



MARITIME SAFETY COMMITTEE
83rd session
Agenda item 28

MSC 83/WP.8/Add.2
12 October 2007
Original: ENGLISH

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

(continued)

[For items 1, 2, 4 (part), 5 (part), 6 (part), 7, 8, 9, 10, 11, 12 and 13 see MSC 83/WP.8]
[For items 3 (part), 4 (part), 14, 15, 16, 17, 18 and 19 see MSC 83/WP.8/Add.1]

**3 CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY
INSTRUMENTS (continued)**

ADOPTION OF PROPOSED AMENDMENTS TO MANDATORY INSTRUMENTS

[REPORT OF THE DRAFTING GROUP]

3.19 Having received the report of the drafting group (MSC 83/WP.3), the Committee took action as indicated hereunder.

**ADOPTION OF THE PROPOSED AMENDMENTS TO THE 1974 SOLAS CONVENTION AND
THE 1988 SOLAS PROTOCOL**

Adoption of amendments to the 1974 SOLAS Convention

3.20 The expanded Committee, including the delegations of ... Contracting Governments to the 1974 SOLAS Convention, as amended, considered the final text of the proposed amendments to SOLAS chapters IV and VI of the Convention prepared by the drafting group (MSC 83/WP.3, annex 1) and adopted the amendments unanimously by resolution MSC....(83), as set out in annex ...

3.21 In adopting resolution MSC....(83), the expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments to SOLAS chapters IV and VI of the Convention should be deemed to have been accepted on 1 January 2009 (unless, prior to that date, objections are communicated to the

For reasons of economy, this document is printed in a limited number. Delegates are kindly asked to bring their copies to meetings and not to request additional copies.
--

Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and should enter into force on 1 July 2009.

Adoption of amendments to the 1988 SOLAS Protocol

3.22 The expanded Committee, including delegations of ... Parties to the 1988 SOLAS Protocol, considered the final text of the proposed amendments to the appendix to the Annex to the Protocol prepared by the drafting group (MSC 83/WP.3, annex 2) and adopted the amendments unanimously by resolution MSC.....(83), as set out in annex

3.23 In adopting resolution MSC.....(83), the expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention and article VI of the 1988 SOLAS Protocol, that the adopted amendments to the Protocol should be deemed to have been accepted on 1 January 2009 (unless, prior to that date, objections are communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the 1974 SOLAS Convention and article VI of the 1988 SOLAS Protocol) and should enter into force on 1 July 2009, in accordance with the provisions of SOLAS article VIII and article VI of the 1988 SOLAS Protocol.

3.24 In the context of this item, the Committee:

- .1 endorsed the group's view that it would be beneficial for the Organization to develop general guidance on the timing of replacement of existing certificates by the certificates issued after the entry into force of amendments to SOLAS certificates and instructed the FSI Sub-Committee to develop general guidance to address the matter under the existing agenda item on "Review of the Survey Guidelines under the HSSC (resolution A.948(23))"; and
- .2 requested the Secretariat to prepare, in due course, the necessary consequential amendments to the 1988 SOLAS Protocol following the acceptance of the passenger ship safety amendments adopted by resolution MSC.216(82), taking into account that similar alternative design regulations have been adopted for SOLAS chapters II-1 (parts A, B and B-1) and III.

ADOPTION OF THE PROPOSED AMENDMENTS TO THE INF CODE

3.25 The expanded Committee, including the delegations of ... Contracting Governments to the 1974 SOLAS Convention, considered the final text of the proposed amendments to

the INF Code prepared by the drafting group (MSC 83/WP.3, annex 3) and adopted the amendments unanimously by resolution MSC....(83), as set out in annex

3.26 In adopting resolution MSC.(83), the expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments to the INF Code should be deemed to have been accepted on 1 January 2009 (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 July 2009, in accordance with the provisions of SOLAS article VIII.

INSTRUCTIONS TO THE SECRETARIAT

3.27 In adopting the aforementioned amendments, the Committee authorized the Secretariat, when preparing the authentic texts of the amendments as appropriate, to effect any editorial corrections that may be identified, 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 and the Parties to the 1988 SOLAS Protocol.

DRAINAGE IN CLOSED VEHICLE AND RO-RO SPACES AND SPECIAL CATEGORY SPACES

3.28 The Committee, having recalled its decision regarding the above issue taken under agenda item 25 (Work programme), considered the part of the report of the drafting group (MSC 83/WP.3) relating to this issue, and:

- .1 approved the draft amendments to SOLAS chapters II-1 and II-2, set out in annex ..., and requested the Secretary-General to circulate the draft amendments, in accordance with SOLAS article VIII, for consideration with a view to adoption at MSC 84; and
- .2 approved MSC.1/Circ... on Drainage of fire-fighting water from closed vehicle and ro-ro spaces and special category spaces for passenger and cargo ships.]

5 GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS (continued)

[Report of the working group]

5.42 Upon receipt of the report of the Working Group (MSC 83/WP.5), the Committee approved it in general and took action as outlined in the following paragraphs.

GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS FOR BULK CARRIERS AND OIL TANKERS

Draft SOLAS amendments

5.43 The Committee noted that the group had considered proposed draft SOLAS amendments to make the GBS for bulk carriers and oil tankers mandatory, as prepared by the Correspondence Group (MSC 82/5/2, annex 1), and tentatively agreed on a revised draft text of the amendments as set out in annex 1 of the report of the group (MSC 83/WP.5). In discussing the draft amendments, the group had considered the applicability of the different tiers, the applicability threshold for bulk carriers, the timeframe for implementation and the issue of intellectual property rights.

5.44 The Committee noted that, although there was agreement that Tier I should apply to all ship types, the majority of the group had agreed that the current amendments should only apply to bulk carriers and oil tankers, as so far no requirements have been developed for other ship types, and that the title of the regulation should reflect this limited application which could be expanded in the future as needed. Some delegations had noted that since there was agreement on the applicability of Tier I to all ship types, a more general title should be used as it would appropriately extend the applicability of Tier I to all new ships.

5.45 The Committee noted that the group could not reach agreement on an applicability threshold for bulk carriers and had decided to leave the two length limits discussed by the correspondence group, i.e. 90 m and 150 m, in square brackets for the time being. Other thresholds were also proposed. Different views had been expressed, including the need to align the applicability threshold with the IACS CSR for bulk carriers or with other IMO instruments, in particular SOLAS chapter XII, and the current issue of the definition of bulk carrier. It was noted that the group did agree to a 150 m applicability threshold for oil tankers.

5.46 The Committee noted that the group had preferred the use of the format used in the MARPOL Convention for establishing a phase-in schedule and had subsequently discussed the fact that, since GBS apply to rules, a typical ship phase-in schedule may not be sufficient.

The group had agreed that consideration also needed to be given to the time required for classification societies to develop, modify and phase-in new rules if necessary and have them verified by the Group of Experts once the SOLAS amendments and related guidelines had been adopted and that this issue needed to be further considered after the Tier III verification guidelines had been finalized.

5.47 The Committee noted that the group had agreed that the draft SOLAS amendments should refer to a recognized organization authorized by the Administration instead of a classification society, to maintain consistency with the approach followed in SOLAS.

5.48 The Committee also noted that some delegations had expressed a concern that requiring an SCF to be kept on board and ashore by the Company would necessitate adequate measures to protect the intellectual property contained and had proposed additional text to be incorporated in the draft SOLAS amendments, but that, however, the majority of the group had been of the view that such measures should not be included in the draft SOLAS amendments.

Consequential amendments to other IMO instruments

5.49 The Committee noted that, due to time constraints, the working group had not been able to consider the issue at this time and had agreed to request the Secretariat to provide a document on the possible need for amendments to other IMO instruments, following the adoption of the GBS for bulk carriers and oil tankers, for consideration at MSC 84.

International Goal-based New Ship Construction Standards for bulk carriers and oil tankers

5.50 The Committee noted that the group had a limited discussion on the draft International Goal-based New Ship Construction Standards for Bulk Carriers and Oil Tankers (the Standards) and the associated draft MSC resolution and had been of the general view that it would not be possible to complete the Standards before Tier III had been completed. The Committee also noted that the group did agree that the text of Tier I should be included in the draft SOLAS amendments and only be referenced in the Standards. The Committee further noted that the group had also considered the part of the Standards containing the Tier II functional requirements and concurred with the modifications as described in the following paragraphs and set out in annex 2 of the report of the group (MSC 83/WP.5).

Application of the GBS for bulk carriers and oil tankers to ice class rules

5.51 With regard to the application of the GBS for bulk carriers and oil tankers to ice class rules (MSC 83/5/8), the Committee concurred with the group that, in the long term, the GBS should cover all conditions, including ice class but that, as a matter of practicality, the current effort to develop GBS for bulk carriers and oil tankers should be limited to unrestricted service and not consider ice class at this time, and that consideration of the matter be deferred to a later point in time as part of the long-term work on GBS.

Functional requirement on continuous performance monitoring

5.52 Regarding the inclusion of a new Tier II functional requirement on continuous performance monitoring as proposed by the Pilot Panel (MSC 83/5/1, annex 3), the Committee concurred with the group that the implementation of such a requirement would be beneficial, but that performance monitoring would involve more than just classification society rules and included maintenance, operational considerations and numerous other factors, and would require substantial work to implement. Additionally, the Committee noted that the group could not determine the appropriate method to implement performance monitoring and, therefore, agreed that in the short term the concept could be considered by the Pilot Panel as part of the Tier III verification process and in the long term as part of the proposal by Sweden (MSC 83/5/5, paragraph 14.5) for systematic assessment of rule performance.

Functional requirement concerning the acceptable probability of exceedance of the design load for ships' structures

5.53 The Committee noted that the group had considered a proposal by Argentina and Spain (MSC 83/5/13) concerning the need for a functional requirement related to the probability of exceedance of the design loads and agreed that the Pilot Panel should be instructed to consider the issue further as part of the second trial verification.

Modifications to existing Tier II functional requirements

5.54 The Committee concurred with the modifications to the Tier II functional requirements proposed by the Pilot Panel (MSC 83/5/1, annex 4) and agreed to their inclusion in the revised text of Tier II as set out in annex 2 of the report of the group (MSC 83/WP.5).

Definition of “net scantlings”

5.55 The Committee noted that the group had extensively considered the application of “net scantlings” as raised by the Pilot Panel (MSC 83/5/1) and relevant amendments to the footnote of functional requirement II.3 (Structural strength) as proposed by IACS (MSC 83/5/12) and that the majority of the group had been of the view that the footnote proposed by IACS should be used, and had noted, in particular, that the application of a “single” or “pure” net scantling for all structural calculations was too simplistic, lacked flexibility and did not allow for the efficient optimization of structure. Others had felt that the definition of net scantlings as agreed by MSC 82 should be used because it was transparent, simple and easy to apply and monitor.

5.56 The Committee agreed to amend the footnote of the definition of “net scantlings” in functional requirement II.3 to read as follows:

“The net scantlings should provide the structural strength required to sustain the design loads, assuming the structure is in intact condition and accounting for the steel diminution that could be reasonably expected to occur during the life of the ship due to corrosion and wastage.”

5.57 The delegation of Greece stated that they strongly objected to the revisiting of the Tier II footnoted definition of “net scantlings”, noting that the definition had originally been drafted and proposed by IACS and accepted by the GBS Working Group and the Committee after a long debate. They believed that the original footnoted definition was precise and clear and would not be subject to interpretations and would, therefore, prove valuable during the evaluation and monitoring of the rules to be reviewed. Finally, the delegation expressed concern that the revised IACS’ proposals would facilitate the optimization of ship structures in terms of lightweight of some vessels which was definitely against the notion of “robust” ships.

5.58 The observer from INTERTANKO stated that, as a matter of principle, they had concerns that ship design practices and ship design criteria which are determinant for the ship’s structure, such as “net scantlings”, might be agreed for political reasons. The observer urged the group to apply engineering practices and experience as best tools for reaching conclusions on such matters.

Draft MSC circular on Guidelines for the information to be included in a Ship Construction File (SCF)

5.59 The Committee noted that the group had an extensive discussion on the draft MSC circular on Guidelines for the information to be included in a Ship Construction File (MSC 83/5/2, annex 3) but could not agree on a final text. Issues discussed had included the absence of measures to safeguard intellectual property rights, the possible need to make the guidelines mandatory, the level of detail required and the correlation between the SCF and the Tier III verification guidelines, and the group had agreed that the draft circular should be further considered at MSC 85, when the GBS Working Group should finalize the draft SOLAS amendments on GBS for bulk carriers and oil tankers.

