INTERNATIONAL MARITIME ORGANIZATION

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MARINE ENVIRONMENT PROTECTION COMMITTEE
65th session
Agenda item 22

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REPORT OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE ON ITS SIXTY-FIFTH SESSION

Attached are annexes 19 to 48 to the report of the Marine Environment Protection Committee on its sixty-fifth session (MEPC 65/22).

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ANNEX 19

TERMS OF REFERENCE FOR THE UPDATE OF THE 2009 IMO STUDY OF GREENHOUSE GAS EMISSIONS ESTIMATE FOR INTERNATIONAL SHIPPING

Background

MEPC 63 noted that uncertainty exists in the estimates and projections of emissions from international shipping, especially as the current estimate contained in the Second IMO GHG Study 2009 does not take account of the economic downturn experienced globally since 2008.

MEPC 63 agreed that further work should take place to provide the Committee with reliable and up-to-date information to base its decisions on, and requested the Secretariat to investigate possibilities and report to future sessions (MEPC 63/23, paragraph 5.58).

MEPC 64 endorsed, in principle, the outline for an update of the GHG emissions estimate provided in document MEPC 64/5/5 (Secretariat) and agreed that an Expert Workshop be held in 2013 to further consider the methodology and assumptions to be used in the update (MEPC 64/23, paragraph 5.6).

It is recognized that CO_2 is the most significant GHG emitted by ships. The Update Study should be transparent, not policy prescriptive, and include the issues below.

Following an Expert Workshop held at IMO in February 2013 the following terms of reference for this Update Study were agreed by MEPC 65 and are as follows:

Inventories and future scenarios of emissions of GHGs and relevant substances from international shipping[1]

1 The Update Study should include global inventories of GHGs and relevant substances for the period prescribed in paragraph 1.3 below emitted from international shipping, methodological aspects and future emission scenarios, described as follows:

.1 GHGs should be defined as the gases considered under the UNFCCC process: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulphur hexafluoride (SF_6);

.2 other relevant substances that may contribute to climate change include: nitrogen oxides (NO_x), non-methane volatile organic compounds (NMVOC), carbon monoxide (CO), particulate matter (PM) and sulphur oxides (SO_x);

.3 the inventories should include the annual emission series from 2007 to the year as far as statistical data are available but not earlier than 2011;

.4 GHGs inventories should be estimated both by top-down and by bottom-up approaches subject to data availability. The top-down approach should be

[1] Refer to paragraphs 21 and 22 of document MEPC 65/5/2.

based on the statistical data on fuel delivered to international shipping[2]. The bottom-up approach should be based on ship activity[2]. The bottom-up approach could investigate fuel deliveries and ship records at ports as means to validate the modelling work based on activity data, on a sampling basis;

.5 these two inventories[3] should be compared and analysed for QA/QC and transparency of these data and, if there are significant discrepancies between the inventory results, these should be explained;

.6 the inventories of the Update Study should be comparable with those of the Second IMO GHG Study 2009;

.7 the inventory should include an analysis of uncertainties in the emission estimates;

.8 the studies should include an explanation of the revision to the methods and data inputs and the impact of those revisions on the updated inventories to the extent possible;

.9 the methods employed and data used should be laid down transparently in the report and the methods should be scientifically sound; and

.10 estimations of future shipping emission scenarios should be performed in base-case (business as usual) for the years 2020 and 2050. Economic growth, changes in transport demand, changes in transport routes, as well as expected efficiency improvements should be considered as part of emissions scenarios. Effects of MARPOL Annex VI, as amended, should be taken into account.

Organizational matters

2 While taking into account relevant new information, the authors should not duplicate existing studies that have already been completed. Therefore, in conducting the Update Study, the authors may consult a broad range of reputable organizations, institutions and resources with relevant experience and/or expertise within areas of the terms of reference. The authors should validate the credibility of information obtained. The responsibility for the content of the updated study would rest with the authors.

Steering Committee

3 A Steering Committee should be established by the Committee at its sixty-fifth session. The Steering Committee should be geographically balanced (e.g. with reference to the five United Nations regions), and equitably represent developing and developed countries. Relevant stakeholders should also be represented. The Steering Committee established should be of a manageable size and therefore should be as small as possible.

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2 For example, the top-down approach should rely on existing statistical sources of fuel delivery data regarding marine uses of fossil fuels, such as international surveys (e.g. IEA) and national statistics on fuel deliveries for marine uses.

In applying the vessel-activity based bottom-up approach to obtain emissions inventory, the update should aim for utilizing, to the best extent possible, actual vessel speed to obtain engine loads. Categorization of vessels should be more refined to reduce bias from taking ship category averages.

3 Alternative sources of data, for example, free data sources, terrestrial and satellite AIS, LRIT, and port call information may be used.

The Steering Committee should:

.1 act as a focal point for the Committee;

.2 provide input into the tendering process and approve the study outline; and

.3 confirm that the study meets the terms of reference, review and monitor the progress of the Update Study.

4 The Steering Committee should, as far as possible, make decisions by consensus, make all efforts to ensure timely completion of the Update Study and undertake most of their work using modern communication methods, e.g. by e-mail and teleconferencing.

Contract and implementation

5 The IMO Secretariat will be responsible for procuring the services of the contractor(s) by 31 July 2013 and supervising the execution of the Update Study.

6 The International Maritime Organization's (IMO) General Terms and Conditions will be applicable to the contract(s).

7 If the tenderer intends to subcontract part of the work or to realize the work in cooperation with another partner, full details will have to be given in the bid. Overall responsibility for the work will remain with the contractor(s).

8 All payments will be made in United States dollars and so quotes should be provided in US dollars. If any currency conversions are required, the rate of exchange will be the official United Nations operational rate applicable on the date of payment.

Delivery of Update Study

9 The final report of the Update Study should be submitted to the sixty-sixth session of the Marine Environment Protection Committee to be held in March 2014.

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ANNEX 20

STATEMENT BY A REPRESENTATIVE OF THE UNFCCC SECRETARIAT ON UNFCCC MATTERS

Mr. Chairman, distinguished delegates, Ladies and Gentlemen,

Thank you for giving me the opportunity to address the 65th session of IMO's Marine Environment Protection Committee on behalf of the UNFCCC secretariat.

I would like to use this opportunity to inform this meeting: (i) on the outcome of the Doha Climate Change Conference, and highlight relevant decisions for the international shipping sector, and (II) on the current work under the Ad Hoc Working Group on the Durban Platform for Enhanced Action (ADP).

Doha Outcome

In Doha, Parties have successfully launched the second commitment period under the Kyoto Protocol. The Kyoto Protocol, as the only existing and binding agreement under which developed countries commit to cutting greenhouse gases, has been amended and will continue as of 1 January 2013 until 2020.

Under the new negotiation process of ADP, Parties agreed a firm timetable to adopt a universal climate agreement by 2015 and agreed a path to raise the level of ambition to respond to climate change from now until 2020.

Parties also successfully concluded the work under the Bali Action Plan launched under the Convention in 2007. They endorsed the completion of new institutions and agreed ways and means to deliver scaled-up climate finance and technology to developing countries.

In Doha, emissions from international transport were addressed in negotiations under the AWG-LCA agenda item on sectoral approaches; and under the SBSTA agenda item on emissions from fuel used for international transport, which currently serves as the platform to receive information from IMO and ICAO.

Under the AWG-LCA, Parties were unable to find consensus on the item on sectoral approaches. As a result, it was not included in the agreed outcome pursuant to the Bali Action Plan (Decision 1/CP.18).

