



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

From the Director's Desk

Taking the opportunity to reflect on the recent developments at the IMO since our last edition of this e-newsletter, I find that though there remains a number of maritime challenges, the Organization shows plenty of momentum when developing the way forward. In this edition, I share a summary of the U.S. participation in the work carried out at the most recent sessions of the IMO Council, four Committees, and five Sub-Committees, covering a variety of important topics.

I will take a moment to highlight recent work of the Organization regarding cyber risk. The approval by the Maritime Safety Committee (MSC) on Interim Guidelines on maritime cyber risk management, which was championed by the U.S., is a remarkable achievement. This effort is paving the way to mitigate cyber risk across the global marine transportation system. I look forward to future discussions at the IMO as this issue becomes more mature.

Other notable achievements include the recent adoption of the Amendment at the Facilitation Committee which requires elec-

tronic exchange for pre-arrival and departure information, and the on-going negotiations focused on Air Pollution and Energy Efficiency which will span Energy Efficiency Design Index (EEDI) calculations and Emissions Control Areas. I also look forward to the work MSC will undertake in its development of a new Chapter to SOLAS, as well as a complimentary Code to address the carriage of more than 12 industrial personnel on vessels conducting international voyages.

The work of this biennium is proving to be robust for the IMO and its organs. In October an intersessional meeting of the Working Group on Review of the Guidelines for approval of ballast water management systems (G8) was timely considering the Convention for the Control of Management of Ships' Ballast Water and Sediments will enter into force on September 8, 2017, after the recent ratification by Finland. The U.S. is looking forward to working with the IMO to encourage improvement of the IMO type approval standards.

All of these examples show the considerable efforts going on to ensure safe, secure, and environmentally sound global oceans.

Thank you for your interest in the IMO e-Newsletter. I welcome your comments which can be submitted to imo@uscg.mil.

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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I03rd session of the Legal Committee (LEG I03)

The Legal Committee (LEG) held its 103rd session at IMO Headquarters from June 8 to 10, 2016. Dr. Kofi Mbiah from Ghana presided as Chair.

SUA 2005 and SUA PROT 2005

The U.S. announced its ratification of the 2005 Protocol to the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation. The U.S. encouraged contracting parties to identify their designated authorities under that Convention to streamline responses to requests for assistance, confirm nationality, and provide authorization to take appropriate measures.

CLC and HNS Certificates

LEG considered a proposal for a draft Assembly resolution confirming the ability of Administrations to delegate the authority to issue insurance certificates under

the International Convention on Civil Liability for Oil Pollution Damage and the HNS Protocol. A Correspondence Group will further develop the draft Assembly resolution, and deliver the work to the next session of LEG.

Transboundary Pollution Damage

Indonesia and Denmark submitted proposed guidance on bilateral and/or regional agreements for liability and compensation for transboundary oil pollution damage resulting from offshore oil exploration and exploitation. LEG encouraged interested parties to finalize the guidance, but there is no expectation of further LEG consideration of this document.

HNS Protocol

LEG continues to work towards global implementation of 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). LEG agreed to extend the mandate of the HNS Protocol Correspondence Group for another intersessional period. The Correspondence Group will focus on developing three specific items:

(1) a presentation on HNS incident scenarios, (2) a resolution on the implementation entry into force of the 2010 HNS Protocol, and (3) a programme for a workshop to be held in conjunction with LEG 104.

Next Session

The 104th session of the LEG Committee is scheduled for three days in April of 2017.

3rd session of the Sub-Committee on Ship Design and Construction (SDC 3)

The Sub-Committee on Ship Design and Construction (SDC) held its 3rd session at IMO Headquarters from January 18 to 22, 2016. Mr. Kevin Hunter from the United Kingdom presided as Chair.

The U.S. focused on the revision of subdivision and damage stability regulations, the development of a mandatory code for carriage of more than 12 industrial personnel, the use of fiberglass reinforced plastics (FRP) on ships, stability criteria for lifting and towing, and second generation intact stability criteria.

Revision of Subdivision and Damage Stability Regulations

The SOLAS Chapter II-1 probabilistic damage stability regulations, harmonized for cargo and passenger ships, entered into force in 2009. The Sub-Committee (and one of its predecessor sub-committees – the Sub-Committee on Stability and Load Lines and on Fishing Vessel Safety (SLF)) had developed a package of revisions to SOLAS Chapter II-1 and provided the associated explanatory notes. The package of revisions to

the damage stability regulations was completed and forwarded to MSC 96 for approval and subsequent adoption. Included was an increase in the Required Subdivision Index, “R”, for passenger ships. The working group established at SDC 3 for subdivision and damage stability was chaired by Mr. James Person from the U.S.

Industrial Personnel

The Sub-Committee considered potential regulatory regimes for the safe carriage of more than 12 industrial personnel (IP) in preparation for their further policy discussions on the topic. The Sub-Committee, noting that IP possess competencies unlike traditional marine crew or passengers, developed several options, annotated with advantages and disadvantages, for possible regimes to base future regulations upon. Additional advice was requested from the Secretariat regarding the complex nature of the legal issues, and these options and legal advice were forwarded to MSC 96 for further discussion.