Draft Guidelines for the verification of compliance with GBS

5.60 The Committee noted that during the general discussion of the text of the draft Guidelines for the verification of compliance with GBS, Part A (Tier III verification process), as prepared by the Pilot Panel (MSC 83/5/2, annex 1), including the set-up of the Group of Experts to carry out the verification, the group:

- .1 concerning whether Tier III should be a detailed verification by the Group of Experts or a self-assessment by the classification society/recognized organization coupled with an audit by the Group of Experts and the associated efficiency and resource implications, had noted that it was premature to take a decision before the completion of a proper trial application, and had agreed to include the issue in the terms of reference for the Pilot Panel;
- .2 concerning the number of members of the Group of Experts, had agreed to defer the decision, pending additional information on the workload involved, following the second trial application. With regard to the voting modus, although the majority of the group had preferred the Group of Experts to achieve a 2/3 majority when issuing a recommendation, others views were expressed, including the view that as MSC was to make the final decision, the Group of Experts should simply report the level of support among its members. It had been agreed to defer the decision until the number of members was decided. In any case, the group had also agreed that the view of the minority should be fully documented in the report of the Group of Experts;

- .3 had agreed that although an Administration should initiate the rule review process using a model letter of submission, all technical documentation should be submitted to IMO directly by the recognized organization applying for verification. Additionally, organizations in the process of applying for recognized organization status should not be precluded from requesting rule verification from the Group of Experts;
- .4 had agreed that the Verification Guidelines should include provisions for a provisional rule approval by the Secretary-General, following a successful verification by the Group of Experts, pending ratification by the Maritime Safety Committee in order not to delay such approval due to the meeting schedule of the Committee. Additionally, the group had agreed on the need to establish a separate body, independent of the Group of Experts, to adjudicate appeal requests;
- .5 as a matter of principle, had agreed that the process of maintaining verification should not delay the ability of a recognized organization to develop and implement rule changes, which should be made available to IMO when made. Additionally, the group had agreed that the documentation to be included with annual summaries of rule changes (MSC 83/5/1, annex 1, paragraph 7) should include a rule commentary, giving consideration to the contents proposed in document MSC 83/5/6; and
- .6 had agreed to minor text changes to Part A, including maintenance of verification and independence of the Group of Experts. The group had also agreed on the need to include provisions requiring each member of the Group of Experts to sign a confidentiality agreement and to include an appropriate form as an annex to the Verification Guidelines, however, the contents of such an agreement had not been discussed.

5.61 The Committee noted that the group had discussed in general Part B of the draft Guidelines for the verification of compliance with GBS, as prepared by the Pilot Panel (MSC 83/5/2, annex 2), including the appropriate level of detail, possible inclusion of functional requirements in Tier III, potential conflicts between information and documentation requirements and evaluation criteria and flexibility of the evaluation criteria and process, and had agreed that the Pilot Panel needed to refine the Guidelines prior to conducting the second trial application, based on relevant documents submitted to this session, as well as comments made in the working

group, and included appropriate terms of reference in the project plan (see paragraph ...). The group had further agreed to include detailed comments on Part B of the draft Guidelines made by the group in Part 2 of this report, to be issued immediately after MSC 83 and taken into account by the Pilot Panel when finalizing the draft Guidelines.

5.62 The Committee noted that the group had brief discussions on the proper location of evaluation criteria for GBS, including the possibility to transfer the criteria to a separate document at a later stage. For easy reference in the further development, the group had agreed to keep the evaluation criteria as currently located.

Plan and timetable for a second trial application of the Guidelines for the verification of compliance with GBS using the IACS CSR for oil tankers

5.63 The Committee agreed that a 2nd trial application of the Guidelines for the verification of compliance with GBS using the IACS CSR for oil tankers would be necessary in order to finalize the draft Guidelines and approved the plan and timetable for a second trial application of the Guidelines for the verification of compliance with GBS using the IACS CSR for oil tankers as set out in annex

SAFETY LEVEL APPROACH

5.64 The Committee noted that the group had reviewed the report of the Correspondence Group on the safety level approach (SLA) (MSC 83/5/3) and had discussed specific items as requested in the terms of reference. Concerning the categorization of ship types, there had been broad support for the proposal by the Republic of Korea (MSC 83/5/16) to limit the number of ship types to a small number with due consideration to the definitions and structure contained in the Lloyds Register/Fairplay database as well as general limitations when considering categorizations, such as length and size. Regarding time windows for assessing statistics, there had been a general discussion concerning the need for a common understanding concerning consistency, delayed effect of regulatory requirements, impact of changes to classification society rules and expertise of individuals typically conducting this type of work.

5.65 The Committee noted that the group had also generally concurred with the discussion by the correspondence group on the linkage between GBS and FSA (MSC 83/5/3, paragraphs 10 and 11) and had noted that the development of a way ahead to more formally link the two items needed further discussion. Regarding the tier structure, the group had noted that several proposals had been made over the last sessions of the Committee and that there was a general

need to collate the information and proposals from previous sessions and reach agreement on a way forward. The group had also agreed that terminology used should be based on the Guidelines for formal safety assessment (FSA) for use in the IMO rule-making process (MSC/Circ.1023-MEPC/Circ.392 and MSC 83/INF.2), but might be expanded based on relevant proposals submitted to previous Committee sessions.

5.66 The Committee noted that the group had agreed on the importance of good statistical data to support analysis and assessment but was of the view that it would be premature to make a recommendation on the proposal by Germany (MSC 83/5/10) to develop a more reliable database under the auspices of IMO.

OCCUPATIONAL HEALTH AND SAFETY OF SEAFARERS

5.67 The Committee noted that the group had discussed a proposal by Denmark (MSC 83/5/7) and a relevant referral from MEPC 56 (MSC 83/16) to include a high-level goal on occupational health and safety of seafarers in the GBS. The group had generally supported the proposal and had agreed that occupational health and safety of seafarers, as well as ergonomic design principles, should be included in the long-term plan for the development of GBS. Additionally, the group had agreed that occupational health and safety of seafarers and ergonomic design could be more fully incorporated into Tiers I and II of the GBS for bulk carriers and oil tankers. The Committee agreed to the revised text of functional requirement II.9 (Human element considerations) as shown in annex 2 of the report of the group (MSC 83/WP.5) and that the Pilot Panel should include evaluation criteria for ship structural design and arrangements as part of III.9.c of the draft Verification Guidelines.

5.68 The Committee agreed to also amend .3 of the Tier I goals (see paragraph 3.3 of annex 1 of the report of the group (MSC 83/WP.5)) accordingly as follows:

“.3 Safety also includes the ship’s structure, fittings and arrangements providing for safe access, escape, inspection and proper maintenance and facilitating safe operation.”

DEVELOPMENT OF A WORK PLAN FOR GOAL-BASED STANDARDS

5.69 The Committee noted that the group had considered the development of a work plan for goal-based standards, including any financial ramifications for the IMO budget, based on the proposals in documents MSC 83/5/5, MSC 83/5/6 and MSC 83/5/10 and had an extensive

discussion on the need for a generic GBS work plan as proposed by Sweden (MSC 83/5/5), as well as the need to more efficiently co-ordinate the development of GBS for bulk carriers and oil tankers and the safety level approach in the short term. The group had generally agreed that it was necessary to establish a generic framework for GBS development, however, it had also agreed that such an effort should not be to the detriment of ongoing GBS development efforts.

5.70 Consequently, the Committee agreed to the following work plan for the development of GBS, bearing in mind that both the prescriptive and the safety level approach should move forward as integral elements of IMO GBS:

- .1 clarification of the work to be done to develop a generic GBS framework based on documents MSC 83/5/5, MSC 82/5/8 and other related documents;
- .2 identification and compilation of the elements of the framework that have already been agreed to or proposed in previous MSC submissions, working group reports or other IMO instruments (e.g., FSA Guidelines, HEAP process guidelines) and identification of existing gaps; and
- .3 development of a prioritized plan to close the gaps and provide a unified framework that ensures consistent development of GBS, i.e. both the prescriptive and safety level approaches.

5.71 Regarding short-term efforts, the Committee agreed that it would be more effective to focus efforts at MSC 84 on the unified GBS framework and SLA and at MSC 85 on finalization of the GBS for bulk carriers and oil tankers, including Tier III and the associated SOLAS amendments. This would also give the Pilot Panel sufficient time to conduct the second trial application. Subsequently the Committee agreed to the following short-term plan for the continuation of the work on GBS:

- .1 ***Intersessional period between MSC 83 and MSC 84:***
GBS Correspondence Group develops unified GBS framework.
Pilot Panel refines Tier III for GBS for bulk carriers and oil tankers.
- .2 ***MSC 84:***
Dedicated session to finalize unified GBS framework and continue development of SLA.

.3 *Intersessional period between MSC 84 and MSC 85:*

GBS Correspondence Group continues development of GBS and other activities as per work plan.

Pilot Panel conducts trial application.

.4 *MSC 85:*

Dedicated session to finalize and approve Tiers I to III of GBS for bulk carriers and oil tankers and finalize and approve associated SOLAS amendments.

.5 *Intersessional period between MSC 85 and MSC 86:*

GBS Correspondence Group continues development of GBS and other activities as per work plan.

.6 *MSC 86:*

Adoption of SOLAS amendments and associated guidelines.

Implementation of work plan and continued development of GBS.

5.72 The Committee noted that the group had considered a proposal of the Netherlands (MSC 83/5/6) to record background information when a new regulation is adopted, noting that the information was already submitted to support new work programme requests but was not necessarily retained for future use, and had recommended that relevant information, e.g., information submitted to support new work programme item requests, be further considered for inclusion, at an appropriate place, as a commentary, and that the introduction of functional requirements throughout all chapters of SOLAS should be considered.

TERMS OF REFERENCE FOR THE CORRESPONDENCE GROUP

5.73 The Committee agreed to establish a GBS Correspondence Group under the co-ordination of Germany* with the following terms of reference:

* **Contact details:**
Dr.-Ing. Rainer Hamann
Germanischer Lloyd
Vorsetzen 35
20459 Hamburg
Germany
Phone: +49 40 36149-207
Fax: +49 40 36149-7320
E-mail: CG-GBS@gl-group.com

- .1 clarify the work to be done to develop a generic GBS framework based on documents MSC 83/5/5, MSC 82/5/8 and other related documents;
- .2 identify and compile the elements of the framework that have already been agreed to or proposed in previous MSC submissions, working group reports or other IMO instruments (e.g., FSA Guidelines, HEAP process guidelines) and identify the existing gaps;
- .3 develop a prioritized plan to close the gaps and provide a unified framework that ensures consistent development of GBS, i.e. both the prescriptive and safety level approaches;
- .4 submit a report to MSC 84.]

20 GENERAL CARGO SHIP SAFETY

20.1 The Committee recalled that MSC 82, following consideration of document MSC 82/21/19 (Russian Federation), proposing to carry out necessary studies and analysis to assess the adequacy of current safety requirements for general cargo ships aiming at obtaining realistic updated information on general cargo ship safety that can highlight the best practices as well as areas to be improved, agreed to include, in the provisional agenda for MSC 83, an item on “General cargo ship safety” to assess the adequacy of current safety requirements for general cargo ships and, when the necessary information has been submitted, to consider establishing an *ad hoc* Working Group on General Cargo Ship Safety at a future session. Consequently, Member Governments and international organizations were invited to submit, to this session, the appropriate information on the matter.