Under the SBSTA Parties took note of the information provided by ICAO and IMO on recent progress in addressing emissions from fuel used in international aviation and maritime transport. The SBSTA invited the secretariats of both organizations to continue reporting on relevant work in their respective areas at future SBSTA sessions.

Work under the ADP

Mr. Chairman, let me now provide a snapshot of the current work under the ADP.

The ADP was launched in Durban for Parties to negotiate a new, universal climate agreement by 2015, to come into force from 2020; and to find ways to accelerate and catalyze existing climate action towards closing the gap between our collective ambition and the demands of science before 2020.

During the 2nd session of the ADP last month in Bonn, Parties worked constructively towards the objectives of the ADP.

On the new agreement, they started to build consensus on the need to construct an innovative set of ways for all countries to commit to climate actions that are compatible with their national circumstances and that the contours of the new agreement must integrate action across all levels of governance.

On the level of ambition, they recognised that there are many existing opportunities to scale up existing mitigation actions; that low-emission and high resilience development requires cooperation among the governments and across government ministries; and that there is a need to build up sufficient financial means to implement action.

Closing

Mr. Chairman, in this regard any action to address GHG emissions from international maritime transport under the IMO can help Parties in their decisions under the UNFCCC and can complement countries actions towards low-emission development and towards closing the ambition gap.

Thank you, Mr. Chairman.

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ANNEX 21

RESOLUTION MEPC.235(65)

Adopted on 17 May 2013

AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973

(Amendments to Form A and Form B of Supplements to the IOPP Certificate under MARPOL Annex I)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL),

HAVING CONSIDERED draft amendments to Form A and Form B of Supplements to the IOPP Certificate under Annex I of MARPOL,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to Form A and Form B of Supplements to the IOPP Certificate under Annex I of MARPOL, the text of which is set out in the annex to the present resolution;

2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 April 2014 unless, prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3. INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 October 2014 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL certified copies of the present resolution and the text of the amendments contained in the annex;

5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL copies of the present resolution and its Annex.

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ANNEX

AMENDMENTS TO FORM A AND FORM B OF SUPPLEMENTS TO THE IOPP CERTIFICATE UNDER MARPOL ANNEX I

1 Amendments to the Supplement to the IOPP Certificate (Form A)

The existing paragraph 3.2.1 is replaced by the following:

"3.2.1 Incinerator for oil residues (sludge)……..□"

2 Amendments to the Supplement to the IOPP Certificate (Form B)

The existing paragraph 3.2.1 is replaced by the following:

"3.2.1 Incinerator for oil residues (sludge)……..□"

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ANNEX 22

RESOLUTION MEPC.236(65)

Adopted on 17 May 2013

AMENDMENTS TO THE CONDITION ASSESSMENT SCHEME UNDER MARPOL ANNEX I

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL),

NOTING ALSO that regulation 20.6 of Annex I of MARPOL specifies that the Condition Assessment Scheme, adopted by resolution MEPC.94(46), as may be amended, provided such amendments shall be adopted, brought into force and take effect in accordance with the provisions of article 16 of the 1973 Convention relating to amendment procedures applicable to an appendix to an annex,

RECALLING ALSO resolutions MEPC.99(48), MEPC.112(50), MEPC.131(53) and MEPC.155(55) by which the Committee adopted amendments to the Condition Assessment Scheme, in accordance with the provisions of article 16 of the 1973 Convention relating to amendment procedures applicable to an appendix to an annex,

RECOGNIZING the need to amend the Condition Assessment Scheme, replacing references to resolution A.744(18) in view of the adoption by the Assembly, at its twenty-seventh session, of the International Code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers, 2011 (2011 ESP Code) by resolution A.1049(27),

HAVING CONSIDERED at its sixty-fifth session, the proposed amendments to the Condition Assessment Scheme,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to the Condition Assessment Scheme, the text of which is set out in the annex to the present resolution;

2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 April 2014, unless, prior to that date, not less than one third of the Parties to MARPOL or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified to the Organization their objections to the amendments;

3. INVITES Parties to MARPOL to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 October 2014 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL certified copies of the present resolution and the text of the amendments contained in the annex;

5. REQUESTS FURTHER the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Parties to MARPOL; and

6. INVITES the Maritime Safety Committee to note the amendments to the Condition Assessment Scheme.

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ANNEX

AMENDMENTS TO THE CONDITION ASSESSMENT SCHEME (RESOLUTION MEPC.94(46), AS AMENDED)

1 After paragraph 1.5, the following new paragraph is inserted:

"1.6 The Assembly, at its twenty-seventh session, adopted the *International Code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers, 2011 (2011 ESP Code)* (resolution A.1049(27)) and the Maritime Safety Committee, at its ninetieth session, adopted, by resolution MSC.325 (90), amendments to SOLAS regulation XI-1/2, replacing "resolution A.744(18)" with "the 2011 ESP Code" and thereby making the Code mandatory. Therefore, the references to "resolution A.744(18)" in the CAS are replaced by references to "the 2011 ESP Code (resolution A.1049(27))"."

2 In paragraphs 3.10, 6.2.1.3, 6.2.2.9, 7.3.1, 7.3.4, 7.3.7 and 8, the reference to "resolution A.744(18), as amended" is replaced by a reference to "the 2011 ESP Code".

3 In appendix 2, in the section "Inspections by the Company", the reference to "resolution A.744(18), as amended" is replaced by a reference to "the 2011 ESP Code".

4 In appendix 3, in section 8, the reference to "resolution A.744(18), as amended" is replaced by a reference to "the 2011 ESP Code".

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ANNEX 23

RESOLUTION MEPC.237(65)

Adopted on 17 May 2013

ADOPTION OF THE CODE FOR RECOGNIZED ORGANIZATIONS

(RO CODE)

Text of the Code for Recognized Organizations is contained in document MEPC 65/22/Add.2, which will be issued after the adoption of the same code by MSC 92.

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ANNEX 24

RESOLUTION MEPC.238(65)

Adopted on 17 May 2013

AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973

(Amendments to MARPOL Annexes I and II to make the RO Code mandatory)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL),

HAVING CONSIDERED the draft amendments to Annexes I and II of MARPOL to make the RO Code mandatory,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to Annexes I and II of MARPOL, the text of which is set out in the annex to the present resolution;

2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2014 unless, prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3. INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2015 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL certified copies of the present resolution and the text of the amendments contained in the annex;

5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL copies of the present resolution and its annex.

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ANNEX

AMENDMENTS TO MARPOL ANNEXES I AND II

Amendments to MARPOL Annex I

Regulation 6

The existing text of the last sentence of paragraph 3.1 is replaced by the following:

"Such organizations, including classification societies, shall be authorized by the Administration in accordance with the provisions of the present Convention and with the Code for Recognized Organizations (RO Code), consisting of part 1 and part 2 (the provisions of which shall be treated as mandatory) and part 3 (the provisions of which shall be treated as recommendatory), as adopted by the Organization by resolution [MEPC…], as may be amended by the Organization, provided that:

.1 amendments to part 1 and part 2 of the RO Code are adopted, brought into force and take effect in accordance with the provisions of article 16 of the present Convention concerning the amendment procedures applicable to this annex;

.2 amendments to part 3 of the RO Code are adopted by the Marine Environment Protection Committee in accordance with its Rules of Procedure; and

.3 any amendments referred to in .1 and .2 adopted by the Maritime Safety Committee and the Marine Environment Protection Committee are identical and come into force or take effect at the same time, as appropriate."