FRP on Ships

SDC 3 discussed the development of Interim Guidelines for the use of FRP for elements within ship structures. There was considerable debate on how to proceed on the subject, however, support for the “whole ship approach” appears to be waning. This issue will continue to be discussed at the Sub-Committee’s next session.

Intact Stability Standards

SDC 3 finalized the development of recommended intact stability standards for vessels engaged in lifting and towing. Looking beyond the finalization, the Sub-Committee continued its work on the development of the second generation intact stability criteria which will continue through to the next session.

Next session

The 4th session of the SDC Sub-committee (SDC 4) is scheduled for February 13 to 17, 2017, at IMO Headquarters.

3rd session of the Sub-Committee on Pollution Prevention and Response (PPR 3)

The Sub-Committee on Pollution Prevention and Response (PPR) held its 3rd session at IMO Headquarters from February 15 to 19, 2016. Mr. S. Oftedal from Norway presided as Chair.

The meeting covered issues related to the carriage of bulk chemicals, the Offshore Support Vessel (OSV) Chemical Code, ballast water management, air pollution, and oil pollution and response.

ESPH Working Group

The Working Group on Evaluation of Safety and Pollution Hazards of Chemicals (ESPH) discussed the impact of revisions to chapter 21 of the International Bulk Chemical (IBC) Code, specifically the significant increase in the number of products designated as “toxic.” The ESPH Working Group also agreed that skin sensitizers should be assigned sub-categories as established by the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP)/ (Environmentally Hazardous Substances (EHS) Working Group when assigning carriage requirements. The GESAMP/ EHS Working Group is an independent, non-governmental body that was established in 1974 to evaluate the environmental hazards of harmful substances carried by ship and provide advice to the IMO.

The ESPH Working Group also discussed establishing guidance for classifying Annex I and II products, including biofuels. In addition, a subgroup evaluated 18 cleaning additives deemed to meet the criteria set out in MEPC.1/ Circ.590. The group also considered high viscosity, solidifying, and persistent floating products and discussed possible mitigation options such as requiring pre-wash, creating special areas, and amending MARPOL Annex II defini-

tions. The group agreed that amending the definitions to require a prewash was the preferred path forward.

OSV Chemical Code

The Working Group continued work on the Offshore Supply Vessel (OSV) Chemical Code, considering the outcomes of three other Sub-Committees and work done by a correspondence group, then completing text on Chapters 3 to 9 and 12 to 14. The group also developed text for Chapters 1, 2, and 15 to 17 and a new chapter on Lifesaving. The Code will continue to be developed by the reestablished correspondence group and will be presented at PPR 4.

BWM - How To

The Sub-Committee reestablished the Correspondence Group and continued working on the report “Ballast Water Management - How to do it,” which clarifies the Convention in the case of ratification by small countries. The Sub-Committee also noted information submitted by Republic of Korea on a new inline sampling method and invited others to submit further information and proposals to future sessions.

Air Pollution and Energy Efficiency

Draft amendments to appendix V of MARPOL Annex VI were discussed. Specifically, the Sub-Committee addressed amendments on the bunker delivery note to allow ships fitted with a scrubber to obtain fuel with a high sulfur content after the global limit value drops to 0.5% in 2020. This proposed draft was forwarded to the Marine Environment Protection Committee (MEPC) for approval. A draft MEPC circular on Guidelines for onboard sampling and verification of sulfur content in fuel oil on ships was finalized

and sent to MEPC for approval.

A proposal by Germany and Euromot regarding a protocol for voluntary reporting of black carbon measurement studies, was introduced at the meeting. The co-sponsors encouraged interested parties to use this proposed protocol and submit data to PPR 4.

Other Issues

The U.S.-coordinated Correspondence Group report for the revision of Section II of the Manual on Oil Pollution – Contingency Planning was reviewed and approved by the Drafting Group at this session. The updates include contingency planning for offshore units, sea-ports, and handling facilities, and provides guidance for establishing a National Response System and contingency plans. The Drafting Group also reviewed the Guide on Oil Spill Response in Ice and Snow Conditions and recommended approval at MEPC 70. The United States also coordinated the Correspondence Group to develop part IV of the *Guidelines for the use of dispersants for combating oil pollution at sea* (IMO Dispersant Guidelines) and provided an update to the Sub-Committee this session. The Correspondence Group focused on the use of sub-sea dispersants for combating oil pollution at sea and anticipates its completing the guide in 2017.

Next Session

The 4th session of the PPR Sub-committee is scheduled for January 16 to 20, 2017, at IMO Headquarters.

3rd session of the Sub-Committee on Human Element, Training & Watchkeeping (HTW 3)

The Sub-Committee on Human Element, Training and Watchkeeping (HTW) held its 3rd session at IMO Headquarters from February 1 to 5, 2016. Mrs. Mayte Medina from the United States presided as Chair.

