



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

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From the Director's Desk

The United States continues to be active at the IMO meetings. Since the start of the year, the U.S. engaged in four committee sessions, and five subcommittee sessions. This edition contains highlights from these sessions and how their outcomes affect the United States.

Coast Guard Rear Admiral Paul Thomas continued to lead the U.S. delegation to the Maritime Safety Committee and advocate for U.S. interests on the international platform. Under his leadership, significant IMO instruments were adopted. The IMO adopted the Polar Code, which will come into force starting January 1, 2017. Additionally, the IGF Code was newly adopted, and will be in full effect starting January 1, 2017. These major achievements would not have been possible without the drive and dedication from my staff and our government counterparts, as well as those foreign organizations with mutual mission objectives.

The election for the new Secretary General was an exciting one. Mr. Ki-tack Lim of South Korea was elected to the position of Secretary General of the IMO, and will take office on January 1, 2016. The current Secretary General, Mr. Koji Sekimizu, will retire on

December 31, 2015, after serving more than 30 years with the IMO. He will be missed by the members of the U.S. delegation, and I wish him all the best in his retirement.

Summer 2015 brought changes for some of my uniformed staff. I am happy to introduce CAPT Benjamin Hawkins, who will be heading the U.S. delegations for the Sub-Committees on Ship's System and Equipment, Ship Design and Construction, and Carriage of Cargoes and Containers, and will be part of the delegation at the Marine Safety Committee meetings. CAPT Hawkins is familiar with IMO, having attended meetings as a staff engineer earlier in his career. CAPT Scott Kelly reported in this summer as well. I am excited to have him on my staff and I know that he is anxious to participate in the Marine Environment Protection Committee. I would also like to take this opportunity to welcome Ms. Carrie LaCrosse and Mr. John Maher of the Department of State, Office of Specialized and Technical Agencies. I look forward to working with all the new delegates as we work to improve the safety of life at sea, protect the environment, enhance maritime security, and improve the efficiency of maritime traffic.

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

Jeff Lantz
Director of Commercial Regulations



Visit our webpage for information on the upcoming IMO sessions, public meetings in preparation for upcoming session, agendas for each upcoming session, and final reports of past sessions.

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102nd session of the Legal Committee

The Legal Committee (LEG 102) held its 102nd session at IMO Headquarters from 14 – 16 April 2015.

HNS Protocol

With the entry into force of the Nairobi International Convention on the Removal of Wrecks, 2007, which entered into force on the first day of LEG 102, 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 (HNS Protocol) is the remaining gap in the global framework of liability and compensation conventions. LEG 102 agreed to continue the Correspondence Group with amended terms of reference to exchange views on a coordinated approach to implementation and to develop HNS Protocol informational documents to assist countries with ratification efforts.

LEG 102 also agreed that States Parties to the HNS Protocol and the 1992 Civil Liability Convention could delegate the

issuance of insurance certificates under those conventions but that further deliberation was necessary at future sessions.

The Fair Treatment of Seafarers

LEG 102 agreed that the fair treatment of seafarers was an important issue and should be placed on LEG's work programme.

International Convention on Foreign Judicial Sales of Ships and their Recognition

LEG 102 noted the information provided by the Comité Maritime International regarding a draft International Convention on Foreign Judicial Sales of Ships and their Recognition and invited interested Member States to submit more particulars at LEG 103 for further consideration.

Un-safe Mixed Migrations by Sea

LEG 102 noted the outcome of the Inter-agency High-level Meeting to Ad-

dress Unsafe Mixed Migration by Sea and discussed the role of IMO and its committees in addressing this issue. The delegations of Malta and Italy will coordinate an intersessional discussion on the current legal regime and any potential gaps related to migration by sea.

Technical Cooperation

LEG 102 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. The intersessional consultative group continues to develop guidance on bilateral and/or regional agreements or arrangements to revise the draft document. However, LEG confirmed its earlier conclusion that there was no compelling need to develop an international convention.