Amendments to MARPOL Annex II

Regulation 8

The existing text of paragraph 2.2 is replaced by the following:

"Such organizations, including classification societies, shall be authorized by the Administration in accordance with the provisions of the present Convention and with the Code for Recognized Organizations (RO Code), consisting of part 1 and part 2 (the provisions of which shall be treated as mandatory) and part 3 (the provisions of which shall be treated as recommendatory), as adopted by the Organization by resolution [MEPC…], as may be amended by the Organization, provided that:

.1 amendments to part 1 and part 2 of the RO Code are adopted, brought into force and take effect in accordance with the provisions of article 16 of the present Convention concerning the amendment procedures applicable to this annex;

.2 amendments to part 3 of the RO Code are adopted by the Marine Environment Protection Committee in accordance with its Rules of Procedure; and

.3 any amendments referred to in .1 and .2 adopted by the Maritime Safety Committee and the Marine Environment Protection Committee are identical and come into force or take effect at the same time, as appropriate."

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ANNEX 25

STATEMENT BY THE DELEGATION OF IRELAND ON THE CODE FOR RECOGNIZED ORGANIZATIONS (RO CODE)

Ireland considers that the RO Code contains a set of minimum requirements on which States can elaborate and improve as appropriate for the enhancement of maritime safety and the protection of the environment.

In particular, as regards the RO Code, Ireland wishes to make clear that nothing in the said Code shall be construed to restrict or limit in any way the fulfilment of its obligations under the law of the European Union in relation to:

- the definition of "statutory certificates" and "class certificates";
- the scope of the obligations and criteria laid down for recognized organizations;
- the duties of the European Commission as regards the recognition, assessment and, where appropriate, the imposition of corrective measures or sanctions on recognized organizations.

In the case of an IMO audit, Ireland will state that only compliance with those provisions of the relevant international conventions which Ireland has accepted, including in the terms of this declaration, shall be verified

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ANNEX 26

STATEMENT BY THE DELEGATION OF JAPAN ON PORT RECEPTION FACILITIES FOR THE IMPLEMENTATION OF THE REVISED MARPOL ANNEX V

Thank you Mr. Chairman.

First of all, this delegation would like to express its appreciation to the co-sponsors for their independent investigation for the situation of port reception facilities.

However, with respect to the document of MEPC 65/10, this delegation has to say it is regrettable that the information on Japanese ports shown in the table of Annex 1 of this document did not reflect accurate situations on PRF in Japan, just as the delegation of Marshal Islands has mentioned briefly.

In order to ensure the full implementation of regulations in revised Annex V, the Japanese Government took necessary actions to amend corresponding domestic laws last year. Those amendments entered into force on January 1, 2013 in conjunction with the effective date of revised Annex V. Furthermore, in December 2012, the Japanese Government developed "guidelines for port authorities in reception of garbage from ships". Port authorities including those listed in MEPC65/10, Annex 1 are taking corresponding measures to ensure adequate reception of garbage from ships based on the guidelines.

The vast majority of cargos shipped to Japan so far was not declared as HME and thus did not require procedures in accordance with regulations in MARPOL Annex V. The guidelines above identified existing treatment facilities within the country which are able to receive HME cargo residues and wash water. For a few cargoes declared as HME, the Japanese Government has ensured smooth unloading and transportation of garbage to such facilities, in close collaboration with port authorities, shipping companies, shippers as well as waste treatment operators.

Given the limited quantity and intermittent discharge pattern of HME cargo residues and wash water, it does not provide financial and operational good reason to establish a new PRF in each port and terminal. Instead, Japan has ensured their reception at ports and transfer of such HME garbage to existing treatment facilities located in the country.

Lastly, this delegation would like to express its intention to provide more detailed information about Japan's efforts if necessary, and request the Secretariat to keep a record about our comment above in the final report of this session, as this kind of information would affect the Nation's confidence and reputation, or even worse, it might cause a negative effect on trade.

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ANNEX 27

DRAFT AMENDMENTS TO MARPOL ANNEX V
(THE RECORD OF GARBAGE DISCHARGES)

1 The existing Record of Garbage Discharges contained in the appendix is replaced by the following:

RECORD OF GARBAGE DISCHARGES

Ship's name: _____
Distinctive No., or letters: _____
IMO No.: _____

Garbage categories:

A. Plastics
B. Food wastes
C. Domestic wastes
D. Cooking oil
E. Incinerator Ashes
F. Operational wastes
G. Cargo residues
H. Animal Carcass(es)
I. Fishing gear

Date/time	**Position of the ship (latitude/longitude/port) Remarks: (e.g. accidental loss; water depth if known; cargo residues start/stop position)**	**Category**	**Estimated amount discharged**		**Estimated amount Incinerated (m^3)**	**Certification/Signature**
			Into sea (m^3)	To reception facilities (m^3)		
/						/
/						/

Master's signature: _____ Date: _____

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ANNEX 28

RESOLUTION MEPC.239(65)

Adopted on 17 May 2013

AMENDMENTS TO THE 2012 GUIDELINES FOR THE IMPLEMENTATION OF MARPOL ANNEX V

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by the international conventions for the prevention and control of marine pollution,

RECALLING ALSO that Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL) relating thereto provides regulations for the prevention of pollution by garbage from ships,

NOTING that the Committee, at its sixty-second session, adopted the revised MARPOL Annex V by resolution MEPC.201(62), which entered into force on 1 January 2013,

NOTING ALSO that the Committee, at its sixty-third session, adopted the *2012 Guidelines for the Implementation of MARPOL Annex V* by resolution MEPC.219(63),

HAVING CONSIDERED, at its sixty-fifth session, the proposed amendments to the *2012 Guidelines for the Implementation of MARPOL Annex V*,

1. ADOPTS the amendments to the *2012 Guidelines for the Implementation of MARPOL Annex V*, the text of which is set out in the annex to this resolution;

2. INVITES Governments, in implementation of the provisions of the revised MARPOL Annex V, to take into account the *2012 Guidelines for the Implementation of MARPOL Annex V*, as amended by this resolution; and

3. AGREES to keep these Guidelines under review in light of the experience gained.

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ANNEX

AMENDMENTS TO THE 2012 GUIDELINES FOR THE IMPLEMENTATION OF MARPOL ANNEX V

1 In paragraph 2.4.3, a new bullet point is inserted at the end as follows:

- E-waste generated on board (e.g. electronic cards, gadgets, instruments, equipment, computers, printer cartridges, etc.)."

2 A new paragraph 5.2.8 is added as follows:

"E-waste such as electronic cards, gadgets, equipment, computers, printer cartridges, etc."

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ANNEX 29

DRAFT AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)

Chapter 1 – General

1 New paragraphs 1.3.37 and 1.3.38 are added as follows:

1.3.37 Purging means the introduction of inert gas into a tank which is already in an inert condition with the object of further reducing the oxygen content; and/or reducing the existing hydrocarbon or other flammable vapours content to a level below which combustion cannot be supported if air is subsequently introduced into the tank.

1.3.38 Gas-freeing means the process where a portable or fixed ventilation system is used to introduce fresh air into a tank in order to reduce the concentration of hazardous gases or vapours to a level safe for tank entry.

Chapter 8 – Cargo tank venting and gas-freeing arrangements

2 In paragraph 8.15, the references to "SOLAS regulations II-2/4.5.3 and 4.5.6" are replaced by the references to "SOLAS regulations II-2/4.5.3, 4.5.6 and 16.3.2".

