United States Coast Guard
International Maritime Organization
INTERNATIONAL MARITIME ORGANIZATION
e-newsletter
Covering issues under consideration at the International Maritime Organization of interest to the United States

## In this Issue



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# From the Director's Desk

Since our last issue, the United States has also actively engaged in three committee sessions, and four subcommittee sessions. This edition contains reports on each of these sessions and how their outcomes affect the United States.

Coast Guard Rear Admiral Paul Thomas led the U.S. delegation to the Maritime Safety Committee (MSC) meeting for the first time, relieving Rear Admiral Joseph Servidio, who was selected to lead the Coast Guard's Eleventh District as District Commander. While Admiral Servidio's leadership will be missed, Admiral Thomas' expertise and experience at IMO, having previously led several IMO delegations earlier in his career, will ensure that the U.S. engagement at IMO continues to enjoy strong leadership.

The IMO has convened over half of the newly amalgamated subcommittees. As anticipated, these sessions were very active and successful, even while taking on more work than ever before.

The IMO's various organs have continued working industriously on the Polar Code, in an effort to complete the draft amendments to MARPOL and SOLAS which would make it mandatory. The IMO hopes to approve the draft amendments by the end of 2014.

At the Marine Environment Protection Committee (MEPC), debate concluded on the the Tier III $NO_x$ limits in MARPOL, Annex VI with some amendments delaying the limits for recreational vessels and for limits in new Emission Control Areas (ECAs). This was particularly important for the U.S., as it preserved the $NO_x$ limits for the North American Emission Control Area (ECA).

The IMO also mourned the tragic loss of life caused by the sinking of the MV Sewol, and renewed its efforts to improve passenger ship safety within the Maritime Safety Committee (MSC) and its subcommittees. This incident was a sober reminder of the many hazards present in the maritime industry and the need to remain vigilant with respect to safety.

We have an exciting summer and early fall ahead of us with several IMO sessions. I once again thank you for your interest in the IMO e-Newsletter and welcome any comments or suggestions for future editions. Please email any comments to imo@uscg.mil.

Jeff Lantz
Director of Commercial Regulations & Standards

# 101st session of the Legal Committee (LEG 101)

The Legal Committee (LEG) held its 101st session at IMO Headquarters from 28 April – 2 May 2014, under the chairmanship of Mr. Kofi Mbiah, of Ghana.

**Implementing IMO Conventions**

In light of this year's World Maritime Day theme, "IMO Conventions: effective implementation," LEG considered several issues related to facilitating entry into force and ensuring uniform implementation of various IMO conventions developed in LEG. LEG noted that two such conventions recently met entry into force requirements: the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, and the Nairobi International Convention on the Removal of Wrecks, 2007 (Nairobi WRC).

**HNS Correspondence Group**

LEG also agreed to reconstitute the HNS Correspondence Group to consider issues related to bringing the Protocol of 2010 to the 1996 Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea into force. The correspondence group will work intersessionally and report its findings to LEG 102.

LEG approved a revised version of the Guidelines for accepting documentation from insurance companies, financial security providers, and P&I Clubs. The revision expanded application of the guidelines from the International Convention on Civil Liability for Bunker Oil Damage, 2001, to also include the International Convention on Civil Liability for Oil Pollution Damage, the 2010 HNS Protocol, and the Nairobi WRC.

**Maritime Labour Convention entry into force**

Additionally, LEG noted the entry into force of the Maritime Labour Convention, 2006, and the adoption of certain amendments relating to the provision of financial security for abandonment, personal injury to, and death of seafarers.

**Technical Cooperation**

LEG continues to support technical cooperation and capacity building in the area of liability and compensation for transboundary oil pollution damage resulting from offshore oil exploration and exploitation. Indonesia and Denmark will co-chair an intersessional consultative group to develop guidance on bilateral and/or regional agreements or arrangements.

LEG will resume consideration of these and other issues at its 102nd session, scheduled for 13 – 17 April 2015.

# 1st session of the Sub-Committee on Ship Design and Construction (SDC 1)

The Sub-Committee on Ship Design and Construction (SDC) held its 1st session in London from January 20 to 24, 2014, under the chairmanship of Ms. Anneliese JOST from Germany. Captain Nigel CAMPBELL from South Africa was unanimously elected as vice-chairman.