Amendments to the Training of Personnel on Passenger Ships

Over the past two sessions of the HTW Sub-Committee, the U.S. has led the discussion on increased training for personnel employed onboard passenger ships through submissions of draft amendments. The amendments would alter the language in Chapter V of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention) and the STCW Code to increase the number of individuals that require familiarization or training and to make improvements to the existing training requirements. Through this work, the goal is to improve communications between passengers and crew by training an appropriate number of shipboard personnel to assist passengers in an emergency.

At the previous session of the HTW Sub-Committee, there were a number of comments and questions about the amendments. In an effort to ensure that the concerns of other IMO Member States and observers were addressed, the U.S. partnered with key personnel to develop a compromise document for review at HTW 3. As a result, the proposed amendments are scheduled to enter into force on January 1, 2018.

Validation of Model Courses

The U.S. remained engaged in much of the intersessional development work for the model courses submitted for validation at this session of the sub-committee. In the end, the validation of the following three model courses

took place: Radar Navigation at Operational Level; Personal safety and social responsibilities; and Advanced Training for Chemical Tanker Cargo Operations. In addition to the validation work, the Sub-Committee agreed to develop 11 new or updated model courses, including the following:

- Training course for Instructors;
- Basic training for ships subject to the IGF Code;
- Advanced training for ships subject to the IGF Code;
- Basic training for ships operating in polar waters;
- Advanced training for ships operating in polar waters; and
- Ratings as able seafarer deck.

The U.S. has led or assisted in the development of numerous model courses and hopes for continued involvement from other IMO Member States to complete this important work.

Development of PSC Guidelines on Hours of Rest

At HTW 2, the Sub-Committee reviewed a document containing guidelines for port State control officers on the conduct of inspections relating to the hours of rest of seafarers that was drafted by the Sub-Committee on the Implementation of IMO Instruments (III Sub-Committee). The U.S. and other Member States expressed some concern on the format and content of the proposal. Due to the fact that substantive changes were required to be made to the document and taking into account the workload of the working group at HTW 2, the U.S. volunteered to provide a draft proposal for consideration at HTW 3. The U.S. revised the document to better align with the format of the IMO's existing Procedures on Port State Control and provided more substantive content in the area of hours of rest. The document was agreed to and given back to the III

Sub-Committee for finalization.

Review of the Guidelines on Fatigue

Recognizing a need for an update to the existing MSC/Circ.1014 entitled, *Guidance on Fatigue Mitigation and Management*, the Maritime Safety Committee tasked the HTW Sub-Committee to review the existing circular and develop amendments, as necessary. Two proposals, one of which was submitted by the U.S., were reviewed by HTW 3. Despite significant efforts by the working group, the work could not be completed at this session of the Sub-Committee. To further the work, an intersessional correspondence group was initiated under the coordination of Australia, with set principles on how they are to proceed. The United States will continue to be fully engaged on this critical issue.

Next Session

The 4th session of the HTW Sub-Committee is scheduled for February 2 to 6, 2017, at IMO Headquarters.

3rd session of the Sub-Committee on Ship's Systems and Equipment (SSE 3)

The Sub-Committee on Ship Systems and Equipment (SSE) held its 3rd session at IMO Headquarters from March 14 to 18, 2016. Dr. S. Ota of Japan presided as Chair.

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

Fire Protection

Though there were several items under this issue discussed, four of the items were of particular note to the U.S.

First, the finalized draft *Guidelines for the selection of life safety performance criteria*, for inclusion in the *Guidelines on alternative design and arrangements for fire safety (MSC/Circ.1002)*. These life safety performance criteria are meant to assist Administrations in determining the suitability of alternative designs proposed under SOLAS regulation II-2/17. By incorporating the selection guidelines into MSC/Circ.1002, Administrations will be able to uniformly achieve minimum acceptable levels of safety in conformance with the SOLAS fire safety objective "to reduce the risk of life caused by fire" (II-2/2.1.1.2).

Taking into account the work of the Correspondence Group on amendments to the MODU Code, the Sub-Committee agreed in principle to draft amendments to the MODU Code. These draft amendments include requiring H-class divisions for spaces adjacent to hazardous areas with a radiant heat flux in excess of 100 kW/m², the protection of escape routes from radiant heat flux levels in excess of 2.5 kW/m², tracking of portable electrical equipment in hazardous areas, and additional fire protection for drill floors provided by either a water-spray system or multiple fixed monitors.

The Sub-Committee also finalized draft amendments to SOLAS regulation II-2/9.4.1.3 on the clarification of the require-

ments for fire integrity of windows on passenger ships carrying not more than 36 passengers and special purpose ships with more than 60 (but no more than 240 persons on board). This amendment clarifies that an A-0 classification is required for windows facing survival craft and embarkation areas, even for ships carrying not more than 36 passengers.