3 A new paragraph 8.5 is inserted as follows:

8.5 Cargo tank purging

When the application of inert gas is required by 11.1.1, before gas freeing, the cargo tanks shall be purged with inert gas through outlet pipes with cross sectional area such that an exit velocity of at least 20 m/s can be maintained when any three tanks are being simultaneously supplied with inert gas. The outlets shall extend not less than 2 m above the deck level. Purging shall continue until the concentration of hydrocarbon or other flammable vapours in the cargo tanks has been reduced to less than 2 per cent by volume.

4 The existing paragraph 8.5 and subparagraphs 8.5.1, 8.5.2 and 8.5.3 are renumbered as paragraph 8.6 and subparagraphs 8.6.1, 8.6.2 and 8.6.3, respectively.

Chapter 9 – Environmental control

5 The chapeau of paragraph 9.1.3 is replaced by the following:

9.1.3 Where inerting or padding of cargo tanks is required by this Code in column "h" of chapter 17:

Chapter 11 – Fire protection and fire extinction*

6 Subparagraph 11.1.1.1 is replaced by the following:

11.1.1.1 regulations 10.8 and 10.9 shall not apply;

Chapter 15 – Special requirements

7 Paragraph 15.13.5 is replaced by the following:

15.13.5 When a product containing an oxygen dependent inhibitor is to be carried in a ship:

.1 constructed on or after date of entry into force of the new SOLAS IG requirements, and for which inerting is required as per paragraph 11.1.1 of this Code, the application of inert gas shall not take place before loading or during the voyage, but shall be applied before commencement of unloading*.

.2 constructed before the entry into force of the SOLAS amendments for IG, the product shall be carried without inertion (in tanks of a size not greater than 3,000 m^3). Such cargo shall not be carried in a tank requiring inertion under the requirements of SOLAS chapter II-2*

* When new Arrangements for the carriage of Oxygen dependent inhibitors is agreed.

Chapter 17 – Summary of minimum requirements

8 The explanatory notes for "Tank environment control (column h)" are replaced by the following:

Tank environmental control (*column h*)	Inert:	inerting (9.1.2.1)
	Pad:	liquid or gas padding (9.1.2.2)
	Dry:	drying (9.1.2.3)
	Vent:	natural or forced ventilation (9.1.2.4)
	No:	no special requirements under this Code (inerting requirements may be required under SOLAS)

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ANNEX 30

RESOLUTION MEPC.240(65)

Adopted on 17 May 2013

2013 AMENDMENTS TO THE REVISED GUIDELINES AND SPECIFICATIONS FOR OIL DISCHARGE MONITORING AND CONTROL SYSTEMS FOR OIL TANKERS (RESOLUTION MEPC.108(49))

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING resolution MEPC.108(49) by which the Committee adopted the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers,

NOTING ALSO that the revised MARPOL Annex I was adopted by resolution MEPC.117(52) and entered into force on 1 January 2007,

HAVING CONSIDERED, at its sixty-fifth session, proposed amendments to the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers, prepared by the Sub-Committee on Bulk Liquids and Gases at is seventeenth session,

1. ADOPTS the 2013 Amendments to the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers, the text of which is set out in the annex to this resolution;

2. RECOMMENDS Governments to apply the annexed amendments when approving oil discharge monitoring and control systems being installed under regulation 31 of MARPOL Annex I on oil tankers constructed on or after 1 January 2005.

*** * ***

ANNEX

2013 AMENDMENTS TO THE REVISED GUIDELINES AND SPECIFICATIONS FOR OIL DISCHARGE MONITORING AND CONTROL SYSTEMS FOR OIL TANKERS

REVISED GUIDELINES AND SPECIFICATIONS FOR OIL DISCHARGE MONITORING AND CONTROL SYSTEMS FOR OIL TANKERS

1 In the Table of Contents, a new entry 3.7 is added, as follows:

"3.7 Bio-fuels"

2 In paragraphs 1.1.1 and 1.1.2.1, the references "regulation 15(3)(a) of Annex I of MARPOL" are replaced by the references "regulation 31 of MARPOL Annex I.

3 Paragraph 1.1.3 is replaced by the following:

"1.1.3 These Guidelines and Specifications also apply to oil content monitoring systems used for monitoring each individual bio-fuel blend containing 75 per cent or more of petroleum oil, carried in accordance with paragraph 4.1 of MEPC.1/Circ.761. Wherever in these Guidelines and Specifications reference is made to oil being monitored, this applies likewise to bio-fuel blends."

4 In paragraph 2.1, the references "Annex I of MARPOL" and "regulation 15(3)(a)" are replaced by the references "MARPOL Annex I " and "regulation 31", respectively.

5 In paragraph 2.2, the references "regulation 15" and "regulation 9(1)(a)" are replaced by the references "regulation 31" and "regulation 34.1", respectively.

6 In section 3, a new definition is added, as follows:

"3.7 Bio-fuels

Bio-fuels are products as recorded in annex 11 of the MEPC.2/Circular which are intended for blending with petroleum oil and may be shipped as blends in accordance with MEPC.1/Circ.761, as amended."

7 A new paragraph 5.7 is added, as follows:

"5.7 Manufacturer recommended spares for the ODME should be carried to ensure the operation of the equipment."

8 The existing paragraph 5.7 is renumbered as paragraph 5.8.

9 In paragraph 6.1.1, the reference "regulation 18" is replaced by the reference "regulation 30".

10 The footnote associated with paragraph 6.1.6 is replaced by the following:

"* As specified in IEC publication 92 or an equivalent standard acceptable to the administration."

11 In paragraph 6.8.2, the references "regulation 9(1)(a)(iv) and (v)" are replaced by the references "regulation 31.1.4 and 31.1.5".

12 The chapeau of paragraph 6.11.1 and subparagraph .1 is replaced by the following:

"6.11.1 The alternative means of obtaining information in the event of a failure in the monitoring system should follow the requirements in MARPOL Annex I, regulation 31.4 and the operational manual as approved by the Administrations and should be as follows:

.1 oil content meter or sampling system: location and measurement of the oil/water interface using the equipment as required in regulation 32, visual observation of the surface of the water adjacent to the effluent discharge and recording the relevant data for the discharge accurately in the Oil Record Book Part II in sections H and I;".

13 In the footnote associated with subparagraph 6.12.2, the reference "regulation 9(1)(a)(5)" is replaced by the reference "regulation 34.1.5".

14 In paragraph 7.2.2, after the words "white products", insert the words ", individual biofuel blends".

15 In subparagraph 8.3.3, the references "regulations 9(1)(a)(iv) and (v)" are replaced by the references "regulations 34.1.4 and 34.1.5".

ANNEX, PART 1 – TEST AND PERFORMANCE SPECIFICATIONS FOR TYPE APPROVAL OF OIL CONTENT METERS

16 In the table under paragraph 1.2.6, under the column "Parameters Tolerance" and row "6", the text "RMG 35 Parameters as per ISO 8217:1996 (table 2)" is replaced by the following text:

"RMG 35 Parameters as per ISO 8217:2010/Corr 1:2011 (tables 1 and 2)"

17 In paragraph 1.2.7, the reference standard "ISO 8217:1996 (table 1)" is replaced by the referenced standard "ISO 8217:2010/Corr 1:2011 (tables 1 and 2)".