20.2 The Committee had for its consideration the following documents:

- .1 MSC 83/20/1 and Corr.1 (Argentina), proposing to examine the provisions of Annex A of resolution A.744(18) for application to general cargo ships and that new cargo ships be designed to provide an adequate means of access to cargo and other spaces to permit effective and thorough general inspection as well as the measurement of thicknesses necessary to guarantee hull structural integrity;
- .2 MSC 83/20/2 and MSC 83/INF.10 (New Zealand), proposing to develop practical guidelines and/or mandatory requirements for the maintenance, testing and

inspection of shipboard lifting appliances and loose gear since there are currently no SOLAS requirements for such gear;

- .3 MSC 83/20/3 (RINA), proposing that further work be carried out to assess the adequacy of current safety requirements for general cargo ships, which should include consideration of the causes of general cargo ship losses, and that Member Governments and international organizations be invited to submit information on the investigation of such losses to enable a proper analysis to be carried out with priority being given to investigations of foundering and occupational accidents;
- .4 MSC 83/20/4 (Germany), providing information on the new high-level FSA study for general cargo ships under SURSHIP, which is an ERANET activity with several European Union Member States aiming to co-ordinate nationally funded research on ship survivability (see also document MSC 83/27/4);
- .5 MSC 83/20/5 (Republic of Korea), informing the Committee that it intends to carry out a further analysis of the casualties involving general cargo ships for a precise identification of the problem areas of such ships and proposing that the Code of Safe Practice for Cargo Stowage and Securing and the Code of Safe Practice for Ships Carrying Timber Deck Cargoes be reviewed as a first step, recognizing that there is room for improving the current safe operation of general cargo ships engaged in the transportation of heavy and lengthy cargoes; and
- .6 MSC 83/20/6 (India), supporting document MSC 83/21/1 and proposing that the issue of inspection of vulnerable areas of the hull, machinery and equipment should also be addressed under this agenda item.

20.3 Following an extensive discussion, the Committee generally agreed that:

- .1 there is an urgent need to consider the safety of general cargo ships, taking into account the current safety level of this type of ship;
- .2 more detailed information, analysis of the cause of accidents involving general cargo ships and related FSA study (in particular, the outcome of the SURSHIP project) are needed to facilitate the identification of the problem areas of such ships and consideration of the appropriate measures to be taken, bearing in mind a variety of ship types covered by the category of general cargo ships; and

- .3 a working group needs to be established to:
 - .1 examine all the related information submitted, results of analysis and FSA studies;
 - .2 develop the definition of a general cargo ship;
 - .3 identify the type of ships covered by category of general cargo ships which should be dealt with under the item;
 - .4 develop the strategy for how best to proceed on the issue; and
 - .5 develop appropriate measures to enhance the safety of general cargo ships.

20.4 In respect of some specific proposals made in documents submitted to the session, the following observations were made:

- .1 concerning proposals (MSC 83/20/1 and MSC 83/20/6) to adapt the Enhanced Programme Guidelines (resolution (A.744(18))) to general cargo ships, while some delegations supported the proposals, other delegations were of the opinion that it would be premature to take such an action prior to collecting sufficient information (see also paragraph 20.3.2); and
- .2 concerning the proposal (MSC 83/20/2 and MSC 83/INF.10) to take measures to address shipboard lifting appliances safety, while the safety problem of those appliances was generally recognized, some delegations expressed the view that the problem does not necessarily relate only to general cargo ships and, therefore, the matter needs a wider consideration.

20.5 With regard to the establishment of a working group on general cargo ships safety at a future session, the Committee agreed to decide thereon when discussing the establishment of other working groups under the agenda item 25 (Work programme). Subsequently, the Committee invited Member Governments and international organizations to submit further information and the relevant proposals on the issue to MSC 84.

21 FORMAL SAFETY ASSESSMENT

General

21.1 The Committee recalled that MSC 82, recognizing that there may be an outcome of MEPC 56 regarding environmental risk evaluation criteria and other submissions at MSC 83, had agreed to retain the item in the provisional agenda for this session.

Outcome of MEPC 56

21.2 The Committee noted that MEPC 56 (MSC 83/21):

- .1 having considered document MEPC 56/18/1 (Greece), which drew attention to issues pertaining to the development of environmental risk evaluation criteria, had agreed that gaining practical experience with risk acceptance and developing cost benefit criteria is important for establishing criteria and threshold values for use in the decision-making process in the future; and
- .2 therefore, had established a correspondence group, with a view to reviewing the draft Environmental Risk Acceptance Criteria, and instructed it to submit a written report to MEPC 57.

Consolidated text of the FSA Guidelines

21.3 The Committee also noted document MSC 83/INF.2, in which the Secretariat, in order to facilitate the application of the FSA Guidelines, had prepared the consolidated text of the FSA Guidelines, incorporating the amendments adopted by MSC 80 and MSC 82.

Review of the reports of the FSA study

21.4 The Committee, having considered documents MSC 83/21/1, MSC 83/21/2, MSC 83/INF.3 and MSC 83/INF.8 submitted by Denmark, which report on the FSA study on Liquefied Natural Gas (LNG) carriers and container ships carried out within the research project SAFEDOR, containing risk control options, discussed how best to further proceed with the item in general and, in particular, how to deal with the reports on the FSA study so far submitted to the Organization.

21.5 The Committee, recognizing the importance of the outcome of FSA studies and the need to review those studies, recalled the procedure for the review of the report of FSA studies, specified in the Guidance on the use of the human element analysing process (HEAP) and formal

safety assessment (FSA) in the rule-making process of IMO, as amended (MSC-MEPC.2/Circ.6), and, taking into account that other FSA studies may be submitted to the future sessions, agreed, in general, that a group of experts needs to be established and to consider the matter further at a future session.

Proposals relating to work of the sub-committees concerned

21.6 In the course of the discussion, the Committee also noted that concrete proposals included in documents MSC 83/21/1 and MSC 83/21/2 may be within the scope of responsibility of the sub-committees concerned and, therefore, invited interested Members to submit documents to relevant sub-committees or formal proposals to the Committee for new work programme items in accordance with the Guidelines on the organization and method of work, as appropriate.

Retention of the item in the agenda

21.7 The Committee, recognizing that there would be an outcome of MEPC 57 regarding environmental risk acceptance criteria and other submissions to MSC 84, agreed to retain the item in the provisional agenda for MSC 84, and invited Member Governments and international organizations to submit, to MSC 84, proposals and comments on the further improvements of the FSA Guidelines and the Guidance on the use of HEAP and FSA.

22 IMPLEMENTATION OF INSTRUMENTS AND RELATED MATTERS

22.1 The Committee recalled that MSC 82, owing to lack of time, did not consider the eight documents submitted under the agenda item on “Implementation of instruments and related matters”, in relation to the status of conventions; codes, recommendations, guidelines and other non-mandatory instruments; and damage stability verification of oil, chemical and gas tankers. MSC 82 decided to defer consideration of these documents to MSC 83 (MSC 83/22).

Status of Conventions

22.2 The Committee noted the information on the conventions, protocols and amendments thereto in respect of which IMO performs depositary functions and which are related to the work of the Committee, as at 31 July 2007 (MSC 82/18, MSC 83/22/1, MSC 82/INF.11 and MSC 83/INF.3). The Committee noted the accessions by Mongolia and Panama to the 1988 SOLAS Protocol and the 1988 Load Lines Protocol, and by the Former Yugoslav Republic of Macedonia to the 1988 SUA Convention and the 1988 SUA Protocol. Furthermore, the

Committee was informed by the delegation of France of its ratification of the 1993 Torremolinos Protocol.

Codes, recommendations, guidelines of non-mandatory instruments

22.3 The Committee recalled that MSC 81 had noted the reported absence of updated information on the status of the implementation of the codes, recommendations, guidelines and other safety related non-mandatory instruments relating to the work of the Committee received since the issuance of document MSC 78/INF.17 and MSC/Circ.1150.

22.4 The Committee also recalled that MSC 81 had requested the Secretariat to prepare a new comprehensive list of codes, recommendations, guidelines and other safety- and security-related non-mandatory instruments and submit it to MSC 82, for consideration with a view to referring the list to the relevant sub-committees for them to suggest instruments on which information on the status of implementation should be submitted to the Committee.

22.5 The Committee considered the comprehensive list prepared by the Secretariat (MSC 82/18/1 and MSC 82/INF.12) of codes, recommendations, guidelines and other safety- and security-related non-mandatory instruments, which had been adopted by resolutions or approved in the form of circulars.

22.6 The Committee noted that such a comprehensive list of non-mandatory instruments and collection of information on the implementation thereof could serve the following purposes:

- .1 enhanced awareness of available non-mandatory instruments and of their updates;
- .2 promotion of implementation of non-mandatory instruments by Member States;
- .3 provision of background material on domestic legislation; and
- .4 assistance in the identification of potential areas for Technical Co-operation.

22.7 The Committee further noted the information provided by the Secretariat on the development of a module of the IMO Global Integrated Shipping Information System (GISIS) on safety- and security-related requirements and recommendations applicable to all ships and certain types of ships, on the basis of the ACCESS database, which was created at the Committee's request with the information contained in MSC/Circ.815. When completed, the module could also contain information on the status of implementation of non-mandatory instruments to be

kept updated by the Member States using direct recording facilities. The module could also record, for each instrument, the national legislation adopted for its implementation on a voluntary basis – including the ability to upload its full text – the application criteria and the status of the instrument with regard to its amendments.

22.8 The Committee referred the detailed consideration of the list annexed to document MSC 82/INF.12 to the relevant sub-committees for the identification of those instruments which might be relevant in the context of the collection of information on the implementation of non-mandatory instruments, also requesting them to provide an input on potential users and requirements of the data scheme to be established.

22.9 In the same context, the Committee requested the Secretariat to prepare relevant extracts of the list annexed to document MSC 82/INF.12, to be updated as appropriate, for submission to the relevant bodies, as identified in the list.

Damage stability verification for some oil, chemical and gas tankers

22.10 The Committee recalled that this item had been deferred by MSC 82 to this session (MSC 82/18/2, MSC 82/18/3, MSC 82/18/4, MSC 82/18/5 and MSC 83/22/2) and agreed that relevant documents submitted to MSC 82 should be considered under the new item on “Guidelines for verification of damage stability requirements for tankers and bulk carriers” included in the work programme of the SLF Sub-Committee and provisional agenda for SLF 51.

Implementation of the 1988 Load Lines Protocol

Safety gap between the 1966 LL Convention and the 1988 LL Protocol

22.11 The Committee considered document MSC 83/22/3 (IACS), stating that there is a safety gap that arises for ships built under the provisions of the 1988 LL Protocol (as modified by the 2003 Amendments (resolution MSC.143(77)) which entered into force on 1 January 2005), versus ships built to the 1966 LL Convention, and that such a safety gap can be removed, if States not Party to the Protocol take action as indicated in paragraphs 4.2 and 4.3 of their document. The Committee referred this issue to SLF 51 for consideration and advice to MSC 85, as appropriate.

Ambiguities in regulation 24(4) of the 1988 LL Protocol relating to minimum freeing port area calculations on vessels with open superstructures

22.12 The Committee considered document MSC 83/22/5 (United Kingdom), stating that there were some ambiguities in regulation 24(4) of the 1988 LL Protocol, as amended by resolution MSC.143(77), relating to minimum freeing port area calculations on vessels with open superstructures, and requesting MSC to invite interested delegations to look into ways of addressing this ambiguity with a view to providing appropriate advice to MSC 84. Following the discussion, the Committee invited Member Governments as requested by the United Kingdom, in particular IACS, to further examine the relevant interpretations and referred the document to SLF 51 for consideration and advice to MSC 85, as appropriate.

Operating and Maintenance Manuals

22.13 The Committee considered document MSC 83/22/4 (United Kingdom) providing information on a report that has been published by the United Kingdom Confidential Hazardous Incident Reporting Programme, known by the acronym CHIRP, entitled “Marine operating and maintenance manuals – are they good enough?”, and proposing that the Committee should develop and disseminate, as a matter of priority, an MSC circular on this issue, using the text that they have provided in the document.

22.14 Following support for the proposal by the United Kingdom, the Committee instructed the drafting group to finalize the draft MSC.1 circular, using the text annexed to document MSC 83/22/4 and taking into account comments made by IACS, BIMCO and INTERTANKO.

22.15 Having considered the report of the drafting group (MSC 83/WP.12), the Committee approved MSC.1/Circ..... on Shipboard Technical Operating and Maintenance Manuals.

23 RELATIONS WITH OTHER ORGANIZATIONS

RELATIONS WITH NON-GOVERNMENTAL ORGANIZATIONS

23.1 The Committee noted that the Council had decided:

- .1 to convert the consultative status previously granted to INTERFERRY on a provisional basis to full consultative status;

- .2 to retain the provisional consultative status of the International Maritime Health Organization (IHMA) and to revisit the matter at its twenty-fourth extraordinary session;
- .3 to remind the International Bar Association (IBA) and the Iberoamerican Institute of Maritime Law (IIDM) of the necessity to fulfil their obligations in accordance with the Guidelines on the Grant of Consultative Status; and
- .4 to maintain the consultative status of the remaining organizations and, to this effect, to submit a recommendation to the Assembly.