Finally, with regard to escape route signs and emergency equipment markings, the Sub-Committee agreed to draft an MSC Resolution, with an MSC Circular as an interim measure, to incorporate the signs and symbols from ISO 24409-2:2014. Due to concerns about referencing ISO standards, this approach was deemed more appropriate than amending either SOLAS footnotes or the FSS Code.

Life-Saving Appliances (LSA)

The Sub-Committee agreed to a set of 17 draft functional requirements prepared by the LSA working group for inclusion in SOLAS chapter III, which MSC 96 will be invited to review. Additionally, the Sub-Committee agreed to an intercessional Correspondence Group coordinated by Sweden who will continue to: refine the set of functional requirements; develop expected performance criteria for each functional requirement; structure the functional requirements and expected performance criteria for inclusion in SOLAS chapter III; and prepare a report for SSE 4.

The Sub-Committee also finished work on making the provisions of MSC.1/Circ.1206/Rev.1 mandatory and agreed to a draft MSC resolution on "Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear," with a view for submission as an urgent matter to MSC 96 for adoption, in conjunction with the associated SOLAS amendments to SOLAS chapter III/3 and III/20 to make the resolution mandatory.

Taking into account the work of the Correspondence Group on Review of the MODU

and LSA Codes and MSC.1/Circ.1206/Rev.1, the Sub-Committee was reminded by the Secretariat that the MODU Code is a non-mandatory instrument, and therefore decided to avoid draft amendments to mandatory instruments such as the LSA Code, SOLAS, and ongoing work to make the provisions of MSC.1/Cir.1206/Rev.1 mandatory. Through the work of the LSA working group, the Sub-Committee agreed to draft amendments to Chapters 10 and 14 of the MODU Code that have affect on LSA.

The draft amendments included provisions for an average body mass of 95 kg per occupant in lifeboats or adjusting that weight based on regional differences; requiring a dedicated rescue boat not dual certificated as a lifeboat; quarterly man overboard drills; and quarterly launching of a davit launched liferaft, including inflation of a training liferaft when practicable. The Sub-Committee did not have time to prepare an MSC resolution based on the outcomes of the fire protection and LSA working groups on the MODU Code amendments for consideration at MSC 96. Alternatively, the Sub-Committee endorsed the offer of the Marshall Islands to prepare a draft MSC resolution for submission to SSE4 for consideration.

Onboard Lifting Appliances and Winches

The Sub-Committee developed a preliminary set of draft goals for this issue. These goals will be expanded and accompanied by functional requirements as the work progresses intersessionally. Consideration was given to the future development of guidelines to accompany the goals and functional requirements, but drafting at this point was deemed premature. A Correspondence Group was established to finalize the goals and create functional requirements. The group looks to build on previous discussions and work toward future publication of guidelines in support of the goals and functional requirements.

Next Session

The 4th session of the SSE Sub-Committee is scheduled for March 20 to 24, 2017.

40th session of the Committee on Facilitation (FAL 40)

The Facilitation Committee (FAL) held its 40th session at IMO Headquarters from April 4 to 8, 2016. Mr. Yury Melenas from the Russian Federation presided as Chair.

The FAL 40 agenda covered a wide range of topics, including: Comprehensive review of the FAL Convention; Requirements for access to, or electronic versions of, certificates and documents, including record books required to be carried on ships; Application of single-window concept; Guidelines on the facilitation aspects of protecting the maritime transport network from “cyberthreats,” and Guidelines on minimum training and education for mooring personnel.

Below are the highlights.

Amendments to the Convention

The Committee adopted Amendments to the Annex to the FAL Convention. The Amendments revise many of the Standards and Recommended Practices in the Annex to the Convention, as well as update the 7 FAL Forms. Of particular note is a new standard to require public authorities to establish systems for the electronic exchange of information within 3-years of adoption of the Amendments. Following a 12-month transition period, ship owners and operators will be able to submit the required vessel arrival and departure information in a paperless environment. The Committee decided that the adopted Amendments should enter into force, in accordance with article VII(2)(b) on 1 January 2018.

e-Certificates and the Single Window

The Committee approved a revision to the FAL circular on *Guidelines for Use of Electronic Certificates*. Building on work from past sessions, these guidelines establish the features and conditions for using electronic certificates in printed form or viewed on a computer, including through a website authorized by the issuer. The Committee also discussed the progress in regards to developing a prototype Single Window. A Single Window is defined as a facility that allows submission of standardized information covered by the Convention to a single entry point.

Over the past two sessions, FAL has attempted to outsource maintenance of the very technical aspects of their work in the FAL Compendium on Electronic Business to the World Customs Organization (WCO) as the “owners” of many electronic pre-arrival messages. At FAL 40, FAL recognized that other stakeholders, such as the United Nations Economic Commission for Europe (UNECE) and some private organizations, need to also play a role in this area of work. The Committee invited WCO to lead an informal correspondence group focused on inclusion and harmonization to improve interoperability and the means of maintaining the Compendium. The U.S. is coordinating the FAL activities in this effort.