This newly formed sub-committee continues the work of the Sub-committee on Stability, Load Lines and on Fishing Vessel Safety (SLF) and certain work program items from the Sub-Committee on Ship Design and Equipment (DE) and the Sub-Committee on Fire Protection (FP).

The main issues of importance to the U.S. were: development of the mandatory Polar Code, revision of subdivision and damage stability regulations, and the development of a non-mandatory (guidelines) code for offshore (wind farm) construction and maintenance vessels.

**Development of the Polar Code**

The sub-committee continued the development of the mandatory Code. The draft Code was forwarded to the Maritime Safety Committee and the Marine Environment Protection Committee for further consideration. It was envisioned that both these "parent" committees would be taking action for the Code to be approved later in 2014.

The work on the Polar Code included the development of a new SOLAS Chapter XIV, which would make the Polar Code mandatory.

**Revision of Subdivision and Damage Stability (SDS) Regulations**

SDC 1 drafted revisions to the SDS regulations in SOLAS Chapter II-1, together with the associated amendments to the explanatory notes. A key decision related to the revisions of the SDS regulations included the following: agreement that the survivability index ("R") of passenger ships should be raised. The working group established at SDC 1 for subdivision and damage stability issues was chaired by Mr. James L. Person from the US Coast Guard.

SDC 2 will meet in February, 2015.

# 1st session of the Sub-Committee on Pollution Prevention & Response (PPR 1)

The 1st Session of the Sub-Committee on Pollution Prevention and Response (PPR 1) was held February 3-7, 2014, under the Chairmanship of Mr. Sveinung Oftedal (Norway). PPR largely replaces the former Sub-Committee on Bulk Liquids and Gases (BLG).

### Evaluation of Safety and Pollution Hazards of Chemicals

The Sub-Committee evaluated various new products and consequential amendments to the IBC Code and issues related to the discharge of high-viscosity and persistent floating products, evaluated cleaning additives, reviewed products requiring oxygen-dependent inhibitors and prepared the agenda for the intersessional meeting of ESPH 20 scheduled for Sept 29 to Oct 3, 2014. it also agreed to request MEPC 66 and MSC 93 to approve an intersessional meeting for ESPH 21 in 2015.

### OSV Chemical Code

The Sub-Committee reviewed the report of a Correspondence Group on the Development of the OSV Chemical Code and the report of SLF 55 concerning a damage stability standard for OSVs carrying limited amounts of hazardous and noxious liquid substances in bulk. It continued work on the draft text of chapter 2 on ship survival capability and location of cargo tanks, chapter 5 on cargo transfer, and chapter 8 on firefighting requirements, and forwarded draft text of Chapters 2 and 5 to the Sub-Committee on Ship Design and Construction (SDC) for further consideration, and forwarded draft text of Chapter 8 to Sub-Committee on Ship Systems and Equipment (SSE) for further consideration. A correspondence group will be re-established under the coordination of Denmark to finalize chapter 3 on ship design and chapter 12 on special requirements, with a view to forwarding the draft text to SDC for advice and input; further develop the remaining chapters of the draft OSV Chemical Code, which have not been sent to SDC and SSE ; consider the need for any amendments to related IMO instruments in order to ensure consistency with the proposed OSV Chemical Code; and submit a written report to PPR 2.

### Ballast Water

The Sub-Committee, recalling that MEPC 65 had approved an action plan regarding the use of drinking water as ballast water, discussed the use of fresh water as ballast water and implications for corrosion protection in ballast tanks. It noted that long experience with using ballast water from fresh water sources indicates that additional corrosion effects were likely minimal and did not need to be further considered by PPR, but invited its members and observers to submit relevant information and proposals to the MSC or the SDC Sub-Committee, as appropriate, since corrosion matters are in the remit of those IMO bodies. The Sub-Committee discussed at length the issue of ballast water management during stripping operations, and agreed, in principle, to draft Guidance on stripping operations using eductors, for further consideration by MEPC 66, with a view to finalization and subsequent dissemination as a Ballast Water Mangement (BWM) circular. The Sub-Committee discussed the production of a manual entitled "Ballast water management – how to do it" and requested the Secretariat to act as a focal point and initiate the development of the manual in consultation with those delegations wishing to contribute.