23.2 The Committee further noted that the Council had decided, on an exceptional basis and in view of the active participation of the International Transport Workers' Federation (ITF) as the *de facto* representative of ICFTU over many years, to transfer the consultative status of ICFTU to ITF with immediate effect.

23.3 The Committee also noted that the Council had noted the information provided by the International Lifeboat Federation (ILF), regarding its restructuring and its change of name to the International Maritime Rescue Federation (IMRF); and agreed that ILF should continue its consultative status with IMO under the acronym IMRF.

New applications for consultative status

23.4 Having considered the applications from:

- .1 the International Paint and Printing Ink Council (IPPIC);
- .2 the International Fund for Animal Welfare (IFAW); and
- .3 the Global Maritime Education and Training Association (GlobalMET),

the Committee was satisfied with the additional information provided and decided to recommend to the Council that consultative status be granted to IPPIC, IFAW and GlobalMET since these organizations were found to meet the requisite criteria and, in particular, because they were assessed to be able to contribute directly to the Committee's work and did not seem to have access to IMO through other organizations.

UNITED NATIONS OPEN-ENDED INFORMAL CONSULTATIVE PROCESS ON OCEANS AND LAW OF THE SEA

23.5 The Committee recalled that MSC 75 had noted the information provided by the Secretariat on the second meeting (7 to 11 May 2001) of the United Nations Open-ended Informal Consultative Process and instructed the Secretariat to follow closely further developments of the United Nations Open-ended Informal Consultative Process and report thereon to the Committee, as appropriate.

23.6 The Committee noted the information provided by the Secretariat (MSC 83/23/2) that:

- .1 as requested by the Committee, the Secretariat had followed closely further developments at the UN level on the United Nations Open-ended Informal Consultative Process on Oceans and the Law of the Sea (the Consultative Process) and reported thereon, as appropriate, to previous sessions of the Committee;
- .2 the General Assembly, in its resolution 61/222 of 20 December 2006, had decided that the ninth meeting of the United Nations Open-ended Informal Consultative Process on Oceans and the Law of the Sea in 2008 would focus its discussion on the topic “Maritime security and safety”;
- .3 the Secretariat had already been contacted by the UN Division for Ocean Affairs and the Law of the Sea (DOALOS) of the Office of Legal Affairs and requested to submit information relevant to the topic of focus for the ninth meeting of the Consultative Process, “Maritime security and safety”, for inclusion in this year’s report and, in particular to concentrate on:
 - .1 comprehensive information regarding the activities currently undertaken related to maritime security and safety; and
 - .2 matters which may require further action and any suggested recommendations, with an emphasis on areas where co-ordination and co-operation at the intergovernmental and inter-agency levels could be enhanced,

and to provide IMO’s contribution to the DOALOS office no later than 9 November 2007.

23.7 The Committee also invited Member Governments to liaise with their relevant UN representatives at the national level, asking them to get involved in the preparation process on the UN side; and instructed the Secretariat to keep it informed of the further developments.

WMO – Voluntary Observing Ships (VOS)

23.8 The observer from WMO recalled his statement to the Committee's eighty-second session about shipowners' and masters' concerns regarding "Voluntary Observing Ship" (VOS) data exchange. The WMO observer informed the Committee that the WMO Executive Council during its fifty-ninth session in May 2007 had noted with appreciation the report on the results of the High-Level Dialogue established by their Secretary-General with the IMO in Geneva during February 2007. The Council had acknowledged the proposals made by the ¹JCO MM Ship Observation Team (SOT) on ship call-sign masking and encoding, and stressed the importance of developing an universally acceptable solution that would address shipowners' and masters' concerns, as well as, the operational, data monitoring and quality information feedback, and climate requirements. It was recognized that it was difficult to establish a relationship between VOS data availability on external websites not under WMO control relating to piracy and ship security issues including concerns of commercial nature. Therefore, the Council recommended that Members who wished to protect the identity of VOS might implement a call-sign masking scheme in consultation with shipowners, which would facilitate open distribution of masked data on the WMO Global Telecommunication System. The Executive Council further requested the WMO Secretary-General, as a high-priority issue to continue the High-Level Dialogue, involving affected Members, IMO, ICS, shipping companies, and other relevant organizations and technical commissions.

He concluded by stating that the Committee would be kept informed on the progress and results of this masking scheme. In addition, a draft revised MSC/Circ.1017, which sought to address shipowners' and masters' concerns regarding VOS data exchange would be submitted to the Committee's next session for consideration. WMO was deeply committed to the provision of the Maritime Safety Information on MET-OCEAN matters as required by the provisions of SOLAS regulation V/5; and to enhancing and improving the quality of forecasts and warnings for mariners at sea.

¹ Joint WMO-IOC Technical Commission on Oceanography and marine meteorology.

24 APPLICATION OF THE COMMITTEE'S GUIDELINES

GENERAL

24.1 The Committee recalled that MEPC 55 and MSC 82 had approved the draft amendments to the Guidelines on the organization and method of work of the MSC and the MEPC and their subsidiary bodies, which reflected relevant decisions taken by the MSC and MEPC, and requested the Secretariat to prepare and circulate the revised Committee's Guidelines. The revised Guidelines were subsequently circulated by means of MSC-MEPC.1/Circ.1, dated 15 December 2006.

24.2 The Committee was advised that a meeting of the Chairmen of the Committees and sub-committees had been held on Monday, 8 October 2007, and that the report thereof was contained in document MSC 83/WP.10. In this regard, the Committee noted that the issues set out in document MSC 83/24 (the Secretariat), the matter referred to the Chairmen's meeting by the *ad hoc* Council Working Group on the Organization's Strategic Plan (see paragraph 24.11.1) and others, had been addressed by the Chairmen's meeting. The Committee considered the report of the Chairmen's meeting (MSC 83/WP.10) and took action as indicated in the following paragraphs.

Number of meeting groups (e.g. intersessional working groups, technical groups and splinter groups)

24.3 The Committee noted the concerns raised by the delegation of the Bahamas at MEPC 56 that the Committees' Guidelines were not being strictly adhered to and that the increased number of working, drafting, technical and correspondence groups, including intersessional meetings, resulted in unrealistic timescales taxing the resources of Member States and, in particular, the developing and least developed countries, as well as the Secretariat.

24.4 The Committee further noted that ICS, in a letter to the Chairman of MSC, had also expressed their concerns over the increasing number of group meetings in the last couple of years (intersessional working groups, so called 'technical' working groups, splinter groups within working group(s), etc.).

24.5 The Committee recognized that the concerns raised by the delegation of the Bahamas and ICS were not new problems, in particular, in the case of the MEPC in the past few years. The Committee agreed that the Committee's Guidelines should be strictly adhered to. At the

same time it was recognized that in certain circumstances some flexibility was needed. Having considered the recommendation of the Chairmen's meeting, the Committee agreed that:

- .1 intersessional working groups and technical groups should not be held at the same time as Committee or sub-committee meetings; and
- .2 splinter groups of a working group if established, should meet outside normal working hours.

Review of the deadline for submission of information documents

24.6 The Committee noted that the Chairmen's meeting had been informed by the Secretariat that through the years although most Member States and international organizations submit documents (including information documents) within the established deadlines, more often, some bulky (more than 6 pages) information documents were received after the deadline of 13 weeks. The Committee also noted that the meeting had been further informed that most of these information documents contain up-to-date and valuable information which is relevant to issue(s) to be considered at the meeting. Typical examples were information documents submitted by the PSC regimes, which normally meet once a year and produce an annual report, and some PSC regimes meet close to the meeting of a relevant IMO body and they could not therefore submit such information documents within the deadline.

24.7 In view of the importance of providing up-to-date information to the meeting concerned and the fact that information documents need no translation, the Committee agreed, as recommended by the meeting, to extend the deadline for submission of bulky information documents from 13 weeks to 9 weeks, if they were submitted in electronic format, and to amend the Committees' Guidelines accordingly.

Work methods of the Committees of the Organization

24.8 The Committee noted (MSC 83/24, paragraphs 5 and 6) that a meeting of the Chairmen of MSC, MEPC, LEG, TC and FAL on Work methods of the Committees of the Organization had been held on 22 June 2007, as agreed by the Council at its ninety-seventh session, to consider how best to harmonize their Committees' work methods to achieve well-run meetings and that the outcome of the meeting (C/ES.24/10/1) would be reported to the twenty-fourth extraordinary session of the Council (15 to 16 November 2007) for consideration.

24.9 The Committee further noted that the meeting of the Chairmen of MSC, MEPC, LEG, TC and FAL had recommended (C/ES.24/10/1, paragraph 3) that each Committee should review its guidelines on work methods based on the following principles:

- .1 guidelines on submission, processing and distribution of documents should be harmonized, as far as possible, to assist the Secretariat in fulfilling its responsibilities, bearing in mind that deadlines for submission of documents may not be the same for all Committees and taking into account that the Conference Division would need more time to process and translate documents submitted to those Committees that usually handle a very large volume of documentation;
- .2 subsidiary bodies, such as sub-committees, working groups and correspondence groups should function in a similar manner;
- .3 the same process should be followed in all Committees when assessing proposals for new work programme items in the context of the Organization's Strategic Plan; and
- .4 the best practices of any single Committee should be considered by the other Committees for possible implementation, adapted as may be appropriate.

24.10 The Committee noted that the difference between Committees based on the contrasted level of technical work which they are carrying out, as well as the absence of involvement of subsidiary bodies, would prevent other Committees from adopting identical Guidelines.

Assessment of new work programme items against the Strategic Plan and the High-level Action Plan

24.11 The Committee noted that the Chairmen's meeting had been informed by the Secretariat that the *Ad Hoc* Council Working Group on the Organization's Strategic Plan (24 to 26 September 2007), having considered document CWGSP 7/7 (Australia, the Netherlands, Singapore, Sweden and the United Kingdom) on Assessment of new work programme items against the Strategic Plan and the High-level Action Plan, expressed overwhelming support for the proposals on the assessment and decided to:

- .1 invite the Chairmen's meeting to examine the proposals and, through the MSC, to submit its preliminary views thereon to the twenty-fourth extraordinary session of the Council;
- .2 recommend that the Council approve the establishment of a correspondence group to develop, taking into account the views of the Council and the meeting of Chairmen's meeting, the guidelines on the application of the Strategic Plan and the High-level Action Plan; and
- .3 subject to such approval, to review, at its eighth session, the outcome of the correspondence group's work so as to finalize the above-mentioned guidelines for consideration and approval by the Council at its one hundred and first session.

24.12 The Committee noted that the Chairmen's meeting had been further informed by the Secretariat that the Council Working Group had also approved the draft Assembly resolution on the High-level Action Plan of the Organization and priorities for the 2008-2009 biennium, in principle, having agreed to include the additional operative paragraphs to the effect that the Council, on a priority basis and through its *Ad Hoc* Working Group on the Organization's Strategic Plan, to develop guidelines for all IMO organs on the application of the Strategic Plan and the High-level Action Plan, including guidance for the assessment of work programme items and for the format and content of report on work carried out by the respective organs of the Organization; and that the Committees review and revise the guidelines for the organization and method of their work in the light of the guidelines developed by the Council on the application of the Strategic Plan and the High-level Action Plan.

24.13 The Committee noted that the meeting was of the opinion that since the basic proposals for the assessment of new work programme items against the Strategic Plan and the High-level Action Plan called upon Chairmen to carry out preliminary assessment of proposed new work programmes, all the Chairmen of MSC, MEPC and Sub-Committees should participate in the deliberations of the correspondence group to be established at C/ES.24. In providing its preliminary comments to the decisions of the CWGSP, the Chairmen's meeting made the following points:

- .1 any criteria developed for the assessment of proposals for new work programme items against the Strategic Plan and the High-level Action Plan shall not be

subjective, vague or open to different interpretations. The criteria have to promote objectivity, clarity and respect realistic time frames;

- .2 any new methodology to be established for the assessment of proposals for new work programme items, in order to be successful in its scope, would require the Organization simultaneously to cultivate a new culture and discipline in adherence to the new procedures and guidelines; and
- .3 the new procedure as proposed contains at least three levels of involvement: the Chairmen of the Committees and Sub-Committees; the Secretariat; and the Member States. Such a complex system requires a very disciplined assessment which, if not clearly defined from the beginning, would prove to be very difficult in its implementation. Further consideration of the criteria may be necessary in relation to important long-term work programme items.