Cyber Vulnerability

The Committee discussed cyber vulnerability and its role related to pro-

tection of single window systems, systems for electronic certificates, and management of pre-arrival information transmitted by electronic messages. The Committee communicated its view to the Maritime Safety Committee as the IMO body primarily responsible for security, and plans to contribute to development of joint MSC-FAL guidelines on managing cyber threats.

Training and Education for Mooring Personnel

The Committee approved a revision to the FAL circular on *Guidelines for Minimum Training and Education for Mooring Personnel*. The revision retains a two-tiered approach to training for mooring personnel (one level directed at shore-side mooring personnel and one set of guidelines for personnel working aboard mooring boats).

Upcoming work

The Committee plans to continue work on cyber risk at the next session. Additionally, they plan on updating the Explanatory Manual to the Annex to the FAL Convention.

Next Session

The 41st session of the FAL Committee is scheduled for April 3 to 7, 2017, at IMO Headquarters.

3rd session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 3)

The Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) held its 3rd session at IMO Headquarters from February 29 to March 4, 2016. Mr. Ringo Lakeman from the Netherlands presided as Chair.

Navigation

The Navigation Working Group (WG) reviewed nine proposals for routing measures. The WG recommended the adoption of an Area to Be Avoided off the coast of Ghana, a traffic separation scheme (TSS) off the coast of Australia, a TSS proposed by France and Italy in the Corsica Channel, and an Amendment to an inshore traffic zone proposed by Denmark and Sweden. Additionally, the WG proposed language changes on ship's routing concerning the establishment of multiple structures (i.e. wind farms) at sea.

The WG reviewed a proposal concerning a Unified Interpretation (UI) of COLREG 1972 rule 18 – Protection of cable ships. The WG could not agree on the development of an UI, but agreed to recommend inviting interested parties to submit a proposal to MSC for a new output in the form of a circular that identifies the need to protect cable ships and raises awareness of mariners navigating in the vicinity of cable ships.

Communications

The 2-step process for recognizing new Global Maritime Distress and Safety System (GMDSS) mobile satellite providers proposed by the U.S. was accepted, and as a result, Iridium was incorporated into the GMDSS. This allows the company to move forward with testing the operational capabilities of its system with member states. Iridium will be formally recognized once they have completed any outstanding requirements not satisfied in step 1 of this process.

The performance standard for new satellite equipment was deferred to an informal Correspondence Group, coordinated by

the U.S., to ensure it is completed at the next session of NCSR.

Search and Rescue (SAR)

The presence of the International Civil Aviation Organization (ICAO) Technical Officer for SAR enabled a more in-depth discussion on harmonization of aeronautical and maritime SAR matters. Of particular note was ICAO's implementation of its Global Aeronautical Distress and Safety System (GADSS) concept of operations. Also, overviews were presented on several cooperative regional SAR initiatives such as the availability of the Asia/Pacific SAR Plan, participation in the Antarctic SAR Workshop to be hosted by Chile in June 2016, and various upcoming aeronautical SAR workshops with oceanic SAR regions.

The Sub-Committee was informed by the ICAO/IMO Joint Working Group on SAR that proposed Amendments to the 2019 edition of the IAMSAR Manual would be submitted for consideration at the 2017 and 2018 sessions of NCSR.

The *Guidelines for preparing plans for cooperation between search and rescue services and passenger ships* (MSC.1/Circ.1079) was considered to improve and simplify the system of distributing SAR plans for cooperation. Draft Amendments to MSC/Circ.1079 will be submitted for consideration at NCSR 4 to meet the target completion year of 2017.

Long Range Identification & Tracking (LRIT)

The annual results of the LRIT Coordinator's activities and audits were presented and the Sub-Committee noted the disconnection of the Venezuela (Bolivarian Republic of) National LRIT Data Center (NDC) by its data centre operator since 31 December 2015, due to ongoing financial problems.

There was significant interest and discussion of the paper presented by Austria, et al. (NCSR 3/7/4) related to the LRIT Inter-

national Data Exchange annual audit requirement and the response presented by IMO. In general, it was decided this was not a technical issue at this point but rather a policy issue which should be raised at the MSC for a decision.

The European Commission provided information on the implementation plan of the second modification of the LRIT system with regard to the International LRIT Data Exchange and the European Union Cooperative Data Center. The Sub-Committee endorsed the procedures for the second modification testing phase of the LRIT system and urged Governments responsible for the maintenance and operation of the Data Centers to put in place the necessary arrangements for the timely implementation of modification testing at each location.

The proposal from Brazil related to the use of the periodic rate change message was referred to the Communications Working Group, but did not get reviewed and discussed in depth due to a substantial amount of work and insufficient time.