18 New paragraph 1.2.8 is added, as follows:

"1.2.8 If the meter is to be considered suitable for an individual biofuel blend containing 75 per cent or more of petroleum oil, it should also be tested against each such substance for which approval is required, in a manner similar to the tests set out in paragraphs 1.2.5 and 1.2.6. The high shear pump shown in figure 1 should be kept in operation at high speed during this test to assist in dissolving the appropriate fraction of the substance in the water stream."

19 New paragraph 1.2.9 is added, as follows:

"1.2.9 Individual Biofuel blends should be tested at 75 per cent and 99 per cent petroleum oil."

20 The existing paragraphs 1.2.8 to 1.2.19 are renumbered as paragraphs 1.2.10 to 1.2.21.

APPENDIX, CERTIFICATE OF TYPE APPROVAL FOR OIL CONTENT METERS INTENDED FOR MONITORING THE DISCHARGE OF OIL-CONTAMINATED WATER FROM THE CARGO TANK AREAS OF OIL TANKERS

21 Under the "The oil content meter is acceptable for the following applications:", the text "*Oil-like noxious liquid substances, other products, or applications, listed below" is replaced by the following:

"* Individual biofuel blends containing 75 per cent or more of petroleum oil, other products, or applications, listed below"

APPENDIX, TEST DATA AND RESULTS OF TESTS CONDUCTED ON AN OIL CONTENT METER IN ACCORDANCE WITH PART 1 OF THE ANNEX TO THE GUIDELINES AND SPECIFICATIONS CONTAINED IN IMO RESOLUTION MEPC.108(49)

22 The table for "OIL LIKE noxious liquid substances, other products or applications" is deleted, and tables for "INDIVIDUAL BIOFUEL BLENDS AND CONCENTRATIONS" and "OTHER PRODUCTS OR APPLICATIONS" are added, as follows:

INDIVIDUAL BIOFUEL BLENDS AND CONCENTRATIONS*

		READINGS (ppm)			
		Indicated	Measured	Grab sample	***REMARKS***
Bio-Fuel Blend 75% Petroleum Oil		……	……	……	
Name of Bio-fuel and petroleum oil components					
…… %					
…… %					
……	15	……	……	……	
	100	……	……	……	
90% M.F.S.V. =		……	……	……	
RECORDED ZERO		……			RE-ZERO YES/NO**
					TIME mins
					RECALIBRATE YES/NO**
					TIME mins
					CLEAN YES/NO**
		……	……	……	TIME mins
Bio-Fuel Blend 99% Petroleum Oil					
Name of Bio-fuel and petroleum oil components					
…… %					
…… %					
……	15	……	……	……	
	100	……	……	……	
90% M.F.S.V. =		……	……	……	
RECORDED ZERO		……			RE-ZERO YES/NO**
					TIME mins
					RECALIBRATE YES/NO**
					TIME mins
					CLEAN YES/NO**
					TIME mins

RESPONSE TIMES

		Seconds
First detectable reading		……
	63 ppm	……1
	90 ppm	……
Stabilized maximum reading or 100 ppm	….. ppm	……
First detectable drop		……
	37 ppm	……2
	10 ppm	……
Stabilized minimum reading	….. ppm	……
RESPONSE TIME = $\frac{1+2}{2}$	=	……

* This page should be included in the certificate only if the oil content meter has been tested against bio-fuel blends.

** Delete as appropriate.

OTHER PRODUCTS OR APPLICATIONS*

	READINGS (ppm)				
	Indicated	Measured	Grab sample	***REMARKS***	
Name of product	……	……	……		
…… 15	……	……	……		
100	……	……	……		
90% M.F.S.V. =	……	……	……		
RECORDED ZERO	……			RE-ZERO	YES/NO**
				TIME	Mins
				RECALIBRATE	YES/NO**
				TIME	Mins
				CLEAN	YES/NO**
	……	……	……	TIME	Mins
Name of product					
…… 15	……	……	……		
100	……	……	……		
90% M.F.S.V. =	……	……	……		
RECORDED ZERO	……			RE-ZERO	YES/NO**
				TIME	Mins
				RECALIBRATE	YES/NO**
				TIME	Mins
				CLEAN	YES/NO**
				TIME	Mins

***

* This page should be included in the certificate only if the oil content meter has been tested against other products and applications substances.

** Delete as appropriate.

ANNEX 31

STATEMENTS BY THE DELEGATION OF THE UNITED KINGDOM AND THE OBSERVERS FROM CSC AND IPTA ON POLLUTION INCIDENTS IN THE ENGLISH CHANNEL

Statement by the delegation of the United Kingdom

Firstly, can I thank the Distinguished Delegate from CSC for bringing the recent incident(s) on the South Coast of the UK to the attention of the Committee.

The United Kingdom is actively trying to identify the vessel involved. We are making good progress towards doing so. We will then be able to determine whether the discharge of this product was carried out in accordance with MARPOL Annex II requirements.

What should however be borne in mind is that at this moment in time it is not know whether or not this was a legal or illegal discharge. If it is an illegal discharge then the MCA will prosecute the offender.

In terms of what can be done to prevent such incidents in the future.

Even before this incident experts in a number of European countries including the UK, had commenced further consideration of the discharge of high viscosity products from chemical tankers. Once the results of this study are know they will be submitted to the UN's International Maritime Organisation for consideration by the wider international maritime community.

If the membership of the IMO are of the view that tighter control of the discharge of cargo residues and tank washings is required then the necessary steps for reviewing and revising the Convention for the prevention of pollution from ships will be tabled at the IMO.

The United Kingdom recognizes that under the existing Annex II requirements chemical tankers can legally discharge tank washings containing cargo residues. However, in light of this incident, we would ask shipowners/operators to carefully consider the environmental impact of discharging products that are classified as 'Persistent Floaters' and to carry out a pre-wash to ensure the quantity of cargo residues discharged to the sea is kept to an absolute minimum.

Thank you, Mr Chairman

Statement by the observer from the Clean Shipping Coalition

Thank you Mr Chairman.

The Clean Shipping Coalition would like to take this opportunity to comment on recent serious pollution incidents in the English Channel.

This year, over 4,000 seabirds have been recorded washed up dead or dying along the south coast of England, covered in the substance polyisobutylene, alternatively polyisobutene or PIB. This substance, when discharged into the sea, coalesces into a glue-like consistency, coating birds' wings and bodies and preventing them from feeding or flying.

The impact on populations at sea is likely to have been far higher, possibly affecting up to 40,000 birds. The longer term impacts of releasing PIB on other parts of the marine ecosystem are currently not well studied or understood.

The cause of this tragedy is still being investigated. However, the exact origin of previous PIB incidents has rarely been found and to our knowledge there have been no successful prosecutions against breaches of the MARPOL Convention in relation to PIB.
Mr Chairman, Under Annex II of MARPOL, the various forms of PIB are classified as Category Y, where although it is deemed to be a hazard that justifies a limitation on its release, it remains legal for a ship to discharge PIB under certain conditions.

It is our understanding, however, that the testing of these substances to determine Annex II classification does not take place in realistic marine conditions, and in PIB's case does not sufficiently consider the full range of potential impacts of PIB upon marine ecosystems when mixed with seawater, beyond whether the substance floats or sinks.

We also simply do not know how much PIB is released into the marine environment as part of routine tank-washing operations, and the cumulative impacts of these chronic releases.

