the direction of the Master.

Development of guidelines for use of fibre-reinforced plastic (FRP) within ship structures

10.10 The Committee endorsed the view that the background for the objectives in part A of SOLAS chapter II-2 should be reconsidered before deciding on the restricted use of fibre-reinforced plastics (FRP) materials within ships' structures, taking into account that a correspondence group has been established to progress the work on this output.

Evacuation analysis for new and existing passenger ships

10.11 The Committee noted that the recommendation forwarded to SDC 1 by the Working Group on Passenger Ship Safety (MSC 92/WP.8/Rev.1) to consider the mandatory application of evacuation analysis to non-ro-ro passenger ships will be further considered at SDC 2 (see also paragraph 20.9).

General cargo ship safety

10.12 The Committee noted the progress made on matters related to the review of general cargo ship safety (see also paragraph 15.7).

Application of the Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers (resolution MSC.289(87))

10.13 The Committee approved MSC.1/Circ.[...]. on Unified interpretation on the application of the *Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers* (resolution MSC.289(87)).

Application of the Performance standard for protective coatings for cargo oil tanks of crude oil tankers (PSPC-COT) (resolution MSC.288(87))

10.14 The Committee considered the draft MSC circular on Unified interpretation on the application of the *Performance standard for protective coatings for cargo oil tanks of crude oil tankers* (resolution MSC.288(87)), together with document MSC 93/10/14 (INTERTANKO), proposing a modification to the suggested unified interpretation for the definition of "GOOD condition" of the coating.

10.15 Following discussion, the Committee, having agreed to the proposals set out in document MSC 93/10/14, approved MSC.1/Circ.... on Unified interpretation on the application of the *Performance standard for protective coatings for cargo oil tanks of crude oil tankers* (resolution MSC.288(87)).

Review of the draft IGF Code

10.16 The Committee noted that the Sub-Committee completed its review of the draft IGF Code, for matters referred to it by the BLG Sub-Committee, for referral to MSC 94. In this regard, the Committee decided to further consider matters related to the draft IGF Code under agenda item 21 (see also paragraphs 21.9 to 21.12).

Draft International Code for Ships Operating in Polar Waters (Polar Code)

10.17 The Committee recalled that MEPC 66 considered the outcome of SDC 1 regarding the draft Polar Code and decided to finalize its work at MEPC 67, with a view to adoption of the environment related-parts of the Code and the associated draft amendments to MARPOL at MEPC 68.

Antarctic Treaty Consultative Meeting

10.18 The Committee noted the information provided by the Secretary-General regarding the Antarctic Treaty Consultative Meeting (ATCM XXXVII), held in Brasilia, Brazil, from 28 April to 7 May 2014, which welcomed the development of the draft International Code for Ships Operating in Polar Waters (Polar Code) by the Organization. The Committee also noted that ATCM XXXVII recognized the benefits of having a Polar Code pertaining to ship safety and environmental protection.

Draft new SOLAS chapter XIV

10.19 The Committee considered the draft new chapter XIV of SOLAS to make the Polar Code mandatory, together with the following documents:

- .1 MSC 93/10/2 (Germany), proposing to:
 - .1 incorporate definitions for "*Arctic waters*" and "*Antarctic area*" in the new SOLAS chapter;
 - .2 modify draft regulation 1.3.1 to eliminate the reference to SOLAS regulation 1.3;
 - .3 delete the reference to UNCLOS; and
 - .4 modify the application to require all ships – not just those on international voyages – to comply with the Code;
- .2 MSC 93/10/3 (Argentina), proposing to:

- .1 delete term "*all ships*" in regulation 1.3, which in its view is superfluous;
 - .2 delete the term "*international voyages*" in regulation 2.1 since the Arctic and the Antarctic are not differentiated in the definitions;
 - .3 delete regulation 2.4 regarding "*operational limitations*" since it cannot be expected that ships operating in polar water will have no operational limitations; and
 - .4 exclude non-commercial ships from part I-A since they are not certified in accordance with SOLAS and are excluded from part II-A (Environmental protection measures) of the Code;
- .3 MSC 93/10/12 (Canada), proposing the retention of a clause in the draft new SOLAS chapter XIV to clarify the relationship between the Polar Code, other international agreements and international law; and
- .4 MSC 93/10/17 (Canada, United States), providing the view that the applicability for part I-A of the draft Code should match the applicability in the *Guidelines for ships operating in polar waters* (resolution A.1024(26)), which, for ships operating in Arctic waters, only applies to ships engaged in international voyages.

Use of the terms "all ships" and "international voyages" in the draft regulations 1 and 2, respectively

10.20 In the opening discussion on the application provisions of the draft new SOLAS chapter XIV, the Chairman of the Committee expressed his understanding that the intention of the Organization is to apply the provisions of the Polar Code to new and existing ships certificated under the SOLAS Convention, whether or not such ships are engaged on international voyages. With this understanding, non-SOLAS ships that operate in polar areas would not be required to meet the Code requirements, but may do so.

10.21 In light of the above, and following an in-depth discussion, the Committee agreed to the Chairman's understanding and instructed the working group to review the Application provisions, contained in the draft regulations 1 and 2, of the draft new SOLAS chapter XIV and prepare the text accordingly.

10.22 Subsequently, having considered the proposals contained in the documents submitted on matters related to the draft new SOLAS chapter XIV (see also paragraph 10.19), and following discussion, the Committee instructed the working group to:

- .1 transfer the definitions for "*Arctic waters*" and "*Antarctic area*" from the Code into the draft regulation XIV/1;
- .2 delete the remaining square brackets in regulation 1, in particular paragraphs 1.1, 1.4 and 1.5, and retain the text;
- .3 further consider the savings clause in regulation 2;
- .4 delete regulation 2.4 regarding "*operational limitations*";
- .5 delete the remaining square brackets in regulation 3 and retain the text;
- .6 further consider the scope of application of the draft Polar Code, taking into account the scope of application of SOLAS chapter V.

Draft International Code for Ships Operating in Polar Waters (Polar Code)

10.23 In considering the draft International Code for Ships Operating in Polar Waters (Polar Code) (SDC 1/26, annex 3), the Committee took action as described hereunder.

Scope of application of the Polar Code

10.24 The Committee had for its consideration the following documents:

- .1 MSC 93/10/3 (Argentina), proposing (paragraph 17) to exempt existing ships from some damage stability requirements and the carriage of equipment for measuring ice thickness, and a new paragraph to compel all new ships operating in polar waters to comply with the provisions of part I-A that are applicable according to type or category of ship, air temperature, ice conditions or any other parameter specified in the regulation; and
- .2 MSC 93/10/9 (Russian Federation), proposing to exempt the Bering Sea from the geographic scope of application of the Polar Code in the Arctic Polar area.

10.25 Following discussion, the Committee did not agree to the proposal (MSC 93/10/9) to exempt the Bering Sea from the geographic scope of application of the Polar Code in the Arctic Polar area, as the proposal would be a significant change and the boundaries have

been agreed previously, which took into account all the hazards in the Arctic area. With regards to the proposals contained in paragraph 17 of document MSC 93/10/3, the Committee did not agree to the proposal, as the proposed text was not clear.

10.26 Consequently, the Committee noted the intervention by the delegation of the Russian Federation with regards to the Committee's decision not to exempt the Bearing Sea from the geographic scope of application of the Polar Code. In the opinion of the delegation, the environmental characteristics of the northern part of the Bering Sea resemble non-Arctic freezing seas. The full text of their statement is set out in annex [...].

Definition and use of temperature on the Polar Code

10.27 The Committee had for its consideration the following documents:

- .1 MSC 93/10/4 (Argentina), proposing (paragraphs 1 to 7):
 - .1 to add the definitions of "thin first-year ice" and "old ice", in accordance with the WMO sea-ice nomenclature;
 - .2 in paragraph 4.1 of section 4, the word "risk", in square brackets, should be retained since this assessment is a critical element in the process of certifying polar ships and it should therefore be clear what type of assessment is required. It is also proposed to insert a new paragraph 4.2;
 - .3 the alternative paragraph 5.4, in section 5, is not in fact an alternative but an additional provision to clarify how to demonstrate compliance with the provisions of the Code. It is, therefore, proposed to amend the alternative text and include it as paragraph 5.5; and
 - .4 in paragraph 1.3.1, the phrase "every ship that is on a voyage that is in whole or in part in polar waters" could be interpreted differently to the provisions of SOLAS draft regulation XIV/3.1. In accordance with this regulation, it is proposed to replace this phrase in paragraph 1.3.1 with the words "ships operating in polar waters"; and

- .2 MSC 93/10/18 (United States), proposing design margins in the definition of polar service temperature (PST) and modifying the draft requirements related to performance standards in the draft Polar Code.

10.28 Following discussion, the Committee agreed to refer the aforementioned documents to the working group for further consideration, as appropriate.