### Air Pollution

Following extensive discussion in Plenary, the Sub-Committee established a Working Group on Air Pollution Prevention. The working group considered two definitions of black carbon (Light Absorbing Carbon (LAC) and Equivalent Black Carbon (eBC) and associated measurement methods, but was unable to agree on a definition. The Sub-Committee invited MEPC 67 to decide on the definition of Black Carbon emissions from international shipping. The Sub-Committee reviewed MARPOL Annex VI and the NOX Technical Code 2008, finalized draft guidelines on the approved method process as required under regulation 13.7.1 of MARPOL Annex VI, and developed draft amendments for the *2009 Guidelines for Exhaust Gas Cleaning Systems.*

### Oil Pollution Response

The Sub-Committee reviewed the report of the meeting of the OPRC-HNS Technical Group (OPRC-16) held on Jan 28-31, 2014 and established an Oil Pollution Preparedness, Repsonse and Cooperation (OPRC) Correspondence Group under the coordination of France to complete the draft part III of the IMO Dispersant Guidelines, develop a draft part IV of these guidelines for consideration by PPR 2, and finalize the draft Guidelines on international offers of assistance. It also agreed that the former OPRC-HNS Technical Group will cease to meet as an intersessional working group and its work will be integrated in the regular work of the Sub-Committee.

The second session of the Sub-Committee (PPR 2) is scheduled to take place in January 2015.

# 1st session of the Sub-Committee on Human Element, Training & Watchkeeping (HTW 1)

The Sub-Committee on Human Element, Training and Watchkeeping (HTW) held its first session in London from February 17 to 21, 2014, under the chairmanship of Mr. Bradley Groves from Australia. Mrs. Mayte Medina from the U.S. was unanimously elected as vice-chairman for HTW 1 and HTW 2.

This new Sub-Committee continues the work of the Sub-committee on Standards, Training and Watchkeeping (STW), specifically on issues related to the safe manning of ships, training and the promotion and implementation of IMO's human element strategy.

The main issues of importance to the U.S. were: training and certification of mariners working aboard specialized vessels including passenger ships and ships fueled by natural gas and other low flash point fuels, the validation of model training courses, and the training and certification for personnel working on vessels on vessels operating in the polar regions, in support of the Polar Code.

### Validation of Model Training Courses

The Sub-Committee amended the draft model courses listed below to ensure that the they meet the 2010 amendments of the STCW Convention and Code and were designed to meet the level of training appropriate for the certificate being sought:

• General Operator's Certificate for GMDSS,

• Restricted Operator's Certificate for GMDSS,

• Basic Training for Oil and Chemical Tanker Cargo Operations,

• Basic Training for Liquefied Gas Tanker Cargo Operations.

Several courses continue to be developed to meet the requirements of the 2010 Amendments to the STCW Convention, including Able Seafarer Deck, Able Seafarer Engine, Electrotechnical Rating, Advanced Oil Tanker Operations, Advanced Chemical Tanker Operations and Advanced Liquefied Gas Tanker Operations. Existing courses will continue to be reviewed and updated as needed.

Mr. George Edenfield from the United States Merchant Marine Academy chaired the validation working group.

### Training and Certification of mariner on specialized vessels

HTW 1 drafted interim guidance and amendments to Chapter V of the STCW Convention and Code for seafarers working aboard ships fueled by gases and low flashpoint fuels. The interim guidance is intended to advise the maritime community about the training of mariners aboard these ships until the entry into force of both the IGF Code and the STCW mandatory amendments. It is expected that the guidance will be endorsed by MSC 94 in November 2014.

The Sub-Committee established a correspondence group to prepare draft STCW amendments for seafarers working aboard passenger ships with the intent to establish basic emergency training for all ship's personnel, the facilitation of communications with the passengers, and more specialized training for personnel specifically responsible for passenger safety during an emergency.