The 103rd session of LEG is scheduled for 6-10 of June 2016.

2nd session of the Sub-Committee on Pollution Prevention and Response

The Sub-Committee on Pollution Prevention & Response (PPR 2) held its second session in London, UK, from, 19-23 January, 2015 under the chairmanship of Mr. Sveinung Oftedal of Norway.

Matters Concerning Prevention of Air Pollution

PPR 2 noted the general support for the use of calculation-based methodology for verification of washwater discharge pH limits for exhaust gas cleaning systems and drafted amendments to resolution MEPC.184(59) – *Guidelines for exhaust gas cleaning systems to, among other things, allow for use of such a calculation-based methodology with a view of adoption by MEPC 68*. PPR2 completed draft amendments to the 2008 NOx Technical Code to include testing of gas-fuelled engines and dual-

fuelled engines for NOx Tier III strategy based on a joint proposal with the United States, Norway and Euromot.

Consideration of the Impact on the Arctic of emissions of black carbon from international shipping

PPR 2 agreed to a definition for Black Carbon and to recommend to MEPC 68 for approval as the definition of Black Carbon. PPR2 agreed to this definition because it is measurement method-neutral, and is widely supported by the scientific community.

Updated IMO Dispersant Guidelines

PPR 2 agreed to the draft of Part III of the Guidelines for the use of dispersants for combating oil pollution at sea for submission to MEPC 68. PPR2 re-established a correspondence group under the coordination of the U.S. to

develop Part IV of the guidelines for final submission at PPR 4.

Unified Interpretation pertaining to Provisions of IMO Environment-Related Conventions

PPR 2 agreed to draft MEPC resolutions on Amendments to the 2011 Guidelines addressing aspects to the NOx Technical Code 2008 with regard to particular requirements related to marine diesel engines fitted with Selective Catalytic Reduction Systems and drafted the MEPC circular on *Guidance for issuing a revised Certificate of Type Approval for oil content meter intended for monitoring the discharge of oil-contaminated water from cargo tank areas of oil tankers* for submission to MEPC 68.

The 3rd session of the Sub-Committee will take place on 15-19 February 2016.

2nd session of the Sub-Committee on Ship Design and Construction

The Sub-Committee on Ship Design and Construction (SDC 2) held its second session in London, UK from February 16-20, 2015 under the chairmanship of Ms. Anneliese Jost from Germany. At the end of the session, Mr. Kevin Hunter from the United Kingdom and Ms. Turid Stemre from Norway were elected Chairman and Vice-Chairman, respectively, for 2016.

The main issues of importance to the United States pertain to the revision of subdivision and damage stability regulations, the circular on the definition of industrial personnel, interim guidelines for the use of fiber reinforced plastic, and intact stability standards.

Revision of Subdivision and Damage Stability (SDS) Regulations, Passenger Ship Stability

The probabilistic damage stability regulations, harmonized for cargo and passenger ships, entered into force in 2009. Subsequently, in view of the experience gained in applying these regulations, the Sub-Committee (and one of its predecessor sub-committees - SLF) had been developing a package of revisions to SOLAS Chapter II-1, together with the associated amendments to the explanatory notes. These revisions were completed and forwarded to MSC 95 for approval and subsequent adoption.

The revision of the Required Subdivision Index, "R", for passenger ships will continue as the Sub-Committee awaits the results of the EU-funded EMSA 3 project. It is anticipated that EMSA 3 will review the current level of "R" and make recommendations to the Sub-Committee.

SDC 2 also revised a set of ship survivability, stability and cargo tank location

standards for offshore supply vessels (OSV) carrying hazardous chemicals in bulk. These standards were forwarded to the Sub-Committee on Pollution Prevention and Response as part of their work on development of the OSV Chemical Code.

The working group established at SDC 2 for subdivision and damage stability was chaired by Mr. James Person from the U.S. Coast Guard.