Hull, machinery and equipment

10.29 The Committee had for its consideration the following documents:

- .1 MSC 93/10/4 (Argentina), proposing (paragraphs 11 and 12):
 - .1 chapter 3 (Ship structure): the term "polar service temperature" should be removed from paragraphs 3.2.1.1 and 3.3.1; and
 - .2 chapter 6 (Machinery installations): to delete the whole of the chapeau in square brackets and, in paragraph 6.2.1.3, replace the words "ships intended to operate in ice" by the words "a ship required to be ice-strengthened in accordance with Chapter 3". This phrase could be used in the few cases in which it appears, rather than including it as a definition. It is also proposed to delete paragraph 6.3.5 and to move paragraph 6.3.4 to paragraph 6.3.5, since it is related not to the functional requirement in paragraph 6.2.1.2.3 but to paragraph 6.2.1.3.1;
- .2 MSC 93/10/5 (Canada, Norway), discussing how existing and new ships can be assigned a Category and equivalent ice class based on structural analysis and risk assessment. This is intended to supplement the generic approximate equivalency tables in part I-B of the draft Polar Code, by providing a method for developing a ship specific assessment. This is an updated approach that takes into account the comments made at SDC 1; and
- .3 MSC 93/10/8 (Norway), commenting on the outcome of SDC 1 with regard to the draft chapter 3 (Ship structure) of the Code and proposing to amend regulation 3.3.2 to make clear in the Code that a category C ship does not have complete freedom to operate in Polar areas in all ice conditions less severe than those identified for a category B ship without any additional strength requirements.

10.30 Following discussion, the Committee agreed to refer the aforementioned documents to the working group for further consideration, as appropriate.

Navigational and operational matters and the Polar Water Operational Manual

10.31 The Committee had for its consideration the following documents:

- .1 MSC 93/10/1 (Canada), providing proposals for a standardized table of contents for the Polar Waters Operational Manual (PWOM), and for additional guidance on detailed contents, in order to assist Administrations in reviewing the scope, reduce the complexity of training, and lessen the possibility of misunderstanding;
- .2 MSC 93/10/4 (Argentina), proposing (paragraphs 10 and 13 to 15):
 - .1 chapter 2 (Polar Water Operational Manual): modifications to chapter 2, which will need to be considered in detail by a working group;
 - .2 chapter 7 (Operational safety): in order to avoid both overlap and gaps in regulation between various regimes related to the operational safety of the crew, to retain paragraph 7.3 with modifications;
 - .3 chapters 9 and 10 (Life-saving appliances and arrangements/Safety of navigation): in paragraph 9.2.2.1, "the polar service temperature" should be deleted since it is covered in paragraph 1.4.2, and paragraph 10.3.1.1.1 should be deleted since there is no guaranteed international service coverage and no performance standards for issuing and receiving ice information; and
 - .4 chapter 12 (Voyage planning): when advice is requested of NCSR 1, with respect to paragraph 12.5, it should be made clear that the aim is for companies to have a system or service that enables them to monitor the position of their ships in real time and for this information to be available to search and rescue services

as well as to maritime assistance services in the areas in which the ship is operating;

- .3 MSC 93/10/6 (Canada), discussing how ship capabilities and limitations, and compliance with other requirements of the Polar Code, will be recorded, and proposing ways to capture this in the Polar Ship Certificate and its supporting documentation;
- .4 MSC 93/10/7 (Canada), considering the administrative burden that may be encountered by a ship making its first or only occasional voyages in polar waters and proposes using the PWOM to alleviate this burden, and proposing to develop guidance on which certificates and documents required to be carried on board are considered to be affected by operations in polar waters, and incorporate this in parts I-B and II-B of the Code. It is also proposed that a new provision be added to the Introduction of the draft Code, to indicate that the PWOM can be used to supplement any or all of the certificates and documents required to be carried on board, as listed in parts I-B and II-B;
- .5 MSC 93/10/11 (Australia, New Zealand, IHO), proposing revisions to the Preamble and chapter 10 (Safety of navigation) of the draft Polar Code;
- .6 MSC 93/10/15 (Germany), proposing amendments to chapter 12 (Voyage planning) of the draft Polar Code, specifically to replace the words "wildlife" and "cetaceans" (which are in square brackets) by the term "marine mammals", including cetaceans (whales, dolphins and porpoises), pinnipeds (walrus, seals and sea lions) as well as polar bears;
- .7 MSC 93/10/19 (CLIA), commenting on chapter 10 (Safety of navigation) regarding the potential need to install two independent echo-sounding devices on board ships. In this context, CLIA's research indicates no compelling need has been presented for requiring two independent echo-sounding devices.

10.32 Following an in-depth discussion, the Committee noted, in particular, the views that the PWOM is mandatory under the Polar Code; however, its contents are of

recommendatory nature. In this context, the ship's operational limitations should be recorded in the Polar Ship Certificate.

10.33 Subsequently, the Committee agreed to refer document MSC 93/10/19 to NCSR 1 for consideration in conjunction with the matters referred to it by SDC 1 (see also paragraph 10.37.1). The Committee also agreed to refer the documents related to navigational and operational matters and the Polar Water Operational Manual (see also paragraph 10.31) to the working group for further consideration, as appropriate.

Consideration of other matters

Goal-based standards

10.34 Having considered document MSC 93/10/16 (United States), commenting on the current approach to using goal-based standards and functional requirements in part I-A (Safety measures) of the draft Polar Code and proposing an approach similar to the text of chapter II-2 of SOLAS, the Committee instructed the working group to further consider the matter.

Draft text of part I-B of the Polar Code

10.35 The Committee had for its consideration document MSC 93/INF.4 (Norway), presenting at the annex, a consolidated version of the existing draft text of part I-B of the Polar Code, containing proposals submitted to, but not discussed at SDC 1, and the outcome of HTW 1, and agreed to refer the document to the working group for further consideration.

Workshop on Safe Ship Operations in the Arctic Ocean

10.36 The Committee noted with appreciation document MSC 93/INF.12 (Finland), presenting the outcome of the Workshop on Safe Ship Operations in the Arctic Ocean, held at the IMO Headquarters on 28 February 2014. The Workshop was hosted by the IMO along with the Arctic Options: Holistic Integration for Arctic Coastal Marine Sustainability project, funded by the United States National Science Foundation and French Centre Nationale de la Recherche Scientifique and the Arctic Climate Change, Economy and Society project funded by the European Commission.

Outcome of other IMO bodies

10.37 The Committee noted that:

- .1 chapters 10 and 11 and paragraph 12.5 of the draft Code were forwarded to NCSR 1, for consideration with a view to finalization and submission directly to MSC 94;
- .2 chapters 8 and 9 of the Code were forwarded to SSE 1, for consideration of the need for the development of new performance or test standards, with a request to forward any comments and proposals directly to MSC 93; and
- .3 chapter 13, and the discussion on the level of qualifications for different ships and operations, was forwarded to HTW 1, for consideration and advise directly to MSC 93.

Outcome of SSE 1

10.38 In the context of the above, the Committee endorsed the recommendation of SSE 1 to replace the term "as practicable" with "as far as practical" in the draft Polar Code, as the latter term provides the flexibility intended, and instructed the working group to take action accordingly.

Outcome of HTW 1

10.39 The Committee considered the proposed further amendments to chapter 13 of the draft Polar Code, which are set out in paragraph 11.17 and annex 3 of document HTW 1/21, together with document MSC 93/11/2 (Canada), proposing that a qualified person(s) other than a member of the crew be provided (i.e. an ice-navigator), and agreed to refer the draft text of chapter 13 to the working group for further consideration with a view to finalization. With regards to document MSC 93/11/2, the Committee did not agree to refer it to the working group, as there was extensive discussion at HTW 1 and it would not be appropriate to reopen the discussion at this stage.

Establishment of the Polar Code Working Group

10.40 Consequently, the Committee established the Polar Code Working Group and instructed it, taking into account comments and decisions made in plenary, to

- .1 finalize the draft new SOLAS chapter XIV, based on annex 2 to document SDC 1/26, taking into account documents MSC 93/10/2, MSC 93/10/3, MSC 93/10/12 and MSC 93/10/17; and]

- .2 finalize the draft International Code for ships operating in polar waters (Polar Code), based on annex 3 to document SDC 1/26, taking into account the documents submitted to this session, except for documents MSC 93/10/19 and MSC 93/11/2, and annex 3 to document HTW 1/21.

Report of the working group

10.41 Having considered the report of the working group (MSC 93/WP.7 and Add.1), the Committee approved it in general and took action as described hereunder.

Draft new SOLAS chapter XIV

10.42 The Committee endorsed the group's recommendation to instruct NCSR 1 to further consider whether the scope of application of chapters 10 (Safety of navigation) and 11 (Communication) of the draft Polar Code should also include different types and sizes of ships or if it would be sufficient to address this in phase 2 (non-SOLAS ships) of the Polar Code.