In conclusion, the Chairmen's meeting was sympathetic to the proposals of the CWGSP.

24.14 The Committee requested the Secretariat to report the preliminary view of the Chairmen's meeting on the proposals on assessment of new work programme items against the Strategic Plan and High-level Action Plan (paragraph 24.13 above) to the twenty-fourth extraordinary session of the Council.

25 WORK PROGRAMME

NEW WORK PROGRAMME ITEMS PROPOSED BY MEMBER GOVERNMENTS AND INTERNATIONAL ORGANIZATIONS AND BY THE SUB-COMMITTEES CONCERNED

GENERAL

25.1 Taking into account the recommendations made by the Sub-Committees which had met since MSC 82 (MSC 83/25 and Add.1 and MSC 83/25/1); various proposals for new work programme items submitted to the session by the Member Governments and the Sub-Committees concerned; a preliminary assessment of such proposals, undertaken by the Chairman with the assistance of the Secretariat, in accordance with the relevant provisions of the Guidelines on the organization and method of work (MSC 83/WP.1) and decisions taken during the session, the Committee reviewed the work programmes of the Sub-Committees and the provisional agendas for their forthcoming sessions and took action as indicated hereunder.

25.2 The Committee recalled that, with regard to the Committee's method of work relating to the consideration of proposals for new work programme items, it had agreed at MSC 78 that the objective of the Committee when discussing these proposals was to decide, based upon justification provided by Member Governments in accordance with the Guidelines on the organization and method of work, whether the new item should or should not be included in the sub-committee's work programme. A decision to include a new item in a sub-committee's work programme does not mean that the Committee agreed with the technical aspects of the proposal. If it is decided to include the item in a sub-committee's work programme, detailed consideration of the technical aspects of the proposal and the development of appropriate requirements and recommendations should be left to the sub-committee concerned.

25.3 The Committee noted that MEPC 56 had approved the work programmes of the BLG and FSI Sub-Committees as well as the provisional agendas for BLG 12 and FSI 16, and the environment-related items on the work programmes of other sub-committees.

25.4 The delegation of the Netherlands, referring to the Council Working Group on the Strategic plan and the High-level action plan and the discussions and decisions in the Council, observed that the Strategic plan and High-level action plan both had been developed amongst others to achieve a better agenda management and, in their view, it is essential that both plans are carefully considered when Member Governments or sub-committees propose a new work programme item. It was a strong view of the delegation that the Council decision should be adhered to and that for the next meetings any proposal by a Member Government or through a sub-committee report, should include a full background for justification and that the proposal which does not provide clear information that it is within the scope of the Strategic plan and High-level action plan should not be approved by the Committee. In this context, the delegation further recalled that C 98 agreed to consider revised budget proposals for the 2008-2009 biennium at its twenty-fourth extraordinary session in November 2007 and that MSC 82 had agreed that if, for budgetary purposes, there is a need to make economies, the total of the 25.5 meeting weeks proposed by the two Committees may be reduced by one or two, i.e., one or two sub-committee(s) should meet once during the next biennium and thereafter as early as possible during the biennium after the next, and authorized the Secretary-General to take this into account in his relevant budget proposals. The observation of the delegation of the Netherlands was supported by several delegations.

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG)

Outcome of MEPC 56

25.5 The Committee noted that MEPC 56 had agreed to include, in the work programme of the BLG Sub-Committee, a high priority item on “Development of international measures for minimizing the translocation of invasive aquatic species through bio-fouling of ships”, with a target completion date of 2010.

Safety requirements for ships carrying natural gas hydrate pellets

25.6 The Committee considered document MSC 83/25/10 (Japan), proposing to develop draft guidelines for the construction and equipment of ships carrying natural gas hydrate pellets in bulk, and agreed to include, in the BLG Sub-Committee’s work programme, a high priority item on ‘Safety requirements for natural gas hydrate pellet carriers’, with three sessions needed to complete the item and instructed the Sub-Committee to include the item in the provisional agenda for BLG 13.

Comprehensive review of the IGC Code

25.7 The Committee considered document MSC 83/25/15 (United Kingdom), proposing to review all current areas of the IGC Code with a view to fully revising and updating the Code and, where necessary, to identify other instruments which may be affected and require consequential amendments, taking into account the latest technologies, operational practices and the increasing size of the newest ships, and agreed to include, in the BLG Sub-Committee’s work programme and the provisional agenda for BLG 12, a high priority item on “Revision of the IGC Code”, with a target completion date of 2010, in co-operation with the FP, DE, SLF and STW Sub-Committees, as necessary and when requested by the BLG Sub-Committee.

New work programme item proposed by BLG 11

25.8 Endorsing a proposal by BLG 11 to review material safety data sheets (MSDS) for MARPOL Annex I cargoes and marine fuels (resolution MSC.150(77) and noting pertinent comments by IBIA (MSC 83/10/3), the Committee decided to include, in the Sub-Committee’s work programme and the provisional agenda for BLG 12, a high priority item on “Review of the Recommendation for material safety data sheets for MARPOL Annex I cargoes and marine fuels”, with a target completion date of 2008; and, having referred document MSC 83/10/3 to BLG 12 to take the IBIA comments into account, invited Members to submit their comments and proposals on how the Recommendation can be revised.

Work programme of the Sub-Committee and provisional agenda for BLG 12

25.9 The Sub-Committee's work programme, as revised and approved by the Committee, is set out in annex The Secretariat was requested to inform the MEPC accordingly.

25.10 The Committee approved the provisional agenda for BLG 12, as set out in annex and requested the Secretariat to inform the MEPC accordingly.

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)**Fire protection of cargoes carried on deck**

25.11 The Committee recalled that, following consideration of document MSC 83/25/5 (Germany) in the context of the FP Sub-Committee's programme, it had agreed that the Sub-Committee should co-operate on the above issue, as necessary and when requested by the FP Sub-Committee (see also paragraph 25...).

Stowage of water-reactive materials covered by the IMDG Code

25.12 Following consideration of document MSC 83/25/6 (Germany), proposing to review the cargo stowage, segregation and packing requirements for certain substances covered by the IMDG Code with a view to developing specific requirements for the stowage of water-reactive materials, the Committee agreed to include in the DSC Sub-Committee's work programme and the provisional agenda for DSC 13, a high priority item on "Stowage of water-reactive materials", with a target completion date of 2009, in co-operation with the FP Sub-Committee, as necessary and when requested by the DSC Sub-Committee.

New items proposed by DSC 12

25.13 Endorsing the proposals by DSC 12, the Committee decided to include in the Sub-Committee's work programme and the provisional agenda for DSC 13 the following high priority items:

- .1 amendments to the International Convention for Safe Containers, 1972; and
- .2 review of the Guidelines for packing of cargo transport units,

with a target completion date of 2009 for the above items.

Work programme of the Sub-Committee and provisional agenda for DSC 13

25.14 The Sub-Committee's work programme, as revised and approved by the Committee, is set out in annex

25.15 The Committee approved the provisional agenda for DSC 13, as set out in annex

SUB-COMMITTEE ON FIRE PROTECTION (FP)

Comprehensive review of the IGC Code

25.16 The Committee recalled that, following consideration of document MSC 83/25/15 (United Kingdom) in the context of the BLG Sub-Committee's work programme, it had agreed that the Sub-Committee should co-operate on the above issue, as necessary and when requested by the BLG Sub-Committee (see also paragraph 25....).

Stowage of water-reactive materials covered by the IMDG Code

25.17 The Committee recalled that, following consideration of document MSC 83/25/6 (Germany) in the context of the DSC Sub-Committee's work programme, it had agreed that the Sub-Committee should co-operate on the above issue, as necessary and when requested by the DSC Sub-Committee (see also paragraph 25....).

Drainage of fire-fighting water from the vehicle decks of ro-ro ships

25.18 The Committee considered document MSC 83/25/2 (Egypt), proposing to improve fire-fighting water drainage capacity on the vehicle decks of ro-ro ships, especially in severe listing conditions, aiming at preventing fire-fighting water accumulation, based on the recommendations of the report issued by the technical committee established to investigate and analyse the capsizing of the passenger ferry **Al-Salam Boccaccio 98** in February 2006, together with document MSC 83/3/2 (Denmark, Norway and Sweden), which proposed amendments to SOLAS chapter II-1 to establish provisions for the drainage of fire-fighting water from enclosed ro-ro spaces on passenger and cargo ships.

25.19 Following the discussion, the Committee, acknowledging the need to take urgent action on the matter, agreed to instruct the drafting group, established under agenda item 3 (Consideration and adoption of amendments to mandatory instruments), to prepare appropriate draft amendments to SOLAS chapter II-2 regarding drainage of special category and ro-ro spaces to prevent accumulation of water on the vehicle deck of ro-ro ship ships, with a view to approval

at this session and adoption at MSC 84 and an associated draft MSC circular informing the parties affected of the coming new requirements, for approval at this session of the Committee (see also paragraph 3...).

25.20 In light of the above decision, the Committee agreed that the appropriate Guidelines should be developed to assist Administrations in the implementation of the amendments referred to in paragraph 25.19 above and decided to include, in the work programmes of the FP and SLF Sub-Committees and the provisional agenda for SLF 51, a high priority item on “Guidelines for drainage systems in closed vehicle and ro-ro spaces and special category spaces”, with a target completion date of 2009, assigning the FP Sub-Committee as a co-ordinator and instructed FP 52 to give a preliminary consideration to the matter and include the item in the provisional agenda to FP 53 (see also paragraph 25...).

Fire protection of cargoes carried on deck

25.21 Following consideration of document MSC 83/25/5 wherein Germany proposed, in view of a number of on-deck cargo fires where both ship’s crews and land-based assistance have not been able to cope with the individual casualty, to review the fire protection requirements of SOLAS chapter II-2 to address fire risks related to on-deck cargo areas, the Committee agreed to include, in the FP Sub-Committee’s work programme, a high priority item on ‘Review of fire protection requirements for on-deck cargo areas’, with three sessions needed to complete the item, in co-operation with the DSC Sub-Committee as necessary and when requested by the FP Sub-Committee.

Fire resistance of ventilation ducts

25.22 The Committee considered document MSC 83/25/11 (Denmark), proposing to expand the scope of the item on “Fire resistance in ventilation ducts”, currently on the work programme of the FP Sub-Committee, to undertake a comprehensive review of all ventilation systems covered by SOLAS chapter II-2 and, agreed to the FP Sub-Committee’s existing work programme item on “Fire resistance in ventilation ducts”, to cover all SOLAS regulations for ventilation systems, with a target completion date of 2009.

Means of escape from machinery spaces

25.23 Having considered document MSC 83/25/12 (Denmark and Norway), proposing to revise SOLAS regulation II-2/13 in order to further improve the SOLAS chapter II-2 requirements concerning means of escape from machinery spaces in passenger and cargo ships, the Committee

agreed to include, in the work programme of the FP Sub-Committee, a high priority item on “Means of escape from machinery spaces”, with two sessions needed to complete the item.

New work programme items proposed by FP 51

25.24 Endorsing the proposals by FP 51, the Committee decided to include, in the Sub-Committee’s work programme, the following high priority items:

- .1 amendments to SOLAS chapter II-2 related to the releasing controls and means of escape for spaces protected by fixed carbon dioxide systems; and
- .2 harmonization of the requirements for the location of entrances, air inlets and openings in the superstructures of tankers,

with two sessions needed to complete the above items.

Work programme of the Sub-Committee and provisional agenda for FP 52

25.25 The Sub-Committee’s work programme, as revised and approved by the Committee, is set out in annex

25.26 The Committee approved the provisional agenda for FP 52, as set out in annex

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)

Code for the Implementation of Mandatory IMO Instruments

25.27 The Committee considered document MSC 83/25/3 (Republic of Korea), proposing to establish a continuous item in the FSI Committee’s work programme with a view to keeping the Code under review and preparing amendments to the Code, taking into account that various IMO mandatory instruments covered by the Code are constantly being amended and that the Code serves as a basis for the Audit Scheme with regard to the identification of auditable areas. Following the discussion, the Committee agreed to include, in the work programme of the FSI Sub-Committee and the provisional agenda for FSI 16, a continuous item on “Review of the Code for the Implementation of Mandatory IMO Instruments”.