MSC Circular on Definition of Industrial Personnel

SDC 2 developed a draft MSC Circular on the definition of "industrial personnel" for approval by MSC. 95. The intent of this Circular is to assist member states in the development of regulations for the safe carriage (to include transporting or accommodating) of persons, who are not passengers or crew, on board offshore industry vessels.

Further, SDC 2 established a correspondence group to continue the development of guidelines for offshore service craft and offshore construction vessels used in wind farm service.

Interim Guidelines for the use of Fiber Reinforced Plastic (FRP)

SDC 2 agreed to the draft Interim Guidelines for the use of FRP for elements within ship structures and forwarded them to MSC 95 for approval. The United States, recalling that the technical concerns were not adequately addressed in the draft guidelines, strongly objected to the Sub-Committee's decision – and reserved its position on the draft guidelines.

Intact Stability Standards

The Sub-Committee finalized the development of recommended intact stability standards for vessels engaged in anchor-handling, and continued the development of intact stability standards for vessels engaged in towing and lifting.

Further, the Sub-Committee continued the development of second generation intact stability criteria in order to address the stability failure modes related to parametric roll, pure loss of stability, surf-riding, dead-ship condition, and excessive stability.

The next session of the SDC Sub-committee (SDC 3) is scheduled for 18-22 January 2016.

2nd session of the Sub-Committee on Human Element, Training & Watchkeeping

The second session of the Human Element, Training and Watchkeeping (HTW 2) Sub-Committee, under the chairmanship of Mr. Brad Groves of Australia, met at the International Maritime Organization's Headquarters in London from February 2 - 6, 2015. The U.S. delegation consisted of Coast Guard, Maritime Administration, National Transportation Safety Board and Maritime Industry subject matter experts.

The U.S. was well represented in the three working groups and two drafting groups that considered and completed the following: (1) *Guidelines for the Development, Review and Validation of Model Courses* – This draft MSC-MEPC Circular, from an agenda item that was initiated at MSC 91 by the U.S., is intended to update a process that was originally developed almost 30 years ago and had not been reviewed nor revised since; (2) *Draft Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW)* – This draft MSC Resolution amends the STCW Convention and Code to include mandatory minimum requirements for the training and qualifications of masters and deck officers on ships operating in polar waters. Based upon the output from a U.S. coordinated correspondence group formed by HTW 1, draft requirements and interim guidance for the training of mariners who will work on polar waters were provided; (3) *ECDIS – Guidance for Good Practice* – This draft MSC Circular draws together relevant guidance from seven previous ECDIS circulars into a single, consolidated document.

The following model courses were reviewed and validated: (1) *Advanced Training for Oil Tanker Cargo Operations*;

(2) *Advanced Training for Liquefied Gas Tanker Cargo Operations*; (3) *Maritime English*.

Despite the best efforts of all those involved, several items were not completed and will be carried over to HTW 3. These items are: (1) *The Development of Guidance for the Development of a Specific GISIS module to Comply with the Reporting and Information Communication Obligations of Parties Under the STCW Convention, 1978, as amended*. This module is in the initial stages of development and the guidelines are expected to develop in parallel with the module; (2) *The Development of Draft Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as Amended (STCW)*. The original input to the Sub-Committee was submitted by a U.S. coordinated Correspondence Group formed at HTW 1. This draft MSC Resolution will further amend the STCW Convention and Code to include mandatory minimum requirements for the training and qualifications for seafarers on passenger ships. Work is scheduled to be completed at HTW 3; (3) *Guidelines on fatigue mitigation and management*. This MSC Circular (MSC/Circ.1014) will be reviewed and updated at HTW 3, and possibly HTW 4; (4) *Draft Guidelines for Port State Control Officers on Certification of Seafarers, Rest Hours Based on the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, and Manning Requirements From the Flag State*. This draft guideline is in the initial stages of development and is expected to be reviewed and discussed at both HTW 3 and 4.

An intersessional Correspondence Group was formed to complete the

review of the *Advanced Training for Chemical Tanker Cargo Operations* model course, coordinated by the U.S., so that it can be validated at HTW 3.