10.43 In light of the above, the Committee noted the group's view that there is an urgent need to start the second phase of the development of the Polar Code. The Committee also noted the views of some delegations that requested that caution should be exercised in the new phase, as different types of ships have different safety standards.

10.44 Subsequently, the Committee approve the draft new SOLAS chapter XIV, as set out in annex [...], and requested the Secretary-General to circulate it in accordance with SOLAS article VIII, with a view to adoption at MSC 94.

10.45 In this connection, the Committee noted the views of some delegations that the words "whether or not engaged in international voyages" should be included in the draft regulation 2.1 (Application). Notwithstanding the above, the Committee agreed that the aforementioned draft regulation was drafted accurately, reflecting the decision of the Committee and should remain without square brackets.

Draft International Code for Ships Operating in Polar Waters (Polar Code)

Polar Waters Operational Manual (PWOM)

10.46 The Committee noted the group's decision to include a sample table of contents and additional guidance on detailed contents for the Polar Waters Operational Manual (PWOM)

as an appendix to the draft Polar Code, which is divided into parts I (Safety measures) and II (Environmental protection measures).

10.47 In this connection, the Committee endorsed the group's recommendation to refer part II (Environmental protection measures) of the sample table of contents and the additional guidance on detailed contents for the Polar Waters Operational Manual (PWOM) to MEPC 67, as set out in annex 1 to document MSC 93/WP.7/Add.1, for consideration in conjunction with the introduction and part II-A of the draft Polar Code.

Operational safety

10.48 The Committee endorsed the group's decision to delete chapter 7 (Operational safety) of the draft Polar Code and renumber the subsequent chapters, in order to avoid overlapping with other international instruments.

Safety of navigation and communication

10.49 The Committee endorsed the group's recommendation to refer the following matters to NCSR 1, for consideration in conjunction with the finalization of chapters 10 (Safety of navigation) and 11 (Communication) of the draft Polar Code:

- .1 paragraphs 14 and 15 of document MSC 93/10/4 (Argentina), regarding international service coverage and the lack of performance standards for issuing and receiving ice information, and report systems, respectively;
- .2 paragraphs 10, 13 and 14 of document MSC 93/10/16 (United States), commenting on the legal effect of the lack of linkage between specific functional requirements and regulations in chapters 10 and 11. In the context of the above, consider also section 1.1 of part I-A of the draft Code (MSC 93/WP.7/Add.1, annex 2);
- .3 note that in other chapters of the Code the words "ships intended to operate in ice" have been replaced by the words "ships ice strengthened in accordance with chapter 3" and definitions have been developed for the terms "operation in ice" and "ships intended to operate in low air temperatures";

- .4 consider restructuring the regulations in chapters 10 and 11 for consistency with other chapters of the Code, noting the issue raised in subparagraph .2 above;
- .5 based on the changes referred to in subparagraph .3 above, consider the appropriate application of the various measures in chapters 10 and 11;
- .6 the additional guidance in part I-B regarding the personal and group survival equipment; and
- .7 the Record of additional equipment and operational limitations for the Polar Ship Certificate for navigation and communication equipment.

Draft Polar Code

10.50 Having considered the above matters, the Committee approved, in principle, the draft International Code for Ships Operating in Polar Waters, as set out in annex [...], with a view to adoption in conjunction with the adoption of the associated draft new SOLAS chapter XIV.

12 SHIP SYSTEMS AND EQUIPMENT

URGENT MATTERS EMANATING FROM THE FIRST SESSION OF THE SUB-COMMITTEE

General

12.1 The Committee considered urgent issues emanating from the first session of the Sub-Committee (MSC 93/12) and took action as indicated hereunder.

Recommendation on safety measures for existing vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo

12.2 The Committee decided to consider the draft MSC circular on Recommendation on safety measures for existing vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo under agenda item 3 (see paragraph 3....). In this regard, the delegation of Norway made a statement reserving its position on the above draft circular, the full text of which is set out in annex [...].

Development of a new framework of requirements for safety objectives and functional requirements for the approval of alternative design and arrangements for SOLAS chapters II-1 (Parts C, D and E) and III

12.3 The Committee noted, in the context of its work on the application of amendments to SOLAS, the Sub-Committee's view that there should be explanatory notes and background information to support the implementation of life-saving appliance requirements.

12.4 The Committee also noted the concern expressed regarding abandon ship drills with fully loaded lifeboats and that the outcome of any proposed amendments to the testing requirements for lifeboats should maintain the existing level of functional assurance for life-saving appliances.

Free-fall lifeboats with float-free capability

12.5 Having noted that the work on development of amendments to the LSA Code for free-fall lifeboats with float-free capability had been completed, the Committee agreed to withdraw its previous agreement reached at MSC 78, i.e. to keep in abeyance the part of the proposed amendments to SOLAS chapter III mandating the use of free-fall lifeboats with float-free capability on bulk carriers that was agreed, but not adopted, while awaiting verification of the availability of such equipment (MSC 78/26, paragraph 5.28).

Draft amendments to SOLAS chapter II-2***Draft SOLAS regulation II-2/9.7.1.1***

12.6 The Committee decided to consider the Sub-Committee's recommendations related to the draft new SOLAS regulation II-2/9.7.1.1 under agenda item 3 (see paragraph 3....).

12.7 In this connection, the Committee approved MSC.1/Circ.[...] on Unified interpretation of SOLAS regulation II-2/9.7.1.1, as set out in annex [...], for application to existing ships only.

Draft Polar Code

12.8 The Committee recalled that the Sub-Committee's recommendations related to the draft Polar Code had already been dealt with under agenda item 10 (see paragraph 10....).

12.9 In this connection, the Committee noted that the Sub-Committee, having considered the finalized chapters 8 (Fire safety/protection) and 9 (Life-saving appliances and arrangements) of the draft Polar Code, as requested by SDC 1, agreed that additional performance or test

standards may be necessary but decided that a detailed discussion should not begin until the Polar Code has been adopted by the Committees.

International Code of safety for ships using gas or other low-flashpoint fuels (IGF Code)

12.10 The Committee noted that the Sub-Committee reviewed the relevant parts of the draft IGF Code referred by the BLG 16 and the outcome has been forwarded to CCC 1.

Scope of application and drafting of amendments to the LSA Code

12.11 The Committee noted, in the context of its work on application of amendments to SOLAS, the Sub-Committee's view on the scope of application and drafting of amendments to the LSA Code.

Test laboratories recognized by Administrations and availability of Halons

12.12 The Committee noted the Sub-Committee's decision to reissue the annual FP circulars on Halons and recognized test laboratories as SSE circulars and update them only as and when necessary in lieu of issuing them annually.

LIFEBOAT RELEASE AND RETRIEVAL SYSTEMS MODIFIED UNDER MSC.1/CIRC.1392

12.13 In considering document MSC 93/12/1 (Dominica), raising the need to identify a means to assure that lifeboat release and retrieval systems modified under MSC.1/Circ.1392 remain fully compliant with the requirements of the applicable LSA Code and proposing that the process of approving these modified lifeboat release and retrieval systems should be re-evaluated to ensure that they still meet the intent of the regulations, the Committee noted the information and the related discussion at SSE 1. In considering the specific proposal in paragraph 6 of document MSC 93/12/1, the Committee decided not to take any specific action on the proposal to re-evaluate the process of approving the modified lifeboat release and retrieval systems. Nevertheless, the Committee noted the concerns raised by the delegation of Dominica and encouraged Member Governments to be aware of the issues highlighted in the above document in regard to the approval process.

15 FORMAL SAFETY ASSESSMENT, INCLUDING GENERAL CARGO SHIP SAFETY

General

15.1 The Committee recalled that MSC 90, having considered part of the report of the GBS/FSA Working Group (MSC 90/WP.7), had forwarded the final recommendations for

Risk Control Options (RCOs) included in the FSA study on General Cargo Ship Safety (MSC 88/19/2) to relevant sub-committees for advice.

15.2 The Committee also recalled that MSC 91, having considered the report of the FSA Experts Group (MSC 91/WP.6), had forwarded the recommendations contained in the FSA study on the safe sea transport of dangerous goods (DSC 16/6) and the FSA study on crude oil tankers (MEPC 58/17/2 and MEPC 58/INF.2) to the relevant sub-committees.

15.3 The Committee further recalled that MSC 92 had re-established the Experts Group on Formal Safety Assessment (FSA) and instructed it to review the EMSA and GOALDS studies (SLF 55/INF. 6, SLF 55/INF.7, SLF 55/INF.8 and SLF 55/INF.9). MSC 92 also forwarded the EMSA and GOALDS studies together with relative commenting documents to SDC 1 for further consideration from the technical point of view (see paragraphs 6.... and 10....).