Emergency Position Indicating Radio Beacons (EPIRBs)

The Sub-Committee noted the papers presented by the U.S. and the U.K. regarding the update of the IMO performance standard for EPIRBs, and invited the U.S. to coordinate a joint proposal from interested parties to NCSR 4. Interested parties were also invited to submit test results to the ICAO/IMO Joint Working Group, in order to allow this group to study the matter and provide advice to the Sub-Committee and to forward the characteristics of candidate locating signals, other than 121.5 MHz, to the Joint Working Group to facilitate the evaluation of the test results.

Next Session

The 4th session of the NCSR Sub-Committee is scheduled for March 6 to 10, 2017 at IMO Headquarters.

69th & 70th session of the Marine Environment Protection Committee (MEPC 69 & 70)

MEPC held its 69th & 70th session at IMO Headquarters from April 18 to 22 & October 24 to 28, 2016. Mr. Arsenio Dominguez from Panama presided as Chair.

Adoption of Amendments

MEPC 69 adopted two Amendments to MARPOL and an Amendment to the NOx Technical Code 2008, which are all expected to enter into force September 1, 2017. The Amendments to MARPOL Annex II revised the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection (GESAMP) Hazard Evaluation Procedure under the guidelines for the categorization of noxious liquid substances. The Amendments to MARPOL Annex IV introduced record requirements for operational compliance with NOx Tier III emission control areas, under the requirements for control of emissions from ships. The Amendments to the NOx Technical Code 2008 make changes to the approval and testing procedures of gas-fuelled and dual fuel engines for the NOx Tier III strategy.

The Committee adopted three Amendments to MARPOL at MEPC 70. The Amendments to MARPOL Annex I revise Form B of the Supplemental to the IOPP Certificate. The Amendments to MARPOL Annex V and provide provisions for substances that are harmful to the marine environment and the form of the Garbage Record Book. These two Amendments are expected to enter into force on March 1, 2018. The Amendments to MARPOL Annex VI related to data collection systems for fuel consumption of ships provide more clarity to the data range covered by the regulation, include the period of validity of the Statement of Compliance, change reference to “registered owner” to “Company,” and replace “over ground” with “through the water.” The expected start date is January 2019.

Ballast Water Management

At MEPC 69, the Committee granted final approval to three ballast water management systems. The Committee also discussed the status of the review on the *Guidelines for approval of ballast water management systems (G8)*. Though there was support for mandating the G8 guidelines, the Committee ultimately decided to mandate them only after the final review is complete.

At MEPC 70, the Committee noted that the entry-into-force criteria were met for the International Convention for the Control of Management of Ships' Ballast Water and Sediments, 2004. It will enter into force on September 8, 2017. A total of 69 Ballast Water Management systems have been granted Type Approval by Administrations.

Prevention of Air Pollution & Energy Efficiency of Ships

The Committee decided that the existing requirements of MARPOL Annex VI for ensuring the quality of fuel oil for use on board ships and were adequate. The Committee is scheduled to develop draft guidance on best practices for fuel oil purchasers, users, and other interested stakeholders for MEPC 71 to consider.

The Committee also discussed the date of implementation for the 0.50% sulfur limit, considering the discussion on fuel oil availability and the associated results of the sulfur monitoring report. MEPC 70 decided that the sulfur limit be effective January 1, 2020.

The Committee decided to make the development of an energy efficiency data collection system for fuel consumption mandatory and identified several items that require draft Amendments to chapter 4 of MARPOL Annex VI. The Committee also welcomed the outcome of the United Nations Climate Change Conference and the status of the Paris Cli-

mate Change Agreement related to target reductions for international maritime shipping. The Committee recognized the finalization of the data collections system as the first step of a three-step approach to enhance the efficiency and reduce Greenhouse Gas (GHG) emissions while ensuring growth of international trade.

At MEPC 70 a strategy for developing a roadmap on the reduction of GHG emissions was approved. How to implement the roadmap will be discussed over the next few sessions. Also MEPC.1/Circ.864, Guidelines for onboard sampling for the verification of sulfur content of fuel oil used on board ships was approved, resolution MEPC.281(7) amending the 2014 *Guidelines on the method of calculation of the attained EEDI for new ships* was adopted, and an exemption for ships fitted with dual-fitted engines or with only Tier II engines being built, converted, repaired and/or maintained at shipyards located in the North Sea and Baltic Sea as an emission control area (ECA) was included.

Special Areas

At MEPC 69, the remaining Baltic State declared adequate reception facilities for the collection of sewage from passenger ships, thus fulfilling the provisions of MARPOL Annex IV. It is expected that the Amendments will enter into force on September 1, 2017. At MEPC 70 the Jomard Entrance was designated as a Particularly Sensitive Sea Area.

Pollution Prevention & Response

MEPC 70 approved section II of the Manual on Oil Pollution-Contingency Planning along with the guidance on oil spill response in ice and snow conditions.

Next Session

The 71th session of the MEPC will be held on July 3 to 7, 2017 at IMO Headquarters.