Other guidelines and circulars were returned to their parent Committees/Sub-Committees for review and finalization. These were: (1) *Draft Guidelines for port State control officers on the ISM Code*. This draft MSC-MEPC.4 Circular was reviewed, edited and then returned to the III Sub-Committee for review and finalization; (2) *Guidelines on Consolidated IMO Provisions for the Safe Carriage of Dangerous Goods in Packaged Form by Sea*. This draft MSC Circular was reviewed, edited and then returned to the CCC Sub-Committee for review and finalization.

HTW will resume consideration of these and other issues at its 3rd session, scheduled for 1– 15 February 2016.

2nd session of the Sub-Committee on Ship's Systems and Equipment

The IMO Sub-Committee on Ship Systems and Equipment held its second session (SSE 2) on March 23-27, 2015 at IMO Headquarters under the chairmanship of Dr. Susumu Ota of Japan.

The Sub-Committee established *ad hoc* working groups on fire protection, life-saving appliances, and the development of requirements for onboard lifting appliances and winches. The United States chaired the working group on fire protection.

Fire Protection

Culminating years of work, the Sub-Committee finalized the draft performance standards, functional requirements, and system requirements for smoke management systems, including qualitative requirements for adequate pressure differentials and acceptable door opening forces. These measures provide criteria and standards for the active handling of smoke to ensure safe evacuation by limiting contamination of defined areas of new passenger ships.

The Sub-Committee finalized design guidelines and operational recommendations for ventilation systems in ro-ro and similar spaces. As agreed at SSE 1, under these guidelines ventilation systems for ro-ro spaces will be required to operate only when detectors indicate dangerous levels of gas, rather than running continuously even when the space is vapor free, as previously required. This will lower costs and pollution. The Sub-Committee also lowered the alarm triggering concentration of flammables to account for their toxicity as well as ignitability.

In considering the guidelines for the selection of life safety performance cri-

teria for alternative design, the Sub-Committee considered the difficulties in determining smoke layer height and the proper comparison of alternate design performance to that of prescriptive SOLAS requirements. Concluding substantial further work in these topics is needed, the Sub-Committee assigned them to a correspondence group which will report to SSE 3.

Based on work of the Bahamas, the Sub-Committee addressed sprinkler system failures by amending guidelines for the maintenance and inspection of sprinkler and water mist systems, including adopting a flowchart of an expanded sprinkler head testing program and requiring annual water quality testing to be done when sprinkler heads are tested.

Noting that the existing helicopter facility provisions of MSC.1/Circ. 1431 were inadvertently published as guidelines but were intended to be mandatory, the Sub-Committee reconstituted these provisions as a new chapter 17 of the FSS Code. In turn these helicopter provisions of the FSS Code will be implemented by new regulations in SOLAS II-2/18.2, Chapter 9 of the MODU Code, and MSC/Circ. 895 (ro-ro ships). The Sub-Committee also clarified and confirmed the obstruction height limit and foam supply requirement of the helicopter facility provisions.

Recognizing an ambiguity related to optical density tests set forth in the fire test procedures for smoke generation of the FTP Code, the Sub-Committee determined that materials should be classified based on the uncorrected value of optical smoke density and requested the Secretariat to prepare a

corrigendum to MSC.307(88) to that effect.

The Sub-Committee revised and endorsed the chapter on firefighting requirements of the draft OSV Code for the consideration of PPR.

Life Saving Appliances

The Sub-Committee provided MSC 95 with a work plan to determine the future scope and direction of the group and the *Goal-based guidelines on the framework of requirements for ships' life-saving appliances* due to its parallel activities with the MSC Working Group on GBS-SLA. The working group also invited MSC 95 to note the completed work on the safety objectives and functional requirements of the *Guidelines on alternative design and arrangements for SOLAS Ch. II-1 and III*.

Measures for Onboard Lifting Appliances and Winches

The Sub-Committee considered the report of the correspondence group established at SSE 1 including the results of a casualty data analysis and recommendations regarding trends for types of lifting appliances, types of ships, and the scope of potential measures. A working group further considered the scope and application of potential measures and drafted terms of reference for a correspondence group, pending the approval of such a group by the Maritime Safety Committee at its 95th session.