Outcome of the sub-committees

15.4 The Committee considered the outcomes of DSC 18, NAV 59, SDC 1, HTW 1 and SSE 1, related to FSA studies on General Cargo Ship Safety, Passenger Ship Safety, Safe Sea Transport of Dangerous Goods and Crude Oil Tankers (MSC 93/15), and took action as indicated in paragraphs 15.5 to 15.12.

General Cargo Ship Safety

15.5 The Committee noted that DSC 18, having noted that the relevant instruments (i.e. IMSBC Code, CSS Code) generally cover stowage of bulk cargoes and heavy items, had recommended to the Committee that no further action be taken on this matter and invited it to note that the work on this output had been completed (see also paragraph 15.15).

15.6 The Committee noted that NAV 59, with regard to RCO 2 (ECDIS with AIS and RADAR, only for newbuildings), RCO 27 (Anchoring watch alarm integrated in ECDIS; no additional costs if ECDIS is already integrated on bridge) and RCO 32 (Combine watch alarm with autopilot), having noted that the RCOs were found to be cost-effective on the basis of GCAF (Gross Cost of Averting a Fatality), had agreed that no further action was necessary and invited the Committee to note that the work on this output had been completed (see also paragraph 15.15).

15.7 The Committee noted that SDC 1, having decided that more time was necessary to consider measures to strengthen the maintenance responsibilities for ship machinery in the context of implementing the Safety Management System and ship survey requirements,

had invited Member States and international organizations to submit comments and proposals to SDC 2. In light of the above, the Committee agreed to extend the target completion year for this output to 2015.

Passenger Ship Safety

15.8 The Committee recalled that the report of the FSA Experts Group on review of the EMSA and GOALDS studies and the outcome of SDC 1 related to passenger ship safety (documents MSC 93/6/2 and MSC 93/6, respectively) had been considered under agenda item 6 (see paragraphs 6.... to 6....).

Safe Sea Transport of Dangerous Goods

15.9 The Committee noted that STW 44 had invited interested Member States and international organizations to submit proposals to MSC 93 for a new unplanned output to amend the STCW Code to extend the scope of the competence "fight and extinguish fires" to address firefighting involving water-reactive materials.

15.10 Having noted that no document was submitted for consideration at this session, the Committee decided that no further action was necessary and noted that the work on this output was completed.

Crude Oil Tankers

15.11 The Committee noted that HTW 1 had decided to further consider RCO 8 (Hot work procedures training) at its next session, taking into account that a number of the issues raised in RCO 8 had already been addressed in section A-V/1 with the adoption of the 2010 Manila Amendments and that no documents had been submitted to HTW 1 on this matter.

15.12 The Committee also noted that SSE 1, having briefly considered documents MEPC 58/17/2 and MEPC 58/INF.2 (Denmark), providing information on the FSA study on crude oil tankers carried out within the research project SAFEDOR, had invited Member Governments and international organizations to submit comments and proposals to SSE 2.

Procedure for reviewing the outcomes of FSA studies

15.13 The Committee considered the IACS proposal to develop more specific procedures as to how the sub-committees should be more clearly tasked to address RCOs that are referred to them from an FSA study, which has been positively reviewed by the FSA Expert

Group and subsequently endorsed by the Committee. After a lengthy discussion, the Committee, having decided that developing a specific procedure is necessary, agreed, in particular, that:

- .1 a new procedure should be developed in form of guidelines for the Committee with a view to providing the sub-committees with clear instructions on how the endorsed RCOs should be further addressed;
- .2 there would be a link between consideration of new unplanned outputs and RCOs to be proposed;
- .3 a new procedure should be taken into account by Member Governments and international organizations while carrying out FSA studies;
- .4 appendix 10 of the annex to the *Revised Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process (MSC-MEPC.2/Circ.12)* be revised accordingly; and
- .5 a Working Group on Formal Safety Assessment be established at MSC 94 to deal with this issue, possibly as a joint working group with the GBS issues (see paragraphs 5.4 and 20...).

15.14 In view of the above, the Committee invited Member Governments and international organizations to submit comments and proposals to MSC 94.

IACS recommendations and observations regarding the work of sub-committees related to FSA studies on General Cargo Ship Safety

15.15 Taking into account the decisions in paragraphs 15.13 and 15.14, the Committee agreed to consider the recommendations and observations in document MSC 93/15/1 (IACS), which provided a comprehensive status report and analysis in order to facilitate a holistic overview of the work that the relevant sub-committees have done in reviewing the RCOs referred by the Committee from the IACS FSA study on General Cargo Ship Safety, at a later stage based on the new procedure for reviewing the outcomes of FSA studies.

FSA training course

15.16 The Committee, having noted the kind offer of IACS to hold a one-day FSA training course, free of charge, to delegates attending III 1 and provide the Organization with a

complimentary presentation to be uploaded onto the IMODOCS, thanked IACS for their effort in facilitating a wider understanding of the FSA process.

Reporting of Accidents and Incidents

15.17 In considering document MSC 93/15/2 and Corr.1 (ICS et al.), which reviews the requirement for flag States to report accidents and incidents and offers the following observations:

- .1 it would provide more robust and valuable input to the Organization if the provisions in the current regulations, which make reporting conditional on subjective judgements (e.g. "when it judges that such information may assist in determining what changes in the present convention might be desirable"), were to be supplemented by the conduct and submission of objective analysis;
- .2 it is possible to rate the quality of reporting by flag States by comparing to other sources of information. This could be done systematically by the Organization; and
- .3 there would be significant benefits if the GISIS casualty module database were to be made fully searchable and programmable,

the Committee discussed how to collect comprehensive casualty investigation data of a high standard. The Committee noted the problem of under-reporting as well as the benefits to be gained from the analysis of casualty investigation report data and welcomed any measures that might improve reporting by all stakeholders involved, but did not support the proposal to rate a report's quality.

15.18 The Committee identified those specific issues which might require further technical detailed consideration. These were, in particular, the potential reasons for the alleged under-reporting by flag States and the difference between the number of initial and final reports, and the need for the GISIS module on marine casualties and incidents (MCI) to support fully the search and analysis of the information contained therein.

15.19 Having also identified the Sub-Committee on Implementation of IMO Instruments (III) as the competent technical body for reviewing these issues in detail, the Committee instructed the above Sub-Committee to consider the specific issues, taking into account

the views expressed, and the guidance to be provided to the Secretariat on improved programmability and search functions of the MCI module, under its agenda item on "Casualty analysis and statistics" and to advise MSC 94 accordingly on how best to proceed.

15.20 The Committee also invited interested delegations and organizations to submit comments on the issues raised by ICS and others in document MSC 93/15/2 to the next session of the Committee.

Time basis Ship Safety Assessment Model for a novel ship design

15.21 The Committee noted document MSC 93/INF.9 (Republic of Korea) on time basis Ship Safety Assessment Model (SSAM) for novel ship design, which is developed as an example of a definite FSA generic model.

Extension of the target completion year

15.22 Having considered all matters under this agenda item, the Committee agreed to extend the target completion year for the output on "Review of general cargo ship safety (5.2.1.3) " to 2015.

17 IMPLEMENTATION OF INSTRUMENTS AND RELATED MATTERS

Implementation of the IMSBC Code

17.1 The Committee, recalling that MSC 92 had adopted amendments to the IMSBC Code, which are envisaged to enter into force (under SOLAS chapter VI) from 1 January 2015, considered document MSC 93/17 (INTERCARGO and IACS), drawing the attention of all stakeholders to the importance of the full and proper implementation of, and compliance with, the provisions of SOLAS chapter VI and the IMSBC Code in order to facilitate the safety of crews, ships and cargoes.

17.2 The Committee noted that, since the IMSBC Code entered into force, a number of casualties had been reported involving ships carrying cargoes addressed by the Code, which had resulted in the loss of many seafarers' lives. Accordingly, many delegations expressed support for the concerns raised in document MSC 93/17. During the ensuing discussion, the Committee:

- .1 noted that the Code is not directed to a particular ship-type, or indeed to ships above a certain size and, therefore, is relevant to all ships that carry dry cargoes in bulk. Thus, the provisions of the Code are not only relevant

to large dedicated bulk carriers, but also to smaller general cargo ships carrying solid bulk cargoes that may be engaged on coastal voyages;

- .2 urged all the stakeholders involved in operating ships carrying solid bulk cargoes to ensure that cargoes are loaded, carried and unloaded in accordance with the requirements of the applicable statutory requirements, especially the provisions of the IMSBC Code, in order to facilitate the safety and structural integrity of the ships at all times;
- .3 drew the attention of all stakeholders to the publications, guides and flowcharts that industry associations, classification societies and other organizations have produced to facilitate the implementation of the IMSBC Code; and
- .4 invited delegations to consider what further actions they can take to promote the global implementation of, and compliance with, the provisions of SOLAS chapter VI and the IMSBC Code to all stakeholders involved in the transport of solid bulk cargoes.