Regarding the work on matters related to the Polar Code the Sub-Committee finalized the draft text for chapter 13 of the draft Polar Code, addressing training requirements for ships subject to the code. Work is ongoing to develop additional amendments in chapter V of the STCW Convention and Code to include certification and training requirements for officers and crew serving on board ships operating in polar waters. In addition, the Sub-Committee amended the guidance in Part B of the STCW Code related to the training of masters and officers for ships operating in polar waters. It is expected that this guidance will be used until the entry into force of both the Polar Code and the STCW mandatory amendments.

### Guidance on Security Certification of Seafarers

The \Sub-Committee recommended that until July 1, 2015, Port State Control Officers accept relevant training under section 13 of the ISPS Code as being sufficient to that which is required under the STCW Convention and Code. The Sub-Committee also developed guidance to further explain the relationship between the various security certificates. The guidance on these two issues was memorialized in two STCW Circulars, STCW.7/Circ.21 and STCW.7/Circ.22. U.S. mariners are still encouraged to complete the requirements for Vessel Personnel with Designated Security Duties or Security Awareness endorsements as soon as possible. More information can be found in Marine Safety Information Bulletin 06-14, NVIC 02-14 Grandfathering and Transitional Provisions for Merchant Mariner Credentials and CG-CVC Policy Letter No. 12-06.

The second session of the Sub-Committee (HTW 2) is scheduled to take place in February 2015.

# 1st session of the Sub-Committee on Ship's Systems and Equipment (SSE 1)

The new IMO Sub-Committee on Ship Systems and Equipment (incorporating elements of the legacy DE, FP, and SLF Sub-Committees under the recent IMO reorganization) held its first session on March 10-14, 2014 at IMO Headquarters under the chairmanship of Dr. Susumu Ota of Japan.

The Sub-Committee established *ad hoc* working groups on fire protection, lifesaving appliances, and the development of requirements for onboard lifting appliances and winches. A drafting group was also formed to finalize amendments to MARPOL regulation I/12. The United States chaired the working group on fire protection.

**Fire Protection**

The Sub-Committee finalized safety measures for existing vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their fuel tanks as cargo. These measures require the shipper to certify and label the vehicles as safe for shipping prior to loading, primarily ensuring that the vehicle's fuel systems are gas-tight. In a renewed effort to consider improvements to SOLAS regarding smoke control on passenger ships, last discussed at FP 46 in 2002, the Sub-Committee agreed to establish draft functional requirements and performance standards as a first step, and established a correspondence group to carry on this work intersessionally. Based on the report of a correspondence group on air quality management of closed vehicle spaces, the Sub-Committee agreed to a draft SOLAS amendment that would allow cargo hold ventilation systems to operate only when gas detectors indicate a rise in dangerous gas levels, instead of running continuously as now required by SOLAS. Supplemental guidelines needed for the layout and design of cargo hold ventilation systems complying with the new regulations were assigned to another correspondence group which will report to SSE 2.

**Lifesaving**

The Sub-Committee took up a number of unfinished items from DE 57, including goal-based guidelines on the framework of requirements for ship's lifesaving appliances; safety objectives and functional requirements of the guidelines on alternative design and arrangements for SOLAS chapter II-1 (parts C, D, & E) and III; amendments to the LSA Code for thermal performance of immersion suits and free-fall lifeboats with float-free capability; and amendments to the 2009 MODU Code concerning lifeboat drills. The Sub-Committee prepared a draft MSC Circular on guidelines for lifeboat drills on MODUs, providing for enhanced training and inspection, along with quarterly lowering of each lifeboat without releasing it, as an alternative to a full lifeboat drill. When considering the goal-based guidelines for lifesaving appliances, the Sub-Committee decided that their main use would be as a means for the evaluation of future proposals for new equipment and requirements, along with a restructuring of SOLAS chapter III to make it more user-friendly. A correspondence group will continue development of the goal-based guidelines and report to SSE 2. Consideration of the safety objectives and functional requirements of the guidelines on alternative design and arrangements for SOLAS chapter II-1 (parts C, D, & E) and III was deferred to SSE 2.