96th & 97th session of the Maritime Safety Committee (MSC 96 & 97)

MSC held its 96th & 97th session at IMO Headquarters on 18 to 22, & November 21 to 25, 2016, under the chairmanship of Mr. Brad Groves (Australia).

Adoption of Amendments

MSC adopted Amendments to various regulations in SOLAS, including related mandatory codes. The following are expected to enter into force on January 1, 2020, except where noted:

- (1) Amendments to SOLAS regulations III/3 and III/20 & the draft resolution on Requirements for maintenance, thorough examination, operational testing, overhaul & repair of lifeboats and rescue boats, launching appliances & release gear.
- (2) New chapter 17 (which addresses helicopter facility foam firefighting appliances) & Amendments to chapter 8 (installation requirements for sprinkler, fire detection and fire alarm systems) of the International Code for Fire Safety Systems (FSS Code) associated with the Amendments to SOLAS regulation II-2/18. The Amendments in the FSS Code address helicopter facility foam firefighting appliances were also referenced for use in amendments approved by MSC 96 for the non-mandatory Code for Construction & Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code).
- (3) Amendments to SOLAS regulations II-2/3 (defining helicopter landing & winching areas) & II-2/13 (addressing means of escape on passenger ships).
- (4) Amendments to The International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers & Oil Tankers, 2013 Edition (2011 ESP Code) which better align with International Association of Classification Societies' Unified Requirements. An expedited entry into force timeline was decided upon by MSC to harmonize the two requirements. They enter into force on January 1, 2018.

- (5) Amendments to The International Maritime Dangerous Goods Code (IMDG Code), which included changes annexed to Circular Letter No.3598. This effort harmonized the code with UN recommendations. They will enter into force on January 1, 2018, with voluntary application allowed up to one year prior.
- (6) Amendments to SOLAS regulations II-1/3-12 on protection against noise, II-2/1 & II-2/10 on firefighting & new regulation XI-1/2-1 on harmonization of survey periods of cargo ships not subject to the ESP Code.
- (7) Amendments to the 2008 International code on Intact Stability (IS Code) on ships engaged in anchor handling operations & to ships engaged in lifting & towing operations.
- (8) Amend the FSS Code to clarify the distribution of crew in public spaces for stairways width calculations.
- (9) Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC) Code, which aligns the wheelhouse fire rating requirements in the IGC Code with SOLAS chapter II-2.
- (10) Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) & its related Code that includes new mandatory minimum training for masters & deck officers on ships operating in Polar waters, & an extension of emergency training for personnel on passenger ships. They will enter into force on July 1, 2018.

Maritime Security

MSC recognized the urgent need to raise awareness on cyber risk threats & vulnerabilities in shipping. MSC decided to approve interim guidelines, provided by the United States, with the understanding that the guidelines may be superseded by a joint FAL/MSC circular at FAL 41. The facilitation aspects are expected to be

forwarded to MSC 98. The issue of cyber risk management is a high priority for the United States & the U.S. will continue the forward momentum on this important issue.

Goal Based Standards (GBS)

MSC confirmed that twelve International Association of Classification Societies Member Recognized Organizations' rules conform to the GBS standards. Beginning in 2017, all new ships must be constructed to the rules of a classification society that have been accepted as complying with the IMO GBS standards.

Industrial Personnel

MSC agreed to a new SOLAS Chapter [XV] to address for the carriage of more than 12 industrial personnel on board vessels engaged on international voyages. The Sub-Committee on Ship Design & Construction will begin to develop the Code. Interim recommendations were adopted to be used until the provisions are provided.

STCW Manila 2010

There is concern that some of the Parties to STCW could not issue STCW certificates in accordance with Manila Amendment requirements by the implementation date. MSC agreed to a circular that addresses what to do in the case where not all seafarers carry certificates & endorsements meeting the 2010 Manila Amendments, which will be the suggested approach until July 1, 2017.

IMSBC Code

MSC approved draft amendments to the International Maritime Solid Bulk Cargoes Code (IMSBC Code) that requires the shipper to perform determination test for the transportable moisture limit of solid bulk cargo, & that sampling & testing for moisture content are conducted.

Next Session

The 98th session of the MSC is scheduled for June 7 to 16, 2017 at IMO Headquarters.

116th & 117th session of the Council (C 116 & 117)

The 116th & 117th sessions of the Council (C 116) was held on July 4 to 7, 2016 & December, 5 to 9, 2016, at the IMO headquarters in London under the chairmanship of Mr. Jeff Lantz (USA).

Strategy, Planning, and Reform

The Council's Working Group on the Development of a New Strategic Framework assessed twenty-four Trends, Developments, and Challenges against their fit within the Organization's mission, impact on the Member States, occurrence, and the ability of the IMO to make an impact or difference. At the 117th session, the vision statement, overarching principles, and strategic directions were approved. A new strategic plan, in draft form, will be considered at Assembly 30.