17.3 In this context, the Secretary-General stated that, taking into account the 2014 theme for the World Maritime Day "IMO conventions: effective implementation" and in order to enhance global compliance with the Code, the Secretariat would develop a new technical cooperation programme within the framework of the ITCP, in consultation with all stakeholders involved in the transport of solid bulk cargoes and would provide information on the support IMO could provide on the matter to the next session of the Committee.

17.4 The Committee also considered document MSC 93/17/4 (Democratic People's Republic of Korea), proposing to review SOLAS chapter VI with a view to requiring the retention of cargo information on board for the purpose of verification by port State Authorities and also to consider the methodology for verifying effective implementation of the Code through the IMO Member State Audit, and decided that the above proposals would constitute new unplanned outputs. Consequently, the Committee invited interested Member States to submit proposals for new unplanned outputs in accordance with the Committees' Guidelines.

Clarification on the application of SOLAS regulation II-2/10.5.2.2

17.5 The Committee considered document MSC 93/17/1 (IACS), seeking clarification on whether SOLAS chapter II-2 requires portable foam equipment to be provided in all machinery spaces with internal combustion machinery or solely in category A machinery spaces, and agreed to amend the title of SOLAS regulation II-2/10.5.2 to specify its application to machinery spaces of category A only and instructed the Secretariat to prepare a draft amendment for further consideration by the Committee.

17.6 Having considered the draft amendment prepared by the Secretariat (MSC 93/WP.12), the Committee approved the draft amendment to SOLAS regulation II-2/10.5.2, as set out in annex [...], with a view to subsequent adoption at MSC 94.

List of codes, recommendations, guidelines and other safety- and security-related non-mandatory instruments

17.7 The Committee recalled that MSC 87 had agreed to the process whereby the Secretariat would update the List by issuing annual circulars, listing only amendments to the List, and had also instructed the sub-committees to review specific extracts of the List, as prepared by the Secretariat, every four years, for subsequent approval of a revised consolidated List by the Committee.

17.8 The Committee also recalled that MSC 87, while noting that a continuously updated consolidated list would be made available for electronic download using the GISIS facilities, had invited individual Member States to enter information into GISIS, once the module had been developed, on the implementation of only those non-mandatory instruments which have been adopted by means of Assembly or Committee resolutions and to upload the corresponding national legislation, as deemed appropriate.

17.9 The Committee was advised that in response to the initiative of MSC 87 for the establishment of a list of comprehensive codes, recommendations, guidelines and other non-mandatory instruments, the Legal Committee and the Facilitation Committee had finalized lists, which have been issued as LEG.2/Circ.2 and posted on the IMO website respectively, while similar action remains to be taken by the Marine Environment Protection Committee, as it deems appropriate.

17.10 In this context, the Committee considered documents MSC 93/17/3 and MSC 93/INF.2 (Secretariat) containing information on the status of development of a GISIS module regarding a

comprehensive list of codes, recommendations, guidelines and other non-mandatory instruments as well as a proposal for an alternative solution for updating the list.

17.11 Following discussion, the Committee agreed to the alternative solution to the four-year cycle of the updating procedure and took action as follows:

- .1 authorized the Secretariat to migrate the consolidated list, as contained in the annex to document MSC 93/INF.2, into the relevant GISIS module and to update it directly, thereafter;
- .2 subject to concurrent decisions by the Legal Committee and the Facilitation Committee, requested the Secretariat to migrate the information contained in the lists finalized by these Committees into GISIS;
- .3 also requested the Secretariat to inform the MEPC about the recent developments on this matter, as appropriate;
- .4 invited relevant IMO bodies, when developing a new instrument, to consider the consequential impact of its approval and/or adoption on existing non-mandatory instruments so that the list can be kept updated conveniently; and
- .5 also invited Member States, IGOs and NGOs to provide the Secretariat with feedback in order to maintain the accuracy of the lists, while issues of a more sensitive nature would be reported to the relevant Committee by the Secretariat for consideration.

Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments

17.12 The Committee recalled the decisions of MSC 92 related to the drafting of amendments to the 1974 SOLAS Convention and related mandatory codes and that it had established a Correspondence Group on Development of Guidance on Drafting of Amendments to the 1974 SOLAS Convention and Related Mandatory Codes to progress the work intersessionally (MSC 92/26, paragraphs 3.67 and 3.86 to 3.88).

17.13 The Committee considered the report of the Correspondence Group on Development of Guidance on Drafting of Amendments to the 1974 SOLAS Convention and Related Mandatory Instruments (MSC 93/17/2), including, inter alia, a draft MSC circular on Guidance on Drafting of Amendments to the 1974 SOLAS Convention and Related Mandatory Instruments¹ (the draft Guidance), a preliminary roadmap for the implementation of the four-year cycle for the entry into force of amendments to the SOLAS Convention and related mandatory instruments and a proposal for the further development of a drafting dictionary; along with the following commenting documents:

- .1 MSC 93/17/5 (United Kingdom) supporting the conclusions of the correspondence group and providing examples of drafting errors/omissions contained in recently adopted amendments;
- .2 MSC 93/17/6 (Germany) recalling the interim solution taken at MSC 91 related to the amendments to SOLAS chapter II-2 adopted by resolution MSC.338(91) and proposing to revise SOLAS chapter II-2 once the draft Guidance was approved;
- .3 MSC 93/17/7 (Germany) proposing modifications to the draft Guidance and recommending to establish a working group at this session to address the drafting issues related to the scope of application of codes (specifically the LSA Code) as part of the above draft Guidance; and
- .4 MSC 93/17/8 (United States) proposing modifications to the definition of exemptions, the check/monitoring sheet, the format of application dates and editorial modifications to the draft Guidance, including a phased approach by separating the reinstatement of the four-year cycle of entry into force from the remainder of the draft Guidance and issuing a separate circular pending resolution of the outstanding issues.

17.14 In order to facilitate the consideration of the correspondence group's report and the related commenting documents, the Chairman invited the Committee to consider the issues and proposals in the following order:

- .1 finalization of the draft Guidance, including the roadmap for implementation;

¹ The name of the draft Guidance was changed by the Correspondence Group from "related mandatory codes" to "related mandatory instruments".

- .2 maintenance of a list of new and amended regulations;
- .3 development of a drafting dictionary for terminologies used in IMO instruments; and
- .4 revision of SOLAS chapter II-2.

17.15 Having agreed with the proposed way forward, the Committee took action as indicated in paragraphs 17.16 to 17...

Draft Guidance on Drafting of Amendments to the 1974 SOLAS Convention and Related Mandatory Instruments and roadmap for implementation

17.16 The Chairman stressed the importance of making progress and finalizing the Guidance as soon as possible in order to avoid having to deal with so many drafting-related issues and misinterpretations during the consideration of draft amendments, in particular, at the approval and adoption stages. To progress the matter, the Chairman invited the Committee to consider:

- .1 whether the draft Guidance should be divided into two circulars, i.e. one reinstating the four-year cycle of entry into force of adopted amendments and another addressing drafting-related issues, as proposed in document MSC 93/17/8; and
- .2 if so, whether a drafting or working group should be established and instructed to progress the preparation of the above draft MSC circulars and to consider and recommend how to deal with the remaining open issues.

17.17 In considering the above options, the following views were expressed that:

- .1 the draft Guidance should be divided into two circulars, as indicated above;
- .2 the draft circular related to the four-year cycle of entry into force of amendments could be finalized at this session in order to apply the Guidance without any further delay;
- .3 the draft MSC circular related to drafting issues should be further progressed, leaving aside those issues that might require further

consideration and that, if time permits, it could be finalized at this session as an "interim" guidance; and

- .4 the Drafting Group on Amendments to Mandatory Instruments, which was established under agenda item 3, should be instructed to prepare and finalize the above circulars, as appropriate, and, depending on progress made, consideration should be given to the establishment of a working group at MSC 94 to continue working on this subject.

17.18 After some discussion, the Committee agreed that the Guidance should be divided into two circulars, as indicated above, and that the Drafting group on Amendments should be instructed in this respect (see paragraph 17.23).

Maintenance of a list of new and amended regulations

17.19 The Committee considered the recommendations of the correspondence group for maintaining a list of new or amended regulations and agreed that this should be considered in the future as part of the outstanding issues related to the drafting Guidance.

Development of a drafting dictionary for terminologies used in IMO instruments

17.20 The Committee considered the proposal for the development of a drafting dictionary for terminologies in IMO instruments and agreed that this should also be considered in the future as one of the outstanding issues.