As such, Mr Chairman, it is our opinion that the risks of releasing PIB into the marine environment in any quantity are underestimated, and that an urgent review is needed of PIB's classification status under MARPOL Annex II. We are also concerned that when legal discharges of a harmful substance are allowed it becomes more difficult to stop illegal discharges, as ships have a legitimate reason for proceeding to sea with the waste on board.
This week, leading UK wildlife charities signed a joint statement with the UK Chamber of Shipping, supported by the UK ports and maritime business sectors, strongly supporting such a review. There are copies of this statement on the table outside this meeting room and here at the CSC desk.

We would like to urge IMO Member States to respond swiftly to this serious issue, take a proactive approach to such a review, and prepare proposals for consideration by MEPC66 and/or BLG18 as appropriate.

PIB has no proper place in our precious oceans and seas, and we must ensure that the classification of PIB under MARPOL fully reflects its impacts on marine life.

We would like this statement included in the record of the meeting and have handed a copy to the Secretariat.

Thank you very much for your attention.

Statement made by the observer from IPTA

The sight of seabirds being washed up on English beaches is extremely distressing and IPTA and its members deplore any actions that could lead to this.

However while the outrage that has been generated is entirely understandable, we would caution against a rush to amend the regulations until such time as it has been possible to establish exactly how these regrettable incidents occurred. Polyisobutylene is a high volume product that is shipped all over the world in various grades. All the grades that we are aware of are discharged at high temperature and meet the definition of high viscosity substances under Category Y of MARPOL Annex II, meaning that a prewash ashore is carried out upon completion of discharge. This, together with the fact that these incidents on the UK coast

have occurred only relatively recently and are extremely localised would suggest that it is unlikely that they are the result of normal chemical tanker operational procedures. There is thus the distinct possibility that amending the regulations would achieve nothing in terms of preventing further discharges. We would suggest, therefore, that the highest priority must be given to establishing the origin of these discharges and only then can we decide how to deal with them.

What is not in doubt is that we must find a way of preventing a repetition of these extremely distressing incidents, and whatever the outcome of the investigations, IPTA will continue to work closely with the MCA, the IMO and other interested parties to this end.

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ANNEX 32

DRAFT ASSEMBLY RESOLUTION

NOTIFICATION AND CIRCULATION THROUGH THE GLOBAL INTEGRATED SHIPPING INFORMATION SYSTEM (GISIS)

THE ASSEMBLY,

RECALLING article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO that one of the goals of the Organization is to ensure the consistent and effective implementation of IMO instruments globally and compliance with their requirements,

RECALLING FURTHER that, since 2004, the Strategic Plan for the Organization has promoted the effective use of information and communication technology and the availability of, and access to, information relating to ship safety and security and environmental protection (i.e. transparency),

RECALLING IN PARTICULAR that, by resolution A.1029(26) on the *Global Integrated Shipping Information System (GISIS)*, it recognized that GISIS aims at facilitating, inter alia, Member States' compliance with reporting requirements, and urged Member States specifically to use GISIS reporting facilities to sustain and, even, enhance compliance with mandatory reporting requirements, as contained in those mandatory instruments to which they are Parties, thereby potentially assisting them in the context of the Voluntary IMO Member State Audit Scheme,

NOTING WITH SATISFACTION that GISIS has been continuously developed and additional modules have been released since its launch in 2005 in order to allow a wider coverage of direct reporting by Member States in compliance with existing requirements,

RECOGNIZING that, to promote the implementation of mandatory IMO instruments, the effective use of information and communication technology would contribute significantly to all Member States fulfilling their obligations of mandatory reporting and the circulation of any such notification by the Organization could be achieved through the GISIS system,

RECOGNIZING ALSO the important role the system could play in respect of enhancing the rate of notification and potentially reducing the administrative burden for the Contracting Governments or Parties,

RECOGNIZING FURTHER the fact that, once the Organization has been notified through GISIS by a Contracting Government or Party, the related mandatory report would also become accessible to other Contracting Governments or Parties through GISIS, and the administrative burden of the Organization could be reduced,

HAVING CONSIDERED the recommendation made by the Marine Environment Protection Committee, at its [sixty-fifth session (13 to 17 May 2013)], and the Maritime Safety Committee, at its [ninety-second session (12 to 21 June 2013)],

1. AGREES that notification through GISIS should be considered as one effective way for Contracting Governments or Parties to IMO instruments to fulfil their reporting obligations under the various mandatory IMO instruments;

2. FURTHER AGREES that once Contracting Governments or Parties have notified through GISIS in respect of a reporting requirement to the Organization, the requirement for the Organization to circulate any such notification under the IMO instrument concerned would have been met;

3. URGES Member States to use the reporting facilities available through GISIS to fulfil their reporting obligations under the various IMO instruments and to work towards the improvement of the quality of the data being collected through GISIS by implementing comprehensive validation processes when entering data into the system; and

4. REQUESTS the Secretary-General to continue developing the system, particularly its modules related to mandatory reporting requirements, in close cooperation with Member States, IMO organs, international organizations and all other stakeholders of the global maritime community, as appropriate.

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ANNEX 33

DRAFT ASSEMBLY RESOLUTION

GUIDELINES TO ASSIST INVESTIGATORS IN THE IMPLEMENTATION OF THE CASUALTY INVESTIGATION CODE (RESOLUTION MSC.255(84))

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

NOTING WITH CONCERN that, despite the best endeavours of the Organization, casualties and incidents resulting in loss of life, loss of ships and pollution of the marine environment continue to occur,

NOTING ALSO that the safety of seafarers and passengers and the protection of the marine environment can be enhanced by timely and accurate reports identifying the circumstances and causes of marine casualties and incidents,

NOTING FURTHER the rights and obligations of coastal and flag States under the provisions of articles 2 and 94 of the United Nations Convention on the Law of the Sea (UNCLOS),

NOTING IN ADDITION the responsibilities of flag States under the provisions of the International Convention for the Safety of Life at Sea (SOLAS, regulation I/21), the International Convention on Load Lines, 1966 (article 23) and the International Convention for the Prevention of Pollution from Ships (MARPOL, article 12), to conduct casualty investigations and to supply the Organization with relevant findings,

CONSIDERING that each Administration shall conduct investigations of marine casualties and incidents, in accordance with SOLAS regulation XI-1/6, as supplemented by the provisions of the *Code of the international standards and recommended practices for a safety investigation into a marine casualty or marine incident (Casualty Investigation Code)* adopted by resolution MSC.255(84),

ACKNOWLEDGING that the investigation and proper analysis of marine casualties and incidents can lead to greater awareness of casualty causation and result in remedial measures, including better training, for the purpose of enhancing safety of life at sea and protection of the marine environment,

RECOGNIZING the need for *Guidelines to assist investigators in the implementation of the Casualty Investigation Code* (resolution MSC.255(84)) to provide, as far as national laws allow, a common approach for States to adopt in the conduct of marine safety investigations into marine casualties and marine incidents,

RECOGNIZING ALSO the international nature of shipping and the need for cooperation between Governments having a substantial interest in a marine casualty or incident for the purpose of determining the circumstances and causes thereof,

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee at its [ninety-second] session and by the Marine Environment Protection Committee at its [sixty-fifth] session:

1. ADOPTS the *Guidelines to assist investigators in the implementation of the Casualty Investigation Code* (resolution MSC.255(84)) set out in the annex to the present resolution;

2. INVITES all Governments concerned to take appropriate measures to give effect to the Guidelines as soon as possible in order to allow effective analysis when conducting a marine safety investigation and taking preventive actions;

3. REVOKES resolutions A.849(20) and A.884(21).

*** * ***

ANNEX

GUIDELINES TO ASSIST INVESTIGATORS IN THE IMPLEMENTATION OF THE CASUALTY INVESTIGATION CODE (RESOLUTION MSC.255(84))

1 INTRODUCTION

1.1 The purpose of these Guidelines is to provide practical advice for the systematic investigation of marine casualties and incidents and to allow the development of effective analysis and preventive action. The overall objective is to prevent similar casualties and incidents in the future.