Work programme of the Sub-Committee and provisional agenda for FSI 16

25.28 The Sub-Committee's work programme, as revised and approved by the Committee, is set out in annex The Secretariat was requested to inform the MEPC accordingly.

25.29 The Committee approved the provisional agenda for FSI 16, as set out in annex ... and requested the Secretariat to inform the MEPC accordingly.

SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR)**Procedures for updating shipborne navigation and communication equipment**

25.30 The Committee recalled that, following consideration of document MSC 83/25/7 (Australia and United Kingdom) in the context of the NAV Sub-Committee's work programme, it had agreed to include, in the work programme of the Sub-Committee, a high priority item on "Development of procedures for updating shipborne navigation and communication equipment", with two sessions needed to complete the item, and assigned the NAV Sub-Committee as a co-ordinator (see also paragraph 25...).

Work programme of the Sub-Committee and provisional agenda for COMSAR 12

25.31 The Sub-Committee's work programme, as revised and approved by the Committee, is set out in annex

25.32 The Committee approved the provisional agenda for COMSAR 12, as set out in annex ...

SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV)**Procedures for updating shipborne navigation and communication equipment**

25.33 The Committee considered document MSC 83/25/7 (Australia and United Kingdom), proposing to develop, in view of the increasing complexity of processor-based electronic systems, formal procedures to address firmware, operating systems and software updates for shipborne navigation and communication systems and equipment, and agreed to include, in the work programmes of the NAV and COMSAR Sub-Committees, a high priority item on "Development of procedures for updating shipborne navigation and communication equipment", with two sessions needed to complete the item, and assigned the NAV Sub-Committee as a co-ordinator.

Performance standards for VDR and S-VDR

25.34 The Committee considered:

- .1 document MSC 83/25/4, wherein Germany proposed an improvement of the VDR performance standard since the evaluation of data retrieved from existing VDR installations has shown that in many cases the audio recordings are of bad quality and sensor signals are not recorded because the sensor failure has not been recognized during operation, which has, in certain cases, made it impossible to use the stored data for the intended purpose;
- .2 documents MSC 83/25/8 and MSC 83/25/9, in which Egypt proposed that a second radar, a second VHF radio and the closed-circuit TV (CCTV) cameras be connected to the voyage data recorder (VDR) and to develop new design requirements to facilitate VDR capsule retrieval during recovery operations, respectively; and
- .3 document MSC 83/25/18, in which India, commenting on document MSC 83/25/9, provided further information on ways to improve VDR capsule retrieval during recovery operations.

25.35 Following the discussion, the Committee agreed to include, in the work programme of the NAV Sub-Committee, a high priority item on “Amendments to the Performance standards for VDR and S-VDR”, with two sessions needed to complete the item, and referred to the NAV Sub-Committee the aforementioned documents for detailed consideration.

Work programme of the Sub-Committee and provisional agenda for NAV 54

25.36 The Sub-Committee’s work programme, as revised and approved by the Committee, is set out in annex

25.37 The Committee approved the provisional agenda for NAV 54, as set out in annex

SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE)

Outcome of MEPC 56

25.38 The Committee noted that MEPC 56 had instructed DE 51 to consider, under the item on “Any other business”, matters related to the perceived problems with the pollution prevention

equipment required under MARPOL Annex I, including how to improve the current standards for the equipment, and to advise MEPC 57, accordingly.

Comprehensive review of the IGC Code

25.39 The Committee recalled that, following consideration of document MSC 83/25/15 (United Kingdom) in the context of the BLG Sub-Committee's work programme, it had agreed that the Sub-Committee should co-operate on the above issue, as necessary and when requested by the BLG Sub-Committee (see also paragraph 25....).

Damage stability verification of oil, chemical and gas tankers

25.40 The Committee recalled that, following consideration of documents MSC 83/25/14 (Austria *et al*) and MSC 83/25/16 (Norway) in the context of the SLF Sub-Committee's work programme, it had agreed that the Sub-Committee should co-operate on the above issue, as necessary and when requested by the SLF Sub-Committee (see also paragraph 25....).

Proposal for protection against noise on board ships

25.41 The Committee considered document MSC 83/25/13 (Austria *et al*), proposing to develop mandatory noise level limits for machinery spaces, control rooms, workshops, accommodation and other spaces on board ships, based on a revised Code on Noise Levels on Board Ships and to introduce mandatory requirements to mandate noise level limits in other work and living spaces, and agreed to include, in the work programme of the DE Sub-Committee, a high priority item on "Protection against noise on board ships", with two sessions needed to complete the item.

Expansion of the existing item proposed by DE 50

25.42 Endorsing a proposal by DE 50, the Committee agreed to expand the DE Sub-Committee's existing work programme item on "Revision of resolution A.744(18)", to enable it to develop amendments to the ESP Guidelines, with a view to harmonizing the requirements of the Guidelines with those of the relevant IACS Unified Requirements in order to ensure consistent implementation of the relevant IMO instruments.

Work programme of the Sub-Committee and the provisional agenda for DE 51

25.43 The Sub-Committee's work programme, as revised and approved by the Committee, is set out in annex

25.44 The Committee, having agreed to include, in the provisional agenda for DE 51, an item on “Guidance to ensure consistent policy for determining the need for watertight doors to remain open during navigation”, approved the provisional agenda for DE 51, as set out in annex

Urgent matters to be considered by MSC 84

25.45 Noting that, due to the close proximity between DE 51 and MSC 84 and in accordance with the provisions of paragraph 4.9 of the Guidelines on the organization and method of work, it should consider, at its eighty-fourth session, only urgent matters emanating from DE 51, the Committee agreed that the following should be urgent matters for consideration by MSC 84:

- .1 amendments to resolution A.744(18);
- .2 review of the SPS Code;
- .3 revision of the Code on Alarms and Indicators;
- .4 amendments to the MODU Code;
- .5 LSA-related matters;
- .6 guidelines for maintenance and repair of protective coatings;
- .7 requirements and standard for corrosion protection of means of access arrangements; and
- .8 definition of the term “bulk carrier”.

Agenda management for DE 51

25.46 The delegation of the Bahamas expressed serious concern about the extensive agenda for DE 51 and the large number of items which, in view of their target completion date, should be finalized during the session.

25.47 [The Committee, while sharing the concern expressed by the Bahamas and recognizing the need for effective workload management under the Committees’ Guidelines, agreed that the problem encountered for the workload and agenda for DE 51 should only be addressed by application of a certain level of flexibility allowed under the present work method provided in the Committees’ Guidelines as an exceptional case, recognizing that a long-term solution should be worked out in the process of workload management in the context of the Strategic Directions and the High-level Action Plan, as discussed at the Chairmen’s meeting.]

SUB-COMMITTEE ON STABILITY AND LOAD LINES AND FISHING VESSELS SAFETY (SLF)**Comprehensive review of the IGC Code**

25.48 The Committee recalled that, following consideration of document MSC 83/25/15 (United Kingdom) in the context of the BLG Sub-Committee's work programme, it had agreed that the Sub-Committee should co-operate on the above issue, as necessary and when requested by the BLG Sub-Committee (see also paragraph 25...).

Drainage of fire-fighting water from the vehicle decks of ro-ro ships

25.49 The Committee recalled that, following consideration of documents MSC 83/3/2 (Denmark, Norway and Sweden) and MSC 83/25/2 (Egypt) in the context of the FP Sub-Committee's work programme, it had agreed to include in the work programme of the SLF Sub-Committee and the provisional agenda for SLF 51, a high priority item on "Guidelines for drainage systems in closed vehicle and ro-ro spaces and special category spaces", with a target completion date of 2009, assigning the FP Sub-Committee as a co-ordinator (see also paragraph 25...).

Damage stability verification of oil, chemical and gas tankers

25.50 The Committee considered document MSC 83/25/14, wherein Denmark *et al* proposed to develop guidelines for the verification of damage stability requirements contained in existing instruments for tankers and to consider their application to new and existing tankers to ensure consistent verification of damage stability on such ships prior to departure; and document MSC 83/25/16, in which Norway proposed to broaden the scope of the above proposed new work item to also cover bulk carriers.

25.51 While a slight majority of delegations who spoke supported the proposals, other delegations did not agree to the proposal, stating that the proposal does not demonstrate the compelling need as, in their view, no concrete evidence had been provided that provisions relating to compliance with damage stability requirements in IMO instruments are not being met and that there is an unacceptable increase in the risk of loss of life and/or marine pollution.

25.52 Following an extensive discussion, the Committee agreed to include, in the work programme of the SLF Sub-Committee and the provisional agenda for SLF 51, a high priority item on "Guidelines for verification of damage stability requirements for tankers and bulk carriers", with a target completion date of 2009, in co-operation with the DE and

STW Sub-Committees as necessary and when requested by the SLF Sub-Committee, and referred the relevant documents MSC 83/22/2, MSC 82/18/3, MSC 82/18/4 and MSC 82/18/5 to the SLF Sub-Committee for consideration as appropriate.

Expansion of the existing item proposed by SLF 50

25.53 Endorsing a proposal by SLF 50, the Committee agreed to expand the SLF Sub-Committee's existing work programme item on "Safety of small fishing vessels" to enable it to develop practical guidelines to assist Competent Authorities which elect to introduce provisions of fishing vessels Safety Code and Voluntary Guidelines and Safety recommendations for small fishing vessels into their domestic legislation and/or code of safe practice, or other measures in consultation with all stakeholders in the industry.

Work programme of the Sub-Committee and the provisional agenda for SLF 51

25.54 The Sub-Committee's work programme, as revised and approved by the Committee, is set out in annex ...

25.55 The Committee approved the provisional agenda for SLF 51, as set out in annex

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING (STW)

Comprehensive review of the IGC Code

25.56 The Committee recalled that, following consideration of document MSC 83/25/15 (United Kingdom) in the context of the BLG Sub-Committee's work programme, it had agreed that the Sub-Committee should co-operate on the above issue, as necessary and when requested by the BLG Sub-Committee (see also paragraph 25...).

Damage stability verification of oil, chemical and gas tankers

25.57 The Committee recalled that, following consideration of documents MSC 83/25/14 (Denmark *et al*) and MSC 83/25/16 (Norway) in the context of the SLF Sub-Committee's work programme, it had agreed that the Sub-Committee should co-operate on the above issue, as necessary and when requested by the SLF Sub-Committee (see also paragraph 25...).

New work programme item proposed by STW 38

25.58 Having considered the proposal by STW 38 to include, in its work programme, a new item on mandatory instrument of safe manning, together with documents MSC 83/12/3 (ICS) and

MSC 83/12/5 (United Kingdom), which expressed support for the proposal by STW 38, the Committee agreed to include, in the work programme of the STW Sub-Committee, a high priority item on “Mandatory requirements for determining safe manning”, with two sessions needed to complete the item.

Work programme of the Sub-Committee and the provisional agenda for STW 39

25.59 The Sub-Committee’s work programme, as revised and approved by the Committee, is set out in annex

25.60 The Committee approved the provisional agenda for STW 39, as set out in annex

Urgent matters to be considered by MSC 84

25.61 Noting that, due to the close proximity between STW 39 and MSC 84 and in accordance with the provisions of paragraph 4.9 of the Guidelines on the organization and method of work, it should consider, at its eighty-fourth session, only urgent matters emanating from STW 39, the Committee agreed that the following should be urgent matters for consideration by MSC 84:

- .1 comprehensive review of the STCW Convention and the STCW Code; and
- .2 review of the principles for establishing the safe manning levels of ships.

INFORMATION ON THE OUTCOME OF THE 6TH SESSION OF THE COUNCIL WORKING GROUP ON THE ORGANIZATION’S STRATEGIC PLAN AND PROPOSALS FOR THE HIGH-LEVEL ACTION PLAN FOR THE 2008-2009 BIENNIUM

25.62 The Committee recalled that, in the context of the requests of the Assembly made in resolution A.970(24) on Strategic plan for the Organization and resolution A.971(24) on High-level Action Plan of the Organization and priorities for the 2006-2007 biennium, MSC 82 had:

- .1 instructed the Secretariat to submit the information concerning review of progress made in implementing the High-level action plan and priorities for the 2006-2007 biennium the proposals for the High-level action plan for the 2008-2009 biennium, as may be updated following the outcome of MSC 82, to the ninety-eighth session of the Council for referral to the Council Working Group on the Strategic Plan; and

- .2 noted that any further information on the progress made and proposals for the High-level Action Plan and priorities for the 2008-2009 biennium, as agreed at MSC 83, would be reported to the twenty-fourth extraordinary session of the Council.