Revision of SOLAS chapter II-2

17.21 The Committee recalled that:

- .1 the amendments to SOLAS chapter II-2 adopted by resolution MSC.308(88) had modified, inter alia, the general application date of the chapter (i.e. regulation I) without revising the chapter, leading to some misinterpretations of the application requirements of existing regulations and further issues with the drafting of new amendments to the chapter;
- .2 during the consideration of proposed amendments to SOLAS chapter II-2, MSC 91 had decided, as an interim solution, that the general application date of the chapter should remain unchanged and that the scope and date of application of the draft amendments under consideration should be

defined within the new or amended regulations, as appropriate. In doing so, MSC 91 recognized that this was a temporary solution which would allow the Committee to proceed with the adoption of the draft amendments to SOLAS chapter II-2 and that a long-term approach for amending the SOLAS Convention and related mandatory codes was urgently required. In this context, MSC 91 adopted resolution MSC.338(91) which amended, inter alia, the title of SOLAS regulation II-2/1 by adding a footnote to clarify issues related to the application date of the chapter; and

- .3 MSC 92 had agreed, inter alia, that the general application date of a chapter should only be changed if a comprehensive revision of the chapter was made and, after that, the application date of new requirements should be indicated under each new or amended regulation.

17.22 In this context, the Committee agreed that the revision of SOLAS chapter II-2 should be considered after finalizing the drafting guidance.

Instructions for the Drafting Group on Amendments to Mandatory Instruments

17.23 Having considered the issues above, the Committee instructed the Drafting Group on Amendments to Mandatory Instruments, taking into account comments, proposals and decisions made in plenary, to:

- .1 prepare a draft MSC circular on Guidance on Entry into force of Amendments to the 1974 SOLAS Convention and Related Mandatory Instruments, including the definition of exceptional circumstances and the roadmap of implementation; and
- .2 progress the preparation of a draft MSC circular on Guidance on Drafting of Amendments to the 1974 SOLAS Convention and Related Mandatory Instruments, excluding issues that may require further consideration and advise how to progress the matter.

[Report of the drafting group

17.24 On receipt of the report of the drafting group (MSC 93/WP.5/Add.1), the Committee took action as outlined hereunder.

Draft Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments

17.25 The Committee, having agreed to remove the square brackets around the proposed dates in paragraphs 2.1 and 2.2 of the annex to the draft MSC circular, approved MSC.1/Circ.[...] on *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments*.

Draft Interim Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments

17.26 The Committee approved MSC.1/Circ.[...] on *Interim Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments*. In this context, the Committee noted that the Interim Guidance had been revised, leaving aside issues that would require further consideration at a future date.

17.27 Having approved the above Interim Guidance, the Committee:

- .1 instructed its subsidiary bodies to use the Interim Guidance during the preparation of amendments to the 1974 SOLAS Convention and related mandatory instruments; and
- .2 invited interested parties and the subsidiary bodies to submit recommendations and proposals for improvement after taking into account the experience gained from the use of the Interim Guidance.

Issues requiring further consideration

17.28 In order to continue the work related to remaining issues, the Committee agreed that a working group should be established at MSC 94. To this end, the Committee approved terms of reference for the working group, as set out in paragraph 14 of document MSC 93/WP.5/Add.1, and invited interested parties to submit comments and proposals to MSC 94.

17.29 In this context, the Committee also agreed that the working group should start its work immediately on the first day of the meeting and be allowed, if necessary, to continue working on Thursday and Friday, and report to MSC 95, with the understanding that the consideration of the remaining open issues should be completed no later than MSC 95.

17.30 As part of the remaining open issues, the Committee instructed SSE 2 to give urgent consideration to the issues related to the LSA Code and to report to MSC 95 on the status of the considerations.]

19 APPLICATION OF THE COMMITTEE'S GUIDELINES

19.1 The Committee recalled that FAL 38 had revised the *Guidelines on the organization and method of work of the Facilitation Committee* (FAL.3/Circ.209) and had invited the Maritime Safety Committee to note the revision and to consider if the editorial improvements made by FAL 38 should be included in the relevant guidelines of the MSC and MEPC in due course.

19.2 The Committee recalled further that MSC 92 had agreed to request the Secretariat to prepare a document for consideration at MSC 93, setting out the revised text prepared by FAL 38, so that the Committee may take a decision on the matter.

19.3 The Committee recalled also that A 28 had adopted resolution A.1062(28) on *Guidelines on the Application of the Strategic Plan and the High-level Action Plan of the Organization*. This resolution included some editorial improvements made by FAL 38 and further requested the committees to review and revise, during the 2014-2015 biennium, their guidelines on the organization and method of their work, taking account of the revised guidelines adopted by that resolution, as appropriate.

19.4 The Committee noted that MEPC 66 had agreed to await the outcome of MSC 93's consideration of the relevant documents prepared by the Secretariat (MSC 93/19 and MSC 93/WP.8) before taking any decision.

19.5 Having considered the proposed amendments to the Committees' Guidelines as contained in the annex to document MSC 93/WP.8, the Committee approved them in general but noted that the editorial improvements regarding the establishment of splinter groups in a working group, had removed the important concept of unanimous agreement in the existing MSC/MEPC Guidelines. The Committee reinstated the concept of unanimous agreement for establishing splinter groups in paragraph 5.20 of the Guidelines and authorized the Secretariat to make any necessary editorial amendments and to inform MEPC 67 of the Committee's decision.

19.6 The Committee noted that the amended provisions would, subject to MEPC 67's concurrent decision, be applicable to submissions to MSC 95 and all sub-committee meetings thereafter.

Consideration of pink paper's role

19.7 The Committee having noted the concern raised by the Democratic People's Republic of Korea on the decision of C 109 and MSC 91 to discontinue the use of pink paper, considered the proposal that a new section called "Pink Paper" be added to the currently available five sections in the documents categories under IMODOCS system, which are "Circular Letters", "Circulars", "Meeting Documents", "Notes Verbales" and "Treaties".

19.8 Having considered the proposal, the Committee agreed that an enhancement of IMODOCS would be helpful and requested the Secretariat to consider how best to implement possible changes to IMODOCS and to report to MEPC 67 and MSC 94 accordingly. The Committee further agreed that any new facility to be provided by IMODOCS should be reflected in paragraph 6.4 of the Committees' Guidelines.

20 WORK PROGRAMME (Continued)

Damage control drills for passenger ships

20.4**bis** The Committee recalled that, under agenda item 6 (Passenger ship safety), following consideration of document MSC 93/WP.6, it had agreed to include in the 2014-2015 biennial agenda of the SDC Sub-Committee and the provisional agenda of SDC 2, a new unplanned output on "Amendments to SOLAS chapter II-1, part B-4, Stability Management, and associated guidelines, to include requirements on damage control drills for passenger ships" with a target completion year of 2016, in association with the HTW Sub-Committee as and when requested by the SDC Sub-Committee (see paragraph 6...).

ENDORSEMENT OF OUTPUTS

(Replace paragraph 20.18 (WP.1) with this paragraph)

20.18 In accordance with the relevant provisions of the *Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization* (resolution A.1062(28)), the Committee, having agreed to the sub-committees' biennial agendas and the provisional agendas for their forthcoming sessions, invited the Council to endorse, for inclusion in the current High-level Action Plan, the following unplanned outputs agreed by the Committee:

- .1 recognition of Galileo as a component of the WWRNS (see paragraph 20.7);
- .2 review MODU Code, LSA Code and MSC.1/Circ.1206/Rev.1", based on the investigation of the **Deepwater Horizon** incident (see paragraph 20.11); and
- .3 amendments to SOLAS chapter II-1, part B-4, Stability Management, and associated guidelines, to include requirements on damage control drills for passenger ships (see paragraph 11 *ter*).

SUB-COMMITTEE ON SHIP DESIGN AND CONSTRUCTION (SDC)

Damage control drills for passenger ships

20.11*bis* The Committee recalled that, under agenda item 6 (Passenger ship safety), following consideration of document MSC 93/WP.6, it had agreed to include in the 2014-2015 biennial agenda of the SDC Sub-Committee and the provisional agenda of SDC 2 a new unplanned output on "Amendments to SOLAS chapter II-1, part B-4, Stability Management, and associated guidelines, to include requirements on damage control drills for passenger ships" with a target completion year of 2016, in association with the HTW Sub-Committee as and when requested by the SDC Sub-Committee (see paragraph 6...).

Guidelines for damage control plans and information to the master

20.11*ter* The Committee recalled that, under agenda item 6 (Passenger ship safety), following consideration of document MSC 93/WP.6, it had agreed to include in the post-biennial agenda of the Committee an output on "Revision of section 3 of the Guidelines for damage control plans and information to the master (MSC.1/Circ.1245) for passenger ships", with two sessions needed to complete the item, assigning the SDC Sub-Committee as the coordinating organ (see paragraph 6...).