1.2 The ultimate purpose of a marine safety investigation is to advance maritime safety and protection of the marine environment. In the context of these Guidelines, this goal is achieved by identifying safety deficiencies through a systematic safety investigation of marine casualties and incidents, and then recommending or effecting change in the maritime system to correct these deficiencies. It is not the purpose of a safety investigation to determine liability or apportion blame.

1.3 These Guidelines should result in an increased awareness by all involved in the marine industry of the human, organizational, environmental, technical and external factors that may be involved in marine casualties and incidents. This awareness should lead to proactive measures by the maritime community which in turn should result in the saving of lives, ships, cargo and the protection of the marine environment, improvements to the lives of marine personnel, and safer shipping operations.

1.4 These Guidelines apply, as far as national laws allow, to the investigation of marine casualties or incidents in which either one or more States have a substantial interest because the casualty or incident involves a ship under or within their jurisdiction.

2 DEFINITIONS

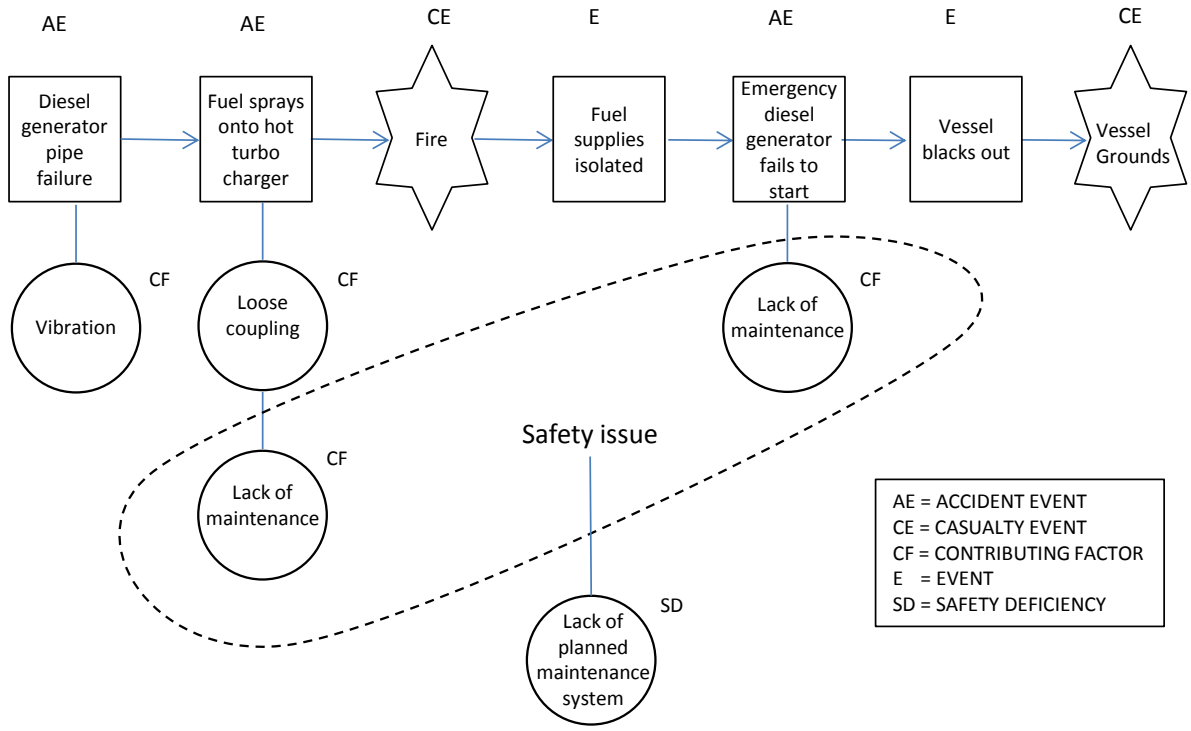
2.1 Table of definitions

2.2 See chapter 2 of the Casualty Investigation Code (resolution MSC.255(84)) for terms not defined in these guidelines

Event	An action, omission or other happening.
Casualty event	The marine casualty or marine incident, or one of a number of connected marine casualties and/or marine incidents forming the overall occurrence. (e.g. a fire leading to a loss of propulsion leading to a grounding).
Accident event	An event that is assessed to be inappropriate and significant in the sequence of events that led to the marine casualty or marine incident. (e.g. human erroneous action, equipment failure, etc.).
Contributing factor	A condition that may have contributed to an accident event or worsened its consequence. (e.g. man/machine interaction, inadequate illumination, etc.).

Safety issue	An issue that encompasses one or more contributing factors and/or other unsafe conditions.
Safety deficiency	A safety issue with risks for which existing defences aimed at preventing an accident event, and/or those aimed at eliminating or reducing its consequences, are assessed to be either inadequate or missing.

The following diagram illustrates how a sequence of events leading to a casualty occurrence would be classified using the above terms.



3 QUALIFICATIONS AND TRAINING OF INVESTIGATORS

3.1 To achieve a systematic and effective safety investigation the appointed investigators need to have expertise in marine casualty investigation and be knowledgeable in matters relating to the marine casualty or incident. Areas of expertise need to include evidence collection techniques, interview techniques, analysis techniques and the identification of human and organizational factors in marine casualties and incidents.

3.2 All investigators attending a marine casualty site should have sufficient knowledge in personal safety, taking particular note that the hazards present at a casualty site may well be beyond those encountered in normal ship operations.

3.3 A Marine Safety Investigation Authority should consider developing a formal training programme to ensure that its investigators acquire the necessary knowledge, understanding and proficiency in marine safety investigation.

4 NOTIFICATION AND COOPERATION

4.1 Notification of a marine casualty or incident is to be provided to all affected parties as soon as reasonably practicable. Notification includes informing the parties involved in the casualty or incident according to chapter 20 of the Code, as well as any substantially interested State in accordance with chapter 5 of the Code. Notification should preferably be in a format that ensures a prompt acknowledgement from the addressee.

4.2 If the casualty or incident involves substantial interests of more than one State, the States should quickly reach an agreement on cooperation in accordance with chapter 7 of the Code. This agreement may include, but not be limited to:

.1 ensuring that that the objectives of each participating State is in accordance with the IMO Casualty Investigation Code;

.2 which State will lead the investigation;

.3 the possibilities to share casualty information, and draft safety investigation reports in accordance with chapter 13 of the Code, with regard to national legislation on confidentiality as well as the potential risk of safety investigation findings being used in criminal and civil lawsuits; and

.4 distribution of costs related to the investigation.

4.3 If an agreement in accordance with the Code, chapter 7, cannot be made, the involved States should seek to share factual information to the greatest extent possible, being guided by the recommended practice in the Code.

5 INVESTIGATION

5.1 Extent of investigation

5.1.1 Marine casualties and incidents can have many causal factors and the underlying safety issues often exist remote from the casualty site. Proper identification of such issues requires timely and methodical investigation, going far beyond the immediate evidence in search for conditions which may cause future occurrences. Marine casualty or incident safety investigations should therefore be seen as a means of identifying not only the accident events, but also safety deficiencies in the overall management of the operation from policy through to its implementation, as well as in regulation, survey and inspection. For this reason safety investigations should be broad enough to meet these overriding criteria.