SSE will resume consideration of these and other issues at its 3rd session, scheduled for 14-18 March 2016.

2nd session of the Sub-Committee on Navigation, Communications and Search

The Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 2) held its 2nd session 9 – 13 March, under the Chairmanship of Commander Carlos Salgado (Chile). This was CDR Salgado's last meeting.

Routing measures

NCSR 2 approved four new routing measures: the establishment of two new two-way routes in the south-west Coral Sea; an area to be avoided in the south-west Coral Sea; and five areas to be avoided in the Aleutian Islands.

NCSR 2 recalled that at NCSR 1, twelve proposals were submitted by eight different Member States for consideration with formatting inconsistencies. Model templates for both ships' routing measures and ship reporting system proposals, prepared by the Secretariat, were reviewed and finalized. The Sub-Committee recommended that the templates be provided to Member States and used in future submission.

Search and Rescue

The NCSR 2 was informed on the latest timeline and steps by Cospas-Sarsat to transition to the medium-earth orbiting satellite system for SAR (MEOSAR) and its associated second generation 406 MHz distress beacon/EPIRB.

Extensive amendments for the 2016 edition of the International Aeronautical and Maritime SAR (IAMSAR) Manual were finalized for endorsement by MSC 95. Among the numerous topics covered were: (1) new guidance on use of multiple aircraft in a SAR operation, (2) specific sample text for a national SAR coordinating committee, and (3) specific sample text for a bilateral/multilateral SAR agreement between maritime and aeronautical SAR services and civil-military authorities.

Performance standards for multi-system shipborne navigation receivers

Draft performance standards for multi-system shipborne navigation systems were approved by NCSR 2 and forwarded to MSC 95 for adoption. The standards aim to address the combined use of current and future radionavigation as well as augmentation systems for the provision of position, velocity and time data within the maritime navigation system.

The minimum specifications are for multi-system shipborne navigation receivers, which use navigation signals from two or more Global Navigation Satellite Systems with or without augmentation, providing improved position, velocity and time data. An improved resistance to intentional and unintentional radio frequency interference is achieved when two or more independent or frequency diverse radio navigation systems are used. Such a combined approach also provides redundancy to mitigate the loss of a single system.

NCSR 2 recognized a need to develop associated guidelines for Position, Navigation, and Time (PNT) data and integrity information. NCSR 2 requested MSC 95 to authorize further work to develop Guidelines associated with multi-system shipborne radionavigation receivers dealing with the harmonized provision of PNT data and integrity information, to be finalized in 2017.

E-navigation guidance

NCSR 2 endorsed the draft MSC circular on the *Guideline on Software Quality Assurance and Human Centred Design for e-navigation*, for approval by the MSC 95. The guideline encourages a disciplined and structured approach in the development and management of e-navigation systems, with particular focus on Software Quality Assurance and

Human Centered Design that includes Usability Testing.

Long-range identification and tracking performance standards

The operation of the long-range identification and tracking (LRIT) system was reviewed. NCSR 2 reviewed 44 audit reports, and approved amendments to update the LRIT performance standards and related circulars.

Review and modernization of the GMDSS

NCSR 2 moved forward with its review of the Global Maritime Distress and Safety System (GMDSS) and re-established the Correspondence Group on the review of the GMDSS to prepare for finalization of the detailed review at the next session.

The current SOLAS chapter IV, Radio-communications was adopted in 1988 with a full phase-in of its requirements by 1999. A modernization plan is set for 2017.

ITU World Radiocommunication Conference 2015 (WRC-15)

NCSR 2 endorsed agenda items concerning matters for approval by MSC 95 and submission to WRC-15, scheduled to take place from 2-27 November 2015. MSC 95 was invited to authorize the 11th meeting of the Joint IMO/ITU (International Telecommunication Union) Experts Group on Maritime Radiocommunication Matters, to be held from 5-9 October 2015, in case any additional IMO position information on WRC-15 can be available to ITU for consideration before the Conference.