**Lifting Appliances**

Due to some procedural issues, the Sub-Committee took no action on the report of the correspondence group on requirements for onboard lifting appliances and winches established at DE 57. Instead, the Sub-Committee established an *ad hoc* working group to consider the scope and application of any future safety measures, and to identify elements of existing regulations that might be incorporated. The Sub-Committee endorsed the group's view that the scope of potential measures should not be limited to cargo-handling lifting appliances, but that personnel/passenger elevators and escalators on board ships should not be included. The Sub-Committee also agreed that equipment covered by the LSA Code should not be included unless such equipment has dual or multiple purposes and the alternate uses are not covered by existing regulations. An updated action plan was developed for completion of the measures, and another correspondence group established which will report to SSE 2.

Finally, based on a draft proposed by IACS, the Sub-Committee developed draft amendments to MARPOL on the issue of application of Regulation 12 of MARPOL, Annex 1, dealing with the disposal of oil residue (sludge). The draft amendments would formalize an interpretation agreed at MEPC 62, and will be submitted to MEPC 67 for approval.

SSE 2 is tentatively scheduled for 23-27 March 2015.

# 66th session of the Marine Environment Protection Committee (MEPC 66)

The 66th session of the Marine Environment Protection Committee (MEPC) met from March 31 to April 4, 2014 at IMO headquarters in London under the chairmanship of Mr. Arsenio Dominguez (Panama).

At MEPC 66, the Committee's major accomplishments included:

- Amendments to MARPOL Annex VI setting implementation dates for NOx Tier III standards within Emission Control Areas (ECAs),
- Amendments to the MARPOL Annexes making the IMO Member State Audit Scheme mandatory,
- A review of the Polar Code and the draft amendments to relevant MARPOL Annexes that would make the Code's environmental provisions mandatory,
- Decisions on several important issues under the ballast water management (BWM), ship recycling, and prevention of air pollution from ships and energy efficiency agenda items.

**Ballast Water Management**

At MEPC 66, the Committee granted basic approval to 4, and final approval to 2, ballast water management systems that use active chemical substances, bringing to 40 the number of such systems that have been approved under IMO guidelines. The Committee approved guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single Party. In a noteworthy move, the Committee agreed to explore the possibility of conducting a study relating to the implementation of the ballast water discharge standard described in regulation D-2 of the BWM Convention. The Committee further agreed to consider amending the Guidelines for approval of ballast water management systems (the G8 Guidelines) once this study is completed. One of the underlying aims of this Committee action is to address industry concerns that ballast water management systems tested and approved to date under the existing G8 Guidelines may not actually perform in a manner that allows them to meet the IMO D-2 standard and / or the ballast water discharge standard found in U.S. regulations.

**Ship Recycling**

The Committee continued work on ship recycling issues with emphasis on the development of threshold values and exemptions applicable to the materials listed in the vessel Inventory of Hazardous Materials required under the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships (2009). The Committee re-established a U.S.-led correspondence group to finalize these threshold values and exemptions with this undertaking scheduled for completion at MEPC 67. An area of primary emphasis is the establishment of an asbestos threshold value, with some Members supporting a 1.0% threshold and other Members advocating a lower 0.1% threshold for this hazardous material.