25.63 In the context of the above-mentioned instructions to the Secretariat, the Committee noted the information on the progress made by the sixth session of the Council Working Group on the Organization's Strategic Plan with regard to the proposals developed by LEG 92, MEPC 55 and MSC 82 in respect of the planned outputs for the biennium 2008-2009, as set out in document MSC 83/25/17, and the information on the outcome of C 98 in regard to work done by the Council working group.

25.64 The Committee, having considered document MSC 83/25/19 (Secretariat), proposing modifications to the planned output of the Committees for the 2008-2009 biennium, which took into account the progress made by the Sub-Committees since MSC 82, approved the proposed modifications, as further modified by the Committee to take account of the relevant decisions made by the Committee during the session, and requested the Secretariat to submit the aforementioned proposed modifications to the twenty-fourth extraordinary session of the Council.

[INTERSESSIONAL MEETINGS]

25.65 Bearing in mind the view of the Council that the number of intersessional working groups should be restricted to the minimum necessary; paragraph 3.40 of the Guidelines on the organization and method of work, as well as the Committee's decision at MSC 66, that all sub-committees should scrutinize the need for intersessional meetings and, only when they consider it essential that such meetings should be held, to submit to the Committee, in good time, a fully justified request for consideration, the Committee, taking into account decisions made under various agenda items, approved the following intersessional meetings:

- .1 the ESPH Working Group (in the latter part of 2008);
- .2 the Joint ICAO/IMO Working Group (22 to 26 September 2008); and
- .3 the *ad hoc* LRIT Working Group (early 2008).

SUBSTANTIVE ITEMS FOR INCLUSION IN THE COMMITTEE'S AGENDAS FOR THE NEXT TWO SESSIONS AND PROPOSED ARRANGEMENTS FOR MSC 84**Substantive items for inclusion in the agendas for MSC 84 and MSC 85**

25.66 The Committee agreed on the substantive items to be included in the agendas of its eighty-fourth and eighty-fifth sessions, as set out in document MSC 83/WP.7 [, as amended].

Establishment of working groups during MSC 84

25.67 Recalling the provisions of the Guidelines on the organization and method of work concerning the number of groups which may be established at any given session, the Committee, taking into account decisions made under various agenda items, agreed that working groups on the following items should be established at the Committee's eighty-fourth session:

- .1 goal-based new ship construction standards;
- .2 LRIT; and
- .3 [General cargo ships safety],

and agreed to establish drafting groups on the following items:

- .4 amendments to mandatory instruments; and
- .5 maritime security.

25.68 Furthermore, the Committee noted that drafting groups may be established at MSC 85 on the issue of capacity building and amendments to mandatory instruments and that working groups may be established for the following items at MSC 85:

- .1 goal-based new ship construction standards;
- .2 human element; and
- .3 maritime security,

leaving the possibility of holding an FSA Experts Group at MSC 86 as a working group.

Duration and dates of the next two sessions

25.69 The Committee noted that its eighty-fourth session had been scheduled to take place from 7 to 16 May 2008; and its eighty-fifth session tentatively in November 2008.]

26 ELECTION OF THE CHAIRMAN AND VICE-CHAIRMAN FOR 2008

26.1 The Committee unanimously re-elected Mr. Neil Ferrer (Philippines) as Chairman for 2008 and unanimously elected Mr. Christian Breinholt (Denmark) as Vice-Chairman for 2007 and 2008.

27 ANY OTHER BUSINESS

Global Integrated Shipping Information System (GISIS)

27.1 The Committee recalled that the Global Integrated Shipping Information System (GISIS) was developed by the Secretariat in July 2005, which allows public access to sets of data collected by the Secretariat, and that the Manual for Member States' Administrations and associated disclaimer on the use of reporting facilities was disseminated by Circular letter No.2639.

27.2 The Committee noted the updated information provided by the Secretariat on GISIS (MSC 83/27) containing a table on the status of developments of nineteen modules. In this context, it took note that the following modules were available to IMO Member States and the public at large: Maritime security, casualties, recognized organizations and port reception facilities. The module on the Condition Assessment Scheme (CAS) was viewable by the public in respect of valid Statements of Compliance (SoC) only and the modules on piracy and armed robbery against ships and port State control had been developed but not yet fully released. Further modules were under development, such as the ones on contact points, IMO requirements, stowaway cases, illegal migrant cases, pollution prevention equipment mandatory under MARPOL and the self assessment of flag State performance.

27.3 The Committee expressed its appreciation to those Members who had taken the direct reporting facilities seriously and acted as data providers on a regular basis. The delegations who spoke welcomed the facilities contained in GISIS, while pointing out the need to ensure that the access to, and speed of the systems, including other IMO servers, allows optimum use. The Secretariat indicated that it would look into the reported slow speed of connections and would make every effort to improve the system.

IMO/IACS Co-operation on the IACS Quality System Certification Scheme (QSCS)

27.4 The Committee noted the information provided by the Secretariat (MSC 83/27/1) on the development of the IACS Quality System Certification Scheme (QSCS) as far as it concerns the participation agreements between IMO and IACS and the IMO consultant/observer's report annexed to that document, in accordance with which the IMO consultant/observer had continued participating in the implementation of the Scheme. Regular progress reports on activities undertaken by the consultant/observer within the Scheme had been submitted to the IMO Secretariat and IACS, and it had been reported that the Scheme was mature and being implemented in a thorough and consistent manner. It was further noted that since the last report to the Committee, the Scheme had been further developed in a number of ways as reported in the annex to document MSC 83/27/1, in particular paragraphs 4 to 11 therein.

27.5 The Committee decided to extend the Organization's participation in the Scheme on the same basis as in the past, that is with no financial implications to the Organization; and requested the Secretariat to report on developments to MSC 85.

OCIMF Recommendations for equipment employed in the bow mooring of conventional tankers at single point moorings

27.6 The Committee noted the information by OCIMF (MSC 83/27/2) concerning the publication of a comprehensively revised 4th edition of the Recommendations for equipment employed in the bow mooring of conventional tankers at single point moorings. OCIMF pointed out that the guidance in this 4th edition had been revised in recognition of the increasing use of recommended single point mooring equipment in mooring conventional tankers to floating production storage and offloading facilities/floating storage units (FPSO/FSU) and that it was important that tanker owners and operators and operators of single point mooring terminals, including tandem mooring facilities, were aware of changes in these recommendations.

Unified interpretation of “unforeseen delay in delivery of ships”

27.7 The Committee considered a proposal by IACS (MSC 83/27/3) for a unified interpretation of “unforeseen delay in delivery of ships” in the context of SOLAS regulation II-1/3-2 (Corrosion prevention of seawater ballast tanks in oil tankers and bulk carriers) as adopted by resolution MSC.216(82), following MSC 82's decision to consider the matter at this session. Noting that the regulation gives an application scheme similar to the one

in regulation 1.28 of MARPOL Annex I, IACS proposed a unified interpretation very similar to the one for the MARPOL regulation.

27.8 The Committee was of the view that a relevant unified interpretation would be useful and agreed to issue the interpretation as circular MSC.1/Circ... on Unified interpretation of “unforeseen delay in delivery of ships”.

SURSHIP - Survivability of Ships

27.9 The Committee noted the information provided in document MSC 83/27/4 (France, Germany, Netherlands and Sweden) on a strategic European research co-operation on maritime safety, which started in 2006 and will continue at least until the end of 2009, aiming at improving ship safety by designing ships with enhanced survivability.

Lifejackets not compliant with the requirements of the LSA Code

27.10 The Committee considered document MSC 83/27/5 (Norway), reporting the finding that a significant number of different lifejackets, all tested and certified in accordance with the Revised Recommendation on testing of LSA (resolution MSC.81(70)), had not been fully meeting the requirements of the LSA Code. Norway pointed out that MSC 80, noting that the in-water test regime described in the Revised Recommendation was unfit for making reproducible tests or test results, had adopted resolution MSC.200(80), amending the Revised Recommendation by introducing a Reference Test Device (RTD) and connecting the assessment of a lifejacket's in-water performance to the test results achieved by the RTD. Norway was of the view that lifejackets tested and certified in accordance with resolution MSC.81(70) should either be replaced by lifejackets tested in accordance with resolution MSC.200(80) or retested in accordance with resolution MSC.200(80) for recertification within a date set by the Committee.

27.11 Following discussion, during which many delegations stated that there was no compelling need to replace tested and certified lifejackets on safety grounds, the Committee agreed not to proceed as proposed by Norway in document MSC 83/27/5.

Persons rescued at sea

27.12 The Committee considered document MSC 83/27/6 (Spain) informing the Committee that it was experiencing a great flood of migrants from Africa towards Europe. The Spanish Maritime Rescue Service had rescued, in 2006 alone, 30,493 migrants from the sea. Spain regretted that entry into force of the 2004 amendments to the SOLAS and SAR Conventions, as adopted by

resolutions MSC.153(78) and MSC.155(78), had in their opinion not brought the desired results. Spain had therefore made a set of proposals intended to ensure that the international community had a secure and effective legal system in place, among others it had suggested the need for making the guidelines, which have been approved under resolution MSC.167(78), mandatory under the SOLAS and/or SAR Convention.

27.13 The Spanish delegation further stated that it was contemplating to propose a new work programme item on this issue to MSC 84, providing the compelling need for the work to be undertaken in this respect.

27.14 In the ensuing debate most delegations expressed sympathy for the Spanish document in principle, strongly encouraging all Contracting Governments to implement the relevant amendments to the SOLAS and SAR Conventions, and supporting the need for further work to be undertaken on this issue. However, they also cautioned that some of the Spanish proposals were outside the remit of IMO or needed to be considered as a multi-disciplinary matter possibly in an inter-agency approach.

27.15 Some delegations informed the Committee of similar experiences to Spain with the rescue of persons, including undocumented migrants, asylum seekers and refugees in their waters and therefore acknowledged that further work on this issue was required by IMO and other Organizations.

27.16 Some delegations recalled that following considerable complex, sometimes contentious and demanding and highly sensitive negotiations, MSC 78 had adopted the amendments to SOLAS chapter V and the SAR Convention concerning persons rescued at sea, which had only entered into force on 1 July 2006, and the associated Guidelines on the treatment of persons rescued at sea by resolution MSC.167(78), representing a delicate balance, which should not be disturbed so soon after their entry into force. The Guidelines in their present form were not suitable for a mandatory application.

27.17 The Secretary-General informed the Committee that the Secretariat was fully aware of the problem which, if left unattended, would endanger innocent lives at sea. He had communicated with the Spanish Government on the issues under consideration and had highlighted the problem in his speech to the first ever Conference of African Ministers of Transport in Abuja earlier this year.

He acknowledged that parts of the problem were outside the remit of IMO and recalled the inter-agency initiative on persons rescued at sea and the associated meetings in 2001 and 2003 between IMO, IOM, OHCHR, UNHCR, UN/DOALOS and UNODC which had resulted in closer co-operation between the Organizations concerned. Following the recent increase of incidents, particularly in the Mediterranean, another inter-agency meeting was planned to be held in January 2008 to consider any further action to be taken in a co-ordinated manner. The Secretary-General also indicated that technical co-operation in terms of capacity building would be available in particular to the African States in respect of this issue.

27.18 The Committee expressed appreciation to Spain for bringing this problem to its attention, recognizing the need for caution in relation to associated issues outside IMO's remit, and agreed that there was a need for further discussion and work by IMO, without disturbing the delicate balance achieved with the 2004 Amendments to the SOLAS and SAR Conventions and the associated guidelines.

27.19 The Committee acknowledged efforts undertaken on a bilateral or multilateral level and the supplementary action under way on the EU level, as well as the intention by Spain to propose a new Work Programme item to MSC 84 and expressed appreciation to the Secretary-General for the continuation of the inter-agency initiative as well as the suggested Technical Co-operation possibilities.

Singapore–Barelang Electronic Navigational Charts

27.20 The Committee noted with appreciation the information provided by Indonesia and Singapore (MSC 83/27/7) on a regional initiative between Indonesia and Singapore to enhance the safety of High-Speed Craft (HSC) passenger ferry services. The joint initiative produced quality assured official Electronic Navigational Charts (ENCs), followed by ECDIS sea trials covering ferry routes and terminals in the Riau Islands in Indonesia and Singapore. A Memorandum of Understanding (MoU) was signed between the hydrographic offices of Indonesia and Singapore for the joint administration of these ENCs, which had been officially launched on 12 June 2007.