NCSR will resume consideration of these and other issues at its 3rd session, scheduled on February 29-March 5, 2016.

68th session of the Marine Environment Protection Committee

The 68th session of the Marine Environment Protection Committee (MEPC 68) met on May 11-15, 2015 at IMO headquarters in London under the chairmanship of Mr. Arsenio Dominguez (Panama).

At MEPC 68, the Committee's major accomplishments included:

- Adoption of amendments to MARPOL Annex I, Regulation 12, which address arrangements for oil residue (sludge), which will enter into force January 1, 2017.
- Adoption of the environmental-related provisions for the new IMO Code for Ships Operating in Polar Waters (IMO Polar Code) and adopted the associated amendments to MARPOL Annexes I, II, IV, and V, which will enter into force January 1, 2017.
- Granted approval for one new ballast water management system. There are currently 57 IMO-type approval systems.

Ballast Water Management

At MEPC 68, the Committee granted basic approval to five, and final approval to one ballast water management systems that use active chemical substances. Currently, 57 such systems have been approved under the IMO guidelines.

The Committee endorsed the revised Methodology of the GESAMP-BWWG; approved its dissemination as a BWM circular to supersede the existing BWM.2/Circ.13/Rev.2; and agreed that the revised methodology should be applied to submissions for Basic Approval to MEPC 71 and subsequent submissions for Final Approval of those systems. The Committee noted the draft amendments to regulation B-3 of the Convention developed by the review group and, based on resolution A.1088(28), concurred that the resolu-

tion applies to ships operating in sea areas where ballast water exchange is not possible.

Ship Recycling

After considering Pollution Prevention and Response (PPR 2) Subcommittee's proposal for draft amendments to the *2011 Guidelines for the Development of the Inventory of Hazardous Materials*, the Committee adopted the proposed changes as resolution MEPC.269(68) as the *2015 Guidelines for the development of the Inventory of Hazardous Materials*.

Air Pollution from Ships

The Committee considered the proposed definition of Black Carbon and concurred with PPR 2, ultimately approving a definition for international shipping. The Committee noted there is a need for Black Carbon measurement studies to be conducted as to gain experience with the application of the definition and measurement methods. The studies will enable a comparison of the measurement methods and assess the scale of possible variation in the data collected. The Committee concluded that it was not currently possible to consider control measures to reduce the impact on the Arctic in terms of emissions of Black Carbon from international shipping.

Energy Efficiency of Ships

The Committee considered the final report of the correspondence group on the Assessment of Availability of Fuel Oil established at MEPC 67. A Steering Committee was established consisting of the United States and twelve other member states, the EC, and six non-governmental organizations to oversee the work on the fuel oil availability review and report commencing in September 2015. The goal of the

Steering Committee is to finalize the fuel oil availability review and provide a report for submission to MEPC 70.

Discussions on the development of an energy efficiency data collection system made significant progress. The U.S. was able to receive general agreement that the data collection system includes data on transport work or a proxy thereof, such as cargo weight/volume, service hours, or distance traveled. An inter-session group will further consider the data collected, confidentiality and the development of IMO guidelines. The group will also discuss work to establish both a greenhouse gas emissions reduction target for international shipping and measures to meet that target.

Special Areas

The Committee noted that in order to consider whether there were sufficient reception facilities to establish effective dates for the Baltic Sea Special Area, an amendment to MARPOL Annex IV was necessary to redefine the boundaries of the special sea area. Eight of the Baltic States decided to work intersessionally and submit proposals for amendments to MARPOL Annex IV, with a view to adoption, to MEPC 69, in accordance with article 16 of MARPOL. Subsequently, the Committee agreed to suspend the discussion until MEPC 69. In making this decision, the Committee confirmed that it had agreed on the definition of the applicable area and on the sufficiency of the received notifications of that area.