**Air Pollution from Ships**

At MEPC 65, the Committee had tentatively agreed to a proposal from Russia to delay the effective implementation date of Tier III NOx (nitrogen oxide) standards for existing Emission Control Areas (ECAs) that regulate NOx from a previously established date of January 1, 2016 to a new date of January 1, 2021. At this session, the Committee reversed this decision after considering statements from Members in plenary and correspondence group report findings that clearly demonstrated the marine diesel engine technology needed to implement the NOx Tier III standard was commercially available. With this matter resolved, the Committee then adopted amendments to MARPOL Annex VI regarding the dates for the implementation of the NOx Tier III standards within ECAs. This amendment provides for the NOx Tier III standards to be applied to a marine diesel engine installed on a ship constructed on or after January 1, 2016, and operated in the waters of the North American ECA or the U.S. Caribbean ECA. (These are the only two ECAs currently designated for the control of NOx emissions.) A five year delay from the January 1, 2016, implementation date was included in the amendment for vessels constructed and used exclusively for recreational purpose that are less than 500 gross tons and over 24 meters in length. Additionally, the adopted amendment stipulates that NOx Tier III requirements would apply to installed marine diesel engines when operated in new ECAs which might be designated by MEPC in the future for Tier III NOx control. In these future ECAs, Tier III standards would apply to ships constructed on or after the date of adoption by the MEPC of such a new ECA, or a later date, as may be specified in the amendment designating the new NOx Tier III ECA. The U.S. applauds this decision by the Committee, as NOx emissions reduction within the North American and U.S. Caribbean ECAs is an important element of our domestic and international air pollution control program. In related matters, the Committee adopted amendments to the NOx Technical Code (2008) concerning the use of dual fuel engines and approved draft amendments to MARPOL Annex VI regarding engines solely fueled by gaseous fuels which clarify that such engines will be covered by Annex VI NOx regulations. The Committee plans to adopt this draft amendment at MEPC 67.

# (MEPC 66 continued)

**Energy Efficiency of Ships**

The adoption of Chapter 4 of MARPOL Annex VI at MEPC 62 mandated the development of an Energy Efficiency Design Index (EEDI) for each new ship and a Ship Energy Efficiency Management Plan (SEEMP) for all ships. At MEPC 66, the Committee adopted amendments to MARPOL Annex VI that extended EEDI requirements to ro-ro (vehicle carrier) cargo ships and ro-ro passenger ships, LNG carriers, and cruise ships with non-conventional propulsion, while exempting from EEDI requirements certain cargo ships with ice-breaking capability. This amendment will enter into force on September 1, 2015. The Committee also approved the 2014 Guidelines on the method of calculation of the attained EEDI applicable to new ships.

At MEPC 65, the Committee adopted resolution MEPC.229(65) on the Promotion of Technical Co-operation and Transfer of Technology relating to the Improvement of Energy Efficiency on Ships, which is designed to promote cooperation among Member States in the transfer of energy efficient technologies to developing countries. At MEPC 66, the Ad Hoc Expert Working Group on Facilitation of Transfer of Technology for Ships established under this resolution met and agreed to a work plan which was endorsed by the Committee. This work plan calls for: assessing the potential impact of the implementation of MARPOL Annex VI energy efficiency regulations on developing states; identifying related technology and financial needs; creating an inventory of energy efficiency technologies for ships; identifying barriers to energy efficiency technology transfer, including associated costs and possible sources of funding; and, developing a model agreement that enables the transfer of technical and financial resources between Parties in support of the implementation the MARPOL Annex VI energy efficiency regulations.

**Polar Code**

The draft Polar Code covers a full range of vessel design, construction, equipment, operational training, search and rescue, and environmental protection measures relevant to ships operating in Arctic or Antarctic waters. At this session, the Committee reviewed draft environmental provisions of the Polar Code and agreed to complete draft amendments to relevant MARPOL Annexes I, II, IV, and V that would make the provisions of the Code mandatory. A correspondence group was also established to draft the needed MARPOL amendments and to finalize draft environmental protection requirements found within the Code. The Committee also approved the convening of a meeting of an inter-sessional working group, which was charged with reporting back on progress on this important initiative at MEPC 67.

**Other Significant Accomplishments**

Other noteworthy actions completed at MEPC 66 include:

- Adoption of amendments to MARPOL Annexes I through VI to make the use of the IMO Instruments Implementation (III) Code mandatory with entry into force on January 1, 2016. The U.S. considers the "verification of compliance" provisions of these amendments, which make the IMO Audit Scheme mandatory, a significant step forward in ensuring that ship surveys are conducted in full accordance with MARPOL and SOLAS requirements,
- Adoption of an amendment to MARPOL Annex I, as well as the BCH and IBC Codes, regarding mandatory carriage requirements for a stability instrument for tank ships with entry into force on January 1, 2016,
- Adoption of a 2014 standard for shipboard incinerators (4000 kW or less),
- Approval of voluntary Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life,
- Approval of consolidated Guidelines for port reception facility providers and users,
- Establishment of a U.S.-coordinated correspondence group charged with developing a methodology for determining the worldwide availability of low sulfur fuel oils that comply with the standard set out in MARPOL Annex VI, regulation 14.1.3,
- Establishment of a correspondence group charged with developing a data collection system that could be used to track fuel consumption by the global commercial shipping fleet.