21 ANY OTHER BUSINESS

Inconsistencies in the Records of Equipment under SOLAS

21.1 In considering the inconsistencies in the records of equipment under SOLAS (MSC 93/21/2), the Committee noted the views expressed in the document that the lack of an entry for the total number of persons accommodated by free-fall lifeboats in the Record of

Equipment for the Cargo Ship Safety Equipment Certificate and the Cargo Ship Safety Certificate was an unintended oversight.

21.2 Following discussion, the Committee approved draft amendments to section 2 of the Record of Equipment for the Cargo Ship Safety Certificate (Form C) and the Record of Equipment for the Cargo Ship Safety Equipment certificate (Form E), as set out in annex [...], and requested the Secretary-General to circulate the draft amendments in accordance with SOLAS article VIII, with a view to adoption at MSC 94.

Safety evaluation of the Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships under adverse weather conditions

21.3 The Committee recalled that MSC 91, bearing in mind the entry-into-force date (1 January 2013) of chapter 4 of MARPOL Annex VI and, as requested by MEPC 64, approved the Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions (MSC-MEPC.2/Circ.11).

21.4 In this context, the Committee noted the comments (MSC 93/21/5) on the safety aspects of the Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse weather conditions (MSC-MEPC.2/Circ.11) and the proposals based on the results of a pertinent study carried out by the National Technical University of Athens (NTUA).

21.5 The Committee recalled also that at MSC 91, the delegation of Greece expressed the view that the figures assigned for ship types "a" and "b" in the interim period would not safeguard the safety of ships in adverse weather conditions, since engines would have the Maximum Continuous Ratings (MCRs) 30% lower than the MCRs of typical bulk carriers currently built. The sea and weather environment specified in MSC-MEPC.2/Circ.11 are substantially milder than those assumed by the 2008 IS Code. The harmonization with the existing weather and loading conditions included in the 2008 IS Code is reasonable and should be attempted. Therefore, Greece proposed a modification of the Interim Guidelines at Level 1 – minimum power line assessment for bulk carriers (BCs), and an elaboration of the Interim Guidelines at Level 2 – simplified assessment method.

21.6 The Committee noted further the results of an independent study on the aforementioned matter (MSC 93/INF.13), carried out by the Department of Naval Architecture and Marine Engineering/Laboratory for Ship and Marine Hydrodynamics of the

National Technical University of Athens (NTUA). In the study, the actual performance of four typical bulk carriers of deadweight 30,000, 57,000, 79,000 and 176,000 tons and a VLCC 306,000 tonnes was calculated using available lines plans and sea trial data.

21.7 During the ensuing debate, a number of delegations expressed concerns about the safety implications, particularly in adverse weather conditions and, in addition pertinent questions were raised on the methodology used and the findings presented. It was generally acknowledged that consideration of the matter falls within the purview of MEPC. The observer delegation of IFSMA, in supporting the proposal, raised its concern and expressed the necessity for adequate propulsion power for vessels in both normal and adverse weather conditions. Accordingly, the Committee agreed to refer the documents MSC 93/21/5 and MSC 93/INF.13 for further consideration by the MEPC.

Matters related to the draft IGF Code

21.8 The Committee recalled that SDC 1 completed its review of the draft IGF Code on matters referred to it by the BLG Sub-Committee, for referral to MSC 94, and had agreed to forward the two options on the threshold values for the length of the fuel tanks and F_{cn} to MSC 94 for decision (allowing further validation of the threshold values meanwhile) (see SDC 1/26, paragraphs 24.3 and 24.4).

21.9 The Committee also recalled that SDC 1 had endorsed the protective location criteria for LNG fuel tanks under sections 5.3.4 and 5.3.5 of the draft IGF Code.

21.10 The Committee had the following documents for its consideration:

- .1 MSC 93/21/3 (France), commenting on the draft amendments to section 5 of the draft IGF Code related to the location of fuel tanks within the scope of the deterministic and probabilistic approaches for passenger ships and proposing an interpretation for minimum distance criteria to be applied at the turn of the bilge area between the side and the bottom shell; and
- .2 MSC 93/21/4 (France), indicating that the installation in the lower part of a passenger ship of one or several LNG tanks designed to reach the value $F_{cn} = 0.02$ does not necessarily imply an increase of the global risk level for the ship and the population on board and proposing the value of $F_{cn} = 0.02$ for passenger ships and 0.04 for cargo ships.

21.11 During the ensuing discussions, the Committee noted the following views expressed on the information contained in the above documents:

- .1 the interpretation in document MSC 93/21/3 on how to apply the minimum distance criteria in order to obtain the required distance for the fuel tank at the turn of the bilge was welcome and should be further discussed at CCC 1;
- .2 there is little confidence in the quantification given in document MSC 93/21/4 since it is based on a HAZID for which the hazard rankings are subjective statements about risks by a group of experts;
- .3 the IGF Code is not a risk-based design standard and even if it were, the requirements in such risk-based standards are formulated for each function and there is no option to trade risk for one scenario against risks from other scenarios, as presented in document MSC 93/21/4. Such an approach would only be allowed under "alternatives and equivalents";
- .4 for the Risk Index (RI) to equal the Severity Index (SI) + Frequency Index (FI), as described in the FSA Guidelines, there is a requirement for SI and FI to be defined on a logarithmic scale which is not the case;
- .5 the frequency has been underestimated in the HAZID and even a minor adjustment reverses the conclusion reached; and
- .6 there is a need to further validate the threshold values and this should be considered further at SDC 1 and MSC 94.

21.12 Having considered the above views and having recalled that SDC 1 had requested the Secretariat to refer the outcome on matters related to the IGF Code, together with proposed amendments to section 5 of the draft IGF Code (annex 3 of document SDC 1/WP.5/Add.1) to MSC 94 for consideration and action, as appropriate, the Committee agreed that document MSC 93/21/3 and the related outcome of SDC 1 be referred to CCC 1 for consideration with a view to finalization, whereas document MSC 93/21/4 be referred to MSC 94 with the expectation that Member States and international organizations would submit comments and proposals on the issue of the threshold values and Fcn, under the MSC 94 agenda item on the outcome of CCC 1.

Out of specification marine fuels

21.13 The Committee noted that MEPC 66 requested MSC 93 to note the discussion on fuel oil quality and its possible impact on crew health, ship safety and environmental protection and that MEPC 66 agreed to develop possible control measures and invited relevant proposals to MEPC 67 (see MSC 93/2/3 and MEPC 66/21, paragraphs 4.17 and 4.18).

21.14 In this context, the Committee, bearing in mind the discussion at MEPC 66 and recent problems faced by ships with "Out of Specification" marine fuels, noted the information provided in document MSC 93/INF.8 regarding recent cross industry consideration of the potential safety implications arising from the supply of "Out of Specification" marine fuels, and the suggestion of the co-sponsors that consideration should be given to the development of:

- .1 unified IMO guidance on sampling, verification and documentation of fuel supplied on board, to cover both SOLAS and MARPOL aspects; and
- .2 requirements for random inspection and sampling prior to loading on board.

21.15 Following an extensive discussion, the Committee recognized that "Out of Specification" marine fuels pose a safety risk to ships and that the Committee should coordinate with MEPC to develop possible control measures that would take into account ship safety, as well as environmental and health issues. Consequently, the Committee agreed to invite Member States and international organizations to submit proposals to MSC 94, to be considered in conjunction with the outcome of MEPC 67 on this issue, with a view to developing a specific way forward.

IMO/IACS cooperation on the IACS Quality System Certification Scheme (QSCS)

21.16 The Committee recalled that MSC 92, having noted the developments in the scheme, following the transition to the assumption by Accredited Certification Bodies (ACBs) of sole and independent responsibility for audit and for assessment of compliance with the scheme, as indicated in IMO observer's report annexed in MSC 92/25/1, and that the arrangement between IACS and IMO regarding the IMO observer's participation in the Scheme was to come to an end in June 2013, requested the Secretariat to continue IMO's participation in IACS QSCS for the next two years, with financial contributions provided by IACS, and to provide reports during the current biennium.

21.17 In this regard, the Committee noted the status of IMO/IACS cooperation on the IACS Quality System Certification System (QCSC) (MSC 93/21/6), as follows:

- .1 in accordance with the participation agreement between IMO and IACS, the IMO consultant/observer has continued participating in the implementation of the Scheme since the last report to the Committee (MSC 92/25/1);
- .2 the latest report submitted by the IMO observer based on his participation is set out in the annex to the document, which focuses on the development in the Scheme, following the transition to Accredited Certification Bodies (ACBs) assuming sole and independent responsibility for audit and assessment of compliance with the Scheme; and
- .3 in his report, the IMO consultant/observer, having expressed the need for greater attention regarding the audit of statutory matters, also focused on room for improvement concerning the depth and content of some audits within the areas of ships in operation and process control, particularly following through on all potential audit trails, and raised concern at the reduced number of experienced auditors available to be utilized by ACBs.