The Council also agreed to harmonize the terms of office in the Rules and Procedures of all the IMO Committees (and Sub-Committees) to limit the total term of office for Chairs and Vice-Chairs to no more than five years. Additionally, the Council agreed that it was appropriate to establish the use of gender-neutral terms, such as "Chair" in lieu of "Chairman", in the Committee Rules, and requested all Committees amend their Rules and Procedures accordingly.

Resource Management

Given the vote in the United Kingdom to withdraw from the European Union occurred only a few weeks prior to C 116, the Secretary General provided a report on any immediate impact the vote had on the investments and finances of the Organization. The Council also authorized the Secretary General to make any necessary timely transfers to cover or reduce deficits in Strategic Results appropriate balances, in accordance with the Organization's Financial Regulations and Rules.

Regarding the request from Somalia to waive all outstanding contributions to the Organization (called the waiver of ar-

rears), the Council recommended that consideration be given by the IMO Assembly only when a request for waiver has also been submitted to the United Nations General Assembly.

The Council approved the budget for 2016-2017 biennium at C 117, but did want clarification on the newly launched multi-donor trust Fund and whether the chronic vacancies within the IMO staff can be . The Secretary-General plans to provide an update at C 118.

Member States Audit Scheme

A consolidated audit summary report, provided to Council 116, was sent to both MEPC and MSC for review. Each Committee was asked to advise the Council on the appropriateness and effectiveness of the provision of IMO instruments cited in the audit findings.

MEPC 69 & 70 Report

The Council discussed the recent activity surrounding the ratification of BWM 2004 and the more recent practice of the Secretariat conducting monthly versus annual tonnage calculations. The Secretariat submitted an explanation document at C 117 that outlines the process by which the Secretariat calculates tonnage upon acceptance of IMO instruments of ratification or accessions. The Council supported the practice and asked that the Secretary-General notify the Council in advance, when the practice is used in the future.

The Council endorsed the request for additional manpower in the Secretariat to develop and maintain the IMO Ship Fuel Oil Consumption Database and to produce an annual report for the data collected. The necessary allocation will be a part of the 2018-2019 budget proposal.

External Relations

The Council endorsed the theme for World Maritime Day 2017-Connecting

Ships, Ports and People and accepted the offer from Panama to host the World Maritime Day parallel event in that same year. The Council also pointed out that 2018 would mark the 70th anniversary of the adoption of the IMO Convention and the 100th session of the Maritime Safety Committee. In light of these significant anniversaries, there will be events coordinated by the Secretariat throughout 2018.

Relations with Non-governmental Organizations

The Council noted that the International Sailing Federation Ltd. (ISAF) had changed its name to World Sailing Ltd., with no related acronym.

Report of the Status of the Convention and Membership of the Organization

The Council noted that the Republic of Belarus deposited an instrument of acceptance of the IMO Convention. The new addition takes the member count to 172.

Next Session

The 118th session of the Council is scheduled for July 24 to 28, 2017, at IMO Headquarters.

66th session of the Technical Cooperation Committee (TC 66)

The 66th session of the Technical Cooperation Committee (TC 66) was held on October 10 to 12, 2016, at the IMO headquarters in London under the chairmanship of Mr. Ayub (Malaysia).

Integrated Technical Cooperation Programme-Annual Report for 2015-

The Integrated Technical Cooperation Programme (ITCP) resulted in 235 activities delivered in 2015. The activities provided training for 3,367 maritime individuals worldwide. The Secretariat

indicated that it plans to re-examine the format and content of the annual report, to reflect the regional information with respect to the assessment delivery.

Work Programme-

The Committee identified a need to convene an intersessional workgroup to complete five tasks before TC 67. Those tasks include revisions to related Assembly resolutions, linking the Organization's technical assistance work with the United Nations Sustainable

Development Goals, finalizing the ITCP for 2018-2019, determining actions to improve the delivery of technical assistance as a result of the 2016 Impact Assessment Exercise, and reviewing the 2007 Strategy on the long-term financing of the ITCP.

Next Session

The 67th session of the TC will be held on July 17 to 19, 2017 at IMO Headquarters.

IMO Solicitation for the 2017 IMO Award for Exceptional Bravery at Sea

U.S. Coast Guard seeks information on all U.S. merchant vessels and their crews involved in the performance of exceptional bravery and outstanding courage at sea during the period of March 1, 2016 to February 28, 2017. All qualified IMO Nominations that meet the criteria must be submitted to the Coast Guard no later than April 1, 2017. Industry representatives are asked to complete Annex 2 of the IMO Circular Letter No.3676, which is found [here](#), and submit it to imo@uscg.mil.

IMO Special Recognition for Merchant Vessels Involved in the Rescue of Migrants at Sea

U.S. Coast Guard continues to seek information on all U.S. merchant vessels and their crews involved in the rescue of mixed migrants at sea. The IMO began recognition for such rescues in January of 2014. Nominations must be endorsed and submitted by member governments. Industry representatives are asked to complete Annex 2 of the IMO Circular Letter No.3619, which is found [here](#), and submit it to imo@uscg.mil.