27.21 The Committee referred document MSC 83/27/7 to the NAV Sub-Committee for information during its consideration of the agenda item on “Development of carriage requirements for ECDIS” at NAV 54.

Applicability of IMO Conventions to FPSOs and FSUs

27.22 The Committee considered the proposal by ITF (MSC 83/27/8) that, in light of the decision of MEPC 56 confirming that article 2 of the MARPOL Convention (definition of a ship) was applicable for the purposes of the (MARPOL) Convention, to Floating Production, Storage and Offloading Facilities (FPSOs) and Floating Storage Units (FSUs), the Committee should reconsider the decision of MSC 76 that it was not necessary to apply mandatory IMO instruments to address safety-related issues for FPSOs and FSUs, as the existing safety regime was adequate.

27.23 While there was wide support for developing adequate safety criteria for FPSOs and FSUs, it was recognized that these criteria should not prejudice the rights of the coastal State. Accordingly, the Committee agreed to forward document MSC 83/27/8 (ITF) to FSI 16 and STW 39 for consideration and requested their advice to MSC 85 on the applicability of IMO conventions to FPSOs and FSUs, before establishing any new work programme items for the sub-committees.

Bulk carrier casualty report

27.24 The Committee noted that the information contained in document MSC 83/INF.6 (INTERCARGO) shows that during 2006 seven bulk carriers over 10,000 dwt were recorded as total losses accompanied by the tragic loss of thirty-seven (37) lives – twenty-six (26) in one casualty. According to the report, an analysis of the data to identify trends of the last ten-year period (1997-2006) indicates that the average number of ships, lives and dwt tonnage being lost continues to fall. The report suggested that the losses which occurred in 2006 were exceptional in that two of the incidents were due to groundings as a result of the effects of a typhoon. It also renewed the concern that when a bulk carrier sinks, it invariably does so very quickly and the crew has very little time to evacuate the ship.

Immediate measures introduced after the “Bourbon Dolphin” casualty

27.25 The Committee noted the information provided in document MSC 83/INF.9 (Norway), on the immediate measures that the Norwegian Maritime Administration had introduced after the **Bourbon Dolphin** casualty, pending the outcome of a Special Investigation Committee’s work.

Improving the provision and quality of nautical port information

27.26 The Committee noted the information provided by IHMA, IAPH, IFSMA , OCIMF and BIMCO (MSC 83/INF.19) regarding the fact that the various, sometimes inconsistent sources of

nautical information required for port entry and berth/terminal usage could lead to confusion on the part of the user. Misunderstanding or misuse of such data had a direct bearing on ship and port safety and the protection of the environment. The Committee noted the initiative taken by IHMA, IAPH, IFSMA, OCIMF and BIMCO for a more efficient and standardized way of making this information available to mariners and publishers of nautical information.

27.27 The Committee invited the FAL Committee to note the information provided in document MSC 83/INF.19.

* * *

LIST OF ANNEXES

ANNEX ...	RESOLUTION MSC.239(83) – ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED
ANNEX ...	RESOLUTION MSC.240(83) – ADOPTION OF AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED
ANNEX ...	RESOLUTION MSC.241(83) – ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE FOR THE SAFE CARRIAGE OF PACKAGED IRRADIATED NUCLEAR FUEL, PLUTONIUM AND HIGH-LEVEL RADIOACTIVE WASTES ON BOARD SHIPS (INF CODE)
ANNEX ...	DRAFT AMENDMENTS TO SOLAS CHAPTERS II-1 AND II-2
ANNEX ...	PLAN AND TIMETABLE FOR A SECOND TRIAL APPLICATION OF THE GUIDELINES FOR THE VERIFICATION OF COMPLIANCE WITH GBS USING THE IACS CSR FOR OIL TANKERS
ANNEX ...	RESOLUTION MSC.242(83) – USE OF LRIT INFORMATION FOR SAFETY AND ENVIRONMENTAL PURPOSES
ANNEX ...	RESOLUTION MSC.243(83) – ESTABLISHMENT OF INTERNATIONAL LRIT DATA EXCHANGE ON AN INTERIM BASIS
ANNEX ...	DRAFT SOLAS REGULATIONS II-2/10 AND II-2/19.4
ANNEX ...	DRAFT AMENDMENTS TO THE GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS (RESOLUTION A.744(18), AS AMENDED)
ANNEX ...	RESOLUTION MSC.244(83) – PERFORMANCE STANDARD FOR PROTECTIVE COATINGS FOR VOID SPACES ON BULK CARRIERS AND OIL TANKERS
ANNEX ...	DRAFT SOLAS REGULATION II-1/3-9 (MEANS OF EMBARKATION ON AND DISEMBARKATION FROM SHIPS)
ANNEX ...	DRAFT AMENDMENTS TO SOLAS REGULATION II-1/3-4 (EMERGENCY TOWING ARRANGEMENTS ON TANKERS)
ANNEX ...	DRAFT MSC RESOLUTION ON INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE)

ANNEX ...	DRAFT AMENDMENTS TO THE 1988 LL PROTOCOL
ANNEX ...	DRAFT AMENDMENTS TO THE 1974 SOLAS CONVENTION
ANNEX ...	RESOLUTION MSC.245(83) – RECOMMENDATION ON A STANDARD METHOD FOR EVALUATING CROSS-FLOODING ARRANGEMENTS
ANNEX ...	DRAFT ASSEMBLY RESOLUTION ON CRITERIA FOR THE PROVISION OF MOBILE SATELLITE COMMUNICATION SYSTEMS IN THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)
ANNEX ...	RESOLUTION MSC.246(83) – PERFORMANCE STANDARDS FOR AIS SEARCH AND RESCUE TRANSMITTERS (AIS SART) FOR SEARCH AND RESCUE OPERATIONS
ANNEX ...	RESOLUTION MSC.247(83) - ADOPTION OF AMENDMENTS TO RESOLUTION A.802(19) ON PERFORMANCE STANDARDS FOR SURVIVAL CRAFT RADAR TRANSPONDERS FOR USE IN SEARCH AND RESCUE OPERATIONS
ANNEX ...	DRAFT AMENDMENTS TO SOLAS REGULATIONS III/6.2.2, III/26.2.5 AND IV/7.1.3
ANNEX ...	DRAFT AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974
ANNEX ...	DRAFT AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)
ANNEX ...	DRAFT AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)
ANNEX ...	NEW AND AMENDED TRAFFIC SEPARATION SCHEMES AND ASSOCIATED ROUTEING MEASURES
ANNEX ...	ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES
ANNEX ...	RESOLUTION MSC.248(83) – ADOPTION OF A NEW SHIP REPORTING SYSTEM “THE PAPA HANAU MOKUAKEA MARINE NATIONAL MONUMENT” PARTICULARLY SENSITIVE SEA AREA (PSSA)
ANNEX ...	RESOLUTION MSC.249(83) – ADOPTION OF A NEW MANDATORY SHIP REPORTING SYSTEM “ON THE APPROACHES TO THE POLISH PORTS IN THE GULF OF GDANSK”

ANNEX ...	RESOLUTION MSC.250(83) – ADOPTION OF A NEW MANDATORY SHIP REPORTING SYSTEM “OFF THE SOUTH AND SOUTHWEST COAST OF ICELAND”
ANNEX ...	RESOLUTION MSC.251(83) – ADOPTION OF AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEMS “OFF USHANT”, “OFF LES CASQUETS” AND DOVER STRAIT/PAS DE CALAIS”
ANNEX ...	RESOLUTION MSC.252(83) – ADOPTION OF THE REVISED PERFORMANCE STANDARDS FOR INTEGRATED NAVIGATION SYSTEMS (INS)
ANNEX ...	RESOLUTION MSC.253(83) – ADOPTION OF PERFORMANCE STANDARDS FOR NAVIGATION LIGHTS, NAVIGATION LIGHT CONTROLLERS AND ASSOCIATED EQUIPMENT
ANNEX ...	DRAFT ASSEMBLY RESOLUTION ON THE REVISED CODE FOR THE IMPLEMENTATION OF MANDATORY IMO INSTRUMENTS
ANNEX ...	DRAFT MSC RESOLUTION ON THE CODE OF THE INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES FOR A SAFETY INVESTIGATION INTO A MARINE CASUALTY OR MARINE INCIDENT (CASUALTY INVESTIGATION CODE)
ANNEX ...	DRAFT AMENDMENTS TO SOLAS CHAPTER XI-1
ANNEX ...	DRAFT ASSEMBLY RESOLUTION ON REVISED SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION (HSSC)
ANNEX ...	WORK PROGRAMMES OF THE SUB-COMMITTEES
ANNEX ...	PROVISIONAL AGENDAS FOR THE SUB-COMMITTEES
ANNEX ...	STATEMENT BY THE DELEGATION OF THE MARSHALL ISLANDS
ANNEX ...	STATEMENT BY THE DELEGATION OF THE UNITED STATES
ANNEX ...	STATEMENT BY THE DELEGATION OF FRANCE
ANNEX ...	STATEMENT BY THE DELEGATION OF THE UNITED KINGDOM
ANNEX ...	STATEMENT BY THE REPRESENTATIVE OF ICS

* * *

LIST OF CIRCULARS APPROVED BY MSC 83

MSC.1 circulars

MSC.1/Circ.1234	Drainage of fire-fighting water from closed vehicle and ro-ro spaces and special category spaces for passenger and cargo ships
MSC.1/Circ.1235	Guidelines on security-related training and familiarization training for shipboard personnel
MSC.1/Circ.1236	Guidance on LRIT-related matters
MSC.1/Circ.1237	Amendments to the Revised Guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms (MSC/Circ.1165)
MSC.1/Circ.1238	Guidelines for evacuation analysis for new and existing passenger ships
MSC.1/Circ.1239	Unified interpretations of SOLAS chapter II-2
MSC.1/Circ.1240	Unified interpretations of the International Code for Fire Safety Systems (FSS Code)
MSC.1/Circ.1241	Unified interpretations of the International Bulk Chemical (IBC) Code
MSC.1/Circ.1242	Guidelines for the approval of fixed fire detection and fire alarm systems for cabin balconies
MSC.1/Circ.1243	Unified interpretation of SOLAS chapter III
MSC.1/Circ.1244	Symbol of infant lifejacket
MSC.1/Circ.1245	Guidelines for damage control plans and information to the master
MSC.1/Circ.1246	Interpretation of alterations and modifications of a major character
MSC.1/Circ.1164/Rev.3	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.15	List of competent persons to be maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code
MSC.1/Circ.1247	Amendments to resolution A.706(17) on World Wide Navigational Warning Service
MSC.1/Circ.1248	Minimizing delays in Search and Rescue response to distress alerts

MSC.1/Circ.1249	Amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual
MSC.1/Circ.1250	Safety margins to protect radar systems
MSC.1/Circ.1251	Guidelines on the control of ships in an emergency
MSC.1/Circ.1252	Annual testing of the automatic identification system (AIS)
MSC.1/Circ.1253	Shipboard technical operating and maintenance manuals

Joint MSC - MEPC circulars

MSC-MEPC.2/Circ.7	Provision of information in respect of products carried in accordance with the requirements of MARPOL Annex II and the IBC Code
MSC-MEPC.4/Circ.2	Code of good practice
MSC-MEPC.7/Circ.5	Guidelines for operational implementation of the International Safety Management (ISM) Code by Companies
MSC-MEPC.7/Circ.6	Qualification, training and experience necessary for undertaking the role of designated person under the provisions of the International Safety Management (ISM) Code

Joint MSC - FAL circular

MSC-FAL.1/Circ.1	Securing and facilitating international trade
------------------	---

Other circulars

COLREG.2/Circ.59	New and amended traffic separation schemes
SN.1/Circ.263	Routeing measures other than traffic separation schemes
SN.1/Circ.264	Mandatory ship reporting systems
SN.1/Circ.265	Guidelines on the application of SOLAS regulation V/15 to INS, IBS and bridge design
SN.1/Circ.207/Rev.1	Differences between RCDS and ECDIS
SN.1/Circ.266	Maintenance of Electronic Chart Display and Information System (ECDIS) software