The 69th session of MEPC (MEPC 69) is scheduled for the week of April 18 – 22, 2015.

95th session of the Maritime Safety Committee

The 95th session of the Maritime Safety Committee (MSC 95) was held on June 3-12 2015, at IMO headquarters in London under the chairmanship of Mr. Christian Breinholt (Denmark).

Passenger Ship Safety

The Committee considered the report on the interim results and status of a third study commissioned by the European Maritime Safety Agency (EMSA 3) regarding the risk level of passenger ships related to damage stability. The Committee agreed to the holding of an intersessional meeting of the Formal Safety Assessment Experts Group for the validation of the EMSA 3 study related to survivability of passenger ships, and instructed the expert group to report its results directly to the SDC 3 for consideration.

STCW Code

MSC 95 approved the draft amendments to the STCW Convention, and part A and part B of the STCW Code related to the training requirements for masters and deck officers on board ships operating in polar waters, and requested the Secretary-General to circulate them in accordance with article XII of the STCW Convention, with a view to adoption by MSC 96.

Maritime Security

The Committee supported development guidance on the issue of cybersecurity and re-established a correspondence group to develop guidance for the National Maritime Security Legislation. The group will be coordinated by the United States and will provide a report to MSC 96.

Guidelines on FRP

The Committee considered the draft guidelines on the use of Fiber Reinforced Plastic (FRP) elements within ship structures. And noted the concerns raised by the United States regarding these guidelines. The Commit-

tee decided to refer this matter to the SDC 3 for further consideration.

Adoption of Amendments

The Committee finalized text and adopted, by resolution MSC.392(95), the amendments to the SOLAS Convention which will enter into force on January 1, 2017. Amendments are as follows: 1) Chapter II-1, to include safety-related provisions of the IGF Code mandatory; 2) Chapter II-2 to make the IGF Code mandatory; and 3) the appendix (Form of Safety Certificate for Passenger Ships and Form of Safety Construction Certificate for Cargo Ships) to the annex to SOLAS in order to address the requirement for IGF Code certification.

The Committee adopted, by resolution MSC.391(95), the IGF Code. It prescribes standards for the storage, distribution, and control of natural gas fuel systems onboard ships subject to the SOLAS Convention.

The Committee finalized text and adopted, by resolution MSC.394(95), the amendment to the appendix to the annex to the 1978 SOLAS Protocol which will enter into force on January 1, 2017. Amendments consist of changes to the Form of Safety Construction Certificate for Cargo Ships in order to harmonize amendments to the appendices to the annex to the 1974 SOLAS Convention and the annex to the 1988 SOLAS Protocol with the appendix to the annex to the 1978 Protocol relating to the IGF Code certification.

The Committee finalized text and adopted, by resolution MSC.395(95), an amendment to the appendix to the annex to the 1988 SOLAS Protocol which will enter into force on January 1, 2017. Amendments consist of changes to the Form of Safety Certificate for Passenger Ships, the Form of Safety Construction Certificate for Cargo Ships, and

the Form of Safety Certificate for Cargo Ships Cargo in order to harmonize amendments to the appendices to the annex to the 1974 SOLAS Convention and the annex to the 1988 SOLAS Protocol with the appendix to the annex to the 1978 Protocol relating to the IGF Code certification.

The Committee adopted, by resolution MSC.393(95), amendments to the IMSBC Code which will enter into force on January 1, 2017. Amendments include substances harmful to the marine environment (HME).

The Committee finalized text and adopted, by resolution MSC.396(95) and MSC.397(95), amendment to the 1978 STCW Convention, as amended, and Part A of the STCW Code which will enter into force on January 1, 2017. Amendments consist of training and certification requirements for personnel serving on board ships subject to the IGF Code. The Committee also adopted amendments to Part B of the STCW Code related to training and certification for personnel serving on board ships subject to the IGF Code. The Committee decided that the amendments to part B of the STCW Code should become effective on 1 January 2017.

The next session of the Committee, MSC 96, is scheduled to convene 11-20 May 2016.