The next session of MEPC (MEPS 67) is scheduled for the week of October 13 – 17, 2014.

# 93rd session of the Maritime Safety Committee (MSC 93)

The 93rd session of the Maritime Safety Committee (MSC) met from May 14-23, 2014, at IMO headquarters in London under the chairmanship of Mr. Christian Breinholt (Denmark).

The MSC took on many topics. Highlights of the meeting are discussed below.

### Passenger Ship Safety

The Committee considered a number of submissions related to passenger ship safety and agreed to establish a working group to consider the issues.

The Committee agreed to:

- a single increase to the required subdivision index "R" taking into account the outcome of the EMSA 3 study as part of the comprehensive package of revisions to SOLAS chapter II-1 subdivision and damage stability regulations,
- consider the issue of double hull construction in way of main-engine rooms as part of the comprehensive package of revisions to SOLAS chapter II-1 subdivision and damage stability regulations,
- consider the following issues as part of the review of conditions under which passenger ship watertight doors may be opened during navigation: cruise ship should be designed in such a way as to minimize passing through such doors, monitoring and assessing risk from operation of watertight doors, a simplified calculation of an attained subdivision index A,
- include two new unplanned outputs: requirements for damage control drills, and revisions to the guidance for damage control plans.

### The Polar Code

The Committee considered a number of proposals related to the application of the Polar Code and its content, and established a working group (W/G) to finalize the draft amendments to the International Convention for the Safety of Life at Sea (SOLAS) for mandatory application of the Polar Code and finalize the draft Polar Code. The Committee approved the draft SOLAS amendments for mandatory application of the Polar Code to ships certified under Chapter I of the SOLAS Convention operating in Arctic or Antarctic waters with a view to adoption at MSC 94. The Committee approved, in principle, the draft Polar Code with a view to adoption at MSC 94.

### Maritime Security

The Committee agreed to work further on Guidelines for the Development of National Maritime Security Legislation. The paper was submitted by the United States, Canada, Guyana, Japan, Marshall Islands, Peru, Philippines, Saint Kitts and Nevis, Senegal, United Republic of Tanzania and proposed voluntary and general guidance for members to use while developing their own national legislation to implement the ISPS Code.

The United States will be coordinating a correspondence group to further this work. The results of this group will be discussed at MSC 94.

### III Code

The Committee finalized text and adopted, by resolutions MSC.366(93), 373(93), 374(93), and 375(93), amendments to require audits, using the III Code as the audit standard, with respect to SOLAS, STCW, the STCW Code, and the 1988 Load Lines Protocol. These will enter into force January 1, 2016. Through these amendments, the mandatory IMO audit scheme is finally established following on amendments adopted by the Marine Environment Protection Committee and the IMO Assembly to IMO agreements considered by their respective meetings.

### Amendments

The Committee finalized text and adopted, by resolutions MSC.365(93) and MSC.366(93), the amendments to chapters II-1, and II-2 of the 1974 SOLAS Convention. These amendments should enter into force on January 1, 2016. Amendments are as follows:

- Chapter II-1 – alternate compliance for steering gear
- 2) Chapter II-2 – various amendments including: the applicability of special requirements to vehicle carriers, expanded applicability and amendments to operational requirements for fixed inert gas systems, amended ventilation system requirements, new firefighting requirements for containers above weather deck, requirements for shielded steel ladders and two means of escape for contain spaces, and a new regulation for protection of vehicle carriers carrying MVs with hydrogen or natural gas in theirown gas tanks.

### Draft Amendments

The Committee approved the following draft amendments to SOLAS and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 94: 1) SOLAS article VI/2 related to mandatory verification of gross mass of a container; and 2) SOLAS regulation XI-1/7 relating to the carriage requirements for portable atmosphere-testing instruments for enclosed spaces.

MSC 94 will convene again 17-21 November, 2015.