21.18 The Committee, having noted the information provided by the IMO consultant/observer on the IACS Quality System Certification Scheme and its transition to Accredited Certification Bodies (ACBs), requested the Secretariat to continue the arrangement for IMO's participation in the IACS Quality System Certification Scheme, with financial contributions provided by IACS, and to provide a report to MSC 95.

Establishment of "Day of the ship accident preventive measure" on a global basis

21.19 In considering the proposal (MSC 93/21) for establishing globally a designated "Day of the ship accident preventive measure" that seeks the attention of all stakeholders on the importance of establishment of measures for preventing ship accident in order to ensure safety of crew, ships and properties and protection of marine environment, the Committee did not agree to the proposal.

Report of the eleventh meeting of the conference of the Parties to the Basel Convention

21.20 The Committee noted an overview (MSC 93/21/) of decision BC-11/17 on cooperation between the Basel Convention and IMO adopted by the eleventh meeting of the Conference of the Parties to the Basel Convention (28 April to 10 May 2013). In this regard the Committee also recalled that MEPC 66, (from 31 March to 4 April 2014) considered such an overview (MEPC 66/INF.26) and noted it.

Global Integrated Shipping Information System (GISIS)

21.21 The Committee noted the information provided on the Global Integrated Shipping Information System (GISIS) (MSC 93/INF.3), in particular, regarding:

- .1 Member States' use of the reporting facilities available through GISIS to fulfil their reporting obligations under the various IMO instruments (resolution A.1074(28)); and
- .2 direct reporting facilities for Member States in the module on contact points to collect and display the details of national Administrations in charge of matters related to continuous synopsis records (CSRs).

Outcome of the IMO Symposium on the Future of Ship Safety

General

21.22 The Committee, having noted that the outcome of the IMO Symposium on the Future of Ship Safety (MSC 92/25/3) was deferred by MSC 92 due to time constraints, considered the recommendations contained in the Statement of the participants to the Symposium, as set out in paragraph 6 of the document, which addressed matters related to risk assessment, data collection, new technology, the human element and the man/machine interface, all of which were identified as future challenges.

21.23 In considering document MSC 92/25/3, the Committee noted the views expressed by several delegations that the Symposium's recommendations were good overall goals that had already been adequately captured within the Committee's work programme. Therefore, the Committee decided to only note the aforementioned recommendations.

21.24 Subsequently, the Secretary-General expressed his sincere appreciation to those that contributed to the success of the Symposium and expressed the view that the Committee was moving in the right direction in its approach to the future of ship safety.

Place of refuge

21.25 The observer delegation of INTERTANKO made a statement regarding the chemical tanker **Maritime Maisie**, which suffered major structural damage on 29 December 2013. In this regard, the delegation raised its concern that despite repeated attempts by the stakeholders involved, a place of refuge was not granted until 14 April 2014 even though the structure of the vessel had suffered progressive deterioration. INTERTANKO made reference to the provisions in Assembly resolution A.949(23) on places of refuge, but also acknowledged that the State has no obligation to act. The Committee noted its intention to submit a document to the next session of the Committee.

21.26 Responding to the concern raised by INTERTANKO, the delegation of Japan stated that coastal States have the right to make the final decision whether to accept a request for a place of refuge from a damaged or disabled ship on a case-by-case basis, taking into consideration the need to give the highest priority to removing the threat to public safety. In the case of the **Maritime Maisie** incident, the Government's concern about damage to public safety from the risk of toxic gas from the residual cargo and after weighing all the factors and risks in a balanced manner as set out in the Guidelines, it had concluded that it was difficult to grant a place of refuge. The delegation of Japan therefore, reaffirmed its view that its Government had given due regard to the guidelines and that it will also take appropriate action in the case of future incidents.

LIST OF ANNEXES

ANNEX ...	RESOLUTION MSC.365(93) – AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS), 1974, AS AMENDED (chapters II-1 and II-2)
ANNEX ...	RESOLUTION MSC.366(93) – AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS), 1974, AS AMENDED (new chapter XIII)
ANNEX ...	RESOLUTION MSC.367(93) – AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)
ANNEX ...	RESOLUTION MSC.368(93) – AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING APPLIANCE (LSA) CODE
ANNEX ...	RESOLUTION MSC.369(93) – AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)
ANNEX ...	RESOLUTION MSC.370(93) – AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE)
ANNEX ...	RESOLUTION MSC.371(93) – AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)
ANNEX...	RESOLUTION MSC.372(93) – AMENDMENTS TO THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE
ANNEX...	RESOLUTION MSC.373(93) – AMENDMENTS TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW), 1978
ANNEX...	RESOLUTION MSC.374(93) – AMENDMENTS TO THE SEAFARERS' TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE
ANNEX ...	RESOLUTION MSC.375(93) – AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966 (1988 LOAD LINES PROTOCOL)
ANNEX ...	RESOLUTION MSC.376(93) – AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)

ANNEX ...	AMENDMENTS TO THE CODE FOR EXISTING SHIPS CARRYING LIQUEFIED GASES IN BULK (EGC CODE)
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ANNEX...	DRAFT AMENDMENTS TO SOLAS REGULATION VI/2
ANNEX...	IMO/ILO/UNECE CODE OF PRACTICE FOR PACKING OF CARGO TRANSPORT UNITS (CTU CODE)
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ANNEX...	DRAFT AMENDMENT TO SOLAS REGULATION II-2/10.5.2
ANNEX ...	DRAFT MSC-MEPC.1 CIRCULAR ON GUIDELINES ON THE ORGANIZATION AND METHOD OF WORK OF THE MARITIME SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE AND THEIR SUBSIDIARY BODIES
ANNEX...	BIENNIAL AGENDA AND STATUS REPORT OF THE SUB-COMMITTEES
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ANNEX...	DRAFT AMENDMENTS TO SOLAS (APPENDIX – CERTIFICATES)
ANNEX ...	STATEMENTS BY DELEGATIONS AND OBSERVERS

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LIST OF CIRCULARS APPROVED BY MSC 93

MSC.1/Circ.1470	Guidelines for validating the construction of a completed adult lifejacket reference test device (RTD)
MSC.1/Circ.1471	Recommendation on safety measures for existing vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo
MSC.1/Circ.1472	Guidelines for the design, performance, testing and approval of mobile water monitors used for the protection of on-deck cargo areas of ships designed and constructed to carry five or more tiers of containers on or above the weather deck
MSC.1/Circ.1473	Policy on use of AIS aids to navigation
MSC.1/Circ.1474	Guidance on the Bridge Navigational Watch Alarm System (BNWAS) auto function
MSC.1/Circ.1475	Guidelines regarding the verified gross mass of a container carrying cargo
MSC.1/Circ.1476	Amendments to the Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS) Guide
MSC.1/Circ.1477	Guidelines to facilitate the selection of portable atmosphere testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7
MSC.1/Circ.1478	Unified interpretation on the application of the Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers (resolution MSC.289(87))
MSC.1/Circ.1479	Unified interpretation on the application of the Performance standard for protective coatings for cargo oil tanks of crude oil tankers (resolution MSC.288(87))
MSC.1/Circ.1480	Unified interpretation on SOLAS regulation II-2/9.7.1.1
MSC.1/Circ.1481	Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments
MSC.1/Circ.1482	Early implementation of the amendments to SOLAS regulation II-1/29
[MSC.1/Circ...	Interim Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments]
MSC.1/Circ.1260/Rev.1	Unified Interpretations of COLREG 1972, as amended

- MSC.1/Circ.1164/Rev.13 Promulgation of information related to reports of independent evaluation submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that Parties are giving full and complete effect to the relevant provisions of the Convention
- MSC.1/Circ.797/Rev.25 List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code

OTHER CIRCULARS

- MSC-MEPC.2/Circ.14 Products requiring oxygen-dependent inhibitors
- MSC-MEPC.7/Circ.9 Guidelines for the reactivation of the Safety Management Certificate following an operational interruption of the SMS due to lay-up over a certain period
- MSC-MEPC.7/Circ.10 Guidance on safety when transferring persons at sea
- COLREG.2/Circ.65 New traffic separation schemes
- COLREG.2/Circ.64/Corr.2 New and amended traffic separation schemes
- SN.1/Circ.326 Routing measures other than traffic separation schemes
- SN.1/Circ.243/Rev.1 Amended Guidelines for the presentation of navigational-related symbols, terms and abbreviations
- TM.5/Circ.6 Unified interpretations of the International Convention on Tonnage Measurement of Ships, 1969
- STCW.7/Circ.21 Advice for port state control officers, recognized organizations and recognized security organizations on action to be taken in cases where seafarers do not carry certification required in accordance with regulation VI/6 of the STCW Convention and section A-VI/6
- STCW.7/Circ.22 Advice for port state control officers, recognized organizations and recognized security organizations clarifying training and certification requirements for ship security officers and seafarers with designated security duties