5.1.2 The extent of any safety investigation can be divided into five areas:

.1 people;

.2 environment;

.3 equipment;

.4 processes and procedures; and

.5 organization and external influences.

5.2 Initial response

5.2.1 An investigation should be carried out as soon as possible after an occurrence so as to limit the loss of perishable evidence including the degradation of witness memory. To be

able to start promptly it is essential that the investigating State has a preparedness plan in place which among other things, will facilitate:

.1 the ready availability of trained investigators;

.2 the availability of specialist help, including human and organizational factors experts;

.3 ready access to 24-hour contact points for other Marine Safety Investigation Authorities; and

.4 the availability of the necessary predictable resources.

5.3 Site management

5.3.1 Site management generally starts even before the investigator deploys to the casualty site. The pre-planning will often need to include:

.1 identification of competencies needed at the casualty site;

.2 identification of hazards and risks that the team may encounter at the casualty site, and the precautions that need to be taken, as well as the personal protective equipment (PPE) that needs to be carried;

.3 identification of particularly vulnerable evidence that needs to be secured as soon as possible including VDR information, documentation of sites that for some reasons cannot be left unchanged until the team arrives, and repatriation of crew members; and

.4 a draft interview schedule taking into account repatriation of seamen as well as the fact that persons involved can suffer from trauma.

5.3.2 There can be many different stakeholders involved in the aftermath of a marine casualty or incident, each with their own legitimate interests and responsibilities. Coordination at the casualty site is vital to make the evidence collection successful.

5.3.3 When arriving at the casualty site the hazard and risk assessment should be reviewed to identify any additional risks for the team and to put in place any necessary remedial action before the team starts its work.

5.4 Start-up meeting

5.4.1 In safety investigations involving more than one State it is generally wise to set up a meeting with representatives of the other substantially interested States at an early stage. The purpose of the start-up meeting is, among other things, to facilitate:

.1 the sharing of knowledge of what is known about the marine casualty or incident;

.2 the development of an investigation plan;

.3 the delegation of investigation tasks (international coordination); and

.4 the identification of additional help in the form of specialists and/or technical expert examination.

5.5 Collection of evidence

5.5.1 During the safety investigation, investigators should aim to gather and record all the evidence and factual data which may be of interest within the scope of the investigation. Physical and documentary evidence and witness statements should be gathered not only at the casualty site, but from all sources required to fully explain the accident events and their contributing factors to the accident (e.g. operation, management, inspection and regulation).

5.5.2 Evidence collection also needs to be broad enough to cover the human, organizational and environmental factors in relation to the casualty or incident. If a human and organizational factor specialist is required, it is essential to include this expert as early as possible in the investigation team.

5.5.3 To facilitate a comprehensive evidence collection it is often wise to:

.1 refer to generic checklists but remain flexible as evidence once collected will often point out new areas of inquiry; and

.2 use a system to register the evidence collected (Evidence log). This is particularly valuable in complex investigations or when more than one State is involved.

5.5.4 It is recommended that the fact-finding stage of the investigation process itself be kept separate from the complete analysis of the collected evidence leading to conclusions and recommendations. Fact finding usually includes, but is not necessarily limited to the areas covered in paragraphs 5.6-5.10.

5.6 Inspection of casualty site

5.6.1 Inspection and documentation of the casualty site and/or places of interest for the investigation can include inspection of the ship/ships involved, a fairway where the casualty or incident occurred, and underwater survey and filming of the wreckage of a ship.

5.6.2 The collection of evidence that can deteriorate or disappear over time will always be the first priority in evidence collection when the investigator(s) arrives at the casualty site. Photo and/or video documentation of the site in general and in detail, and before any removal of evidence, is generally also of a high priority.

5.6.3 Where there is perishable evidence and the investigator(s) may be delayed in arriving at the casualty site, there may be a need to give instructions for the evidence to be preserved.

5.7 Gathering or recording physical evidence

5.7.1 Physical evidence can include data from VDR and other electronic devices on board like electronic charting systems, central fire alarm units, as well as nautical charts, weather forecasts obtained on board, and logbooks. Physical evidence can also include technical samples of oil, paint, or fire residues, and pieces of broken machinery or other broken parts.

5.7.2 It is essential that the person who collects electronic, documentary or material evidence is skilled in applicable techniques for both collection and storage of that type of evidence to prevent contamination, further deterioration or loss.

5.7.3 Some information of great value can also be obtained from external sources such as CCTV, shore radar and radio surveillance systems and Marine Rescue Coordination Centres. VTS centres may also be able to provide valuable information, including recordings of radio traffic and AIS information.

5.8 Witness information

5.8.1 Witness interviews should be performed by persons skilled in interviewing techniques to reveal information the witness may be able to provide. The planning of the interview is essential for a successful outcome. Things to be considered include:

.1 time and location;

.2 any need of interpreters;

.3 make-up of the interview team and the roles of the team members;

.4 the particular needs of the witness; and

.5 the topic areas to be explored with the witness.

5.8.2 The interviewed person should be informed, before the interview starts, about the purpose of the investigation and the conditions under which he/she will be providing information. The witness should generally be interviewed singly, or accompanied by someone nominated by the witness. The nominated individual should, however, not be allowed to interfere with the interview. The witness should under all circumstances be allowed access to legal advice if he/she wants it (see IMO Casualty Investigation Code, chapter 12).

5.8.3 The interview might be recorded or a written record could be made of the interview. A written record should be discussed with the witness to clarify any anomalies. Witness information should be verified wherever possible. Statements made by different witnesses may conflict and further supporting evidence may be needed.

5.9 Reviewing of documents, procedures and records

5.9.1 Documents to be reviewed can include personal and ship-related certificates, reports from the ship's classification society, maintenance records, the Master's standing orders, etc. An assessment may also be made of the company's Safety Management System from its safety policy through to its implementation within the organization.

5.9.2 Government agencies, such as customs, quarantine and State Authorities may have useful information relating to crew lists, the general condition of the ship, ship certificates, etc. Coroners and medical records can provide valuable information. Port authorities and independent surveyors can also hold information of use to an investigation. Applicable regulations may also need to be examined.

5.9.3 A good investigation explores the extent of correlation between the documents and reality at all appropriate levels: this will generally require some specialist skills.

5.10 Conducting specialized studies (as required)

5.10.1 It can sometimes be necessary to conduct specialized studies to establish how a casualty or incident happened. This can include, for example, metallurgic specialist studies of broken machinery parts, analysis of oil or paint residues, calculation and reconstruction of a

ship's stability features, lashing calculations, specialist analysis of weather and sea conditions at the time and place of the casualty or incident, and the use of simulators to reconstruct and analyse a sequence of events.

5.10.2 Where a proposed testing of physical evidence is likely to change its state, other interested parties who may be relying on that evidence should be consulted.

5.11 Reconstruction and analysis

5.11.1 There are several different methods of organizing evidence to support reconstruction and analysis in safety investigation, each having its own benefits and drawbacks. To ensure that a casualty or incident is thoroughly examined from a safety point of view, it is essential that the investigation is done with a systemic perspective. A systemic perspective involves going beyond determining "who did what?" and to look for the conditions that influenced different relevant events, even when these conditions are to be found remote from the casualty site. A systemic perspective also puts human factors into context and includes the interactions between man, machine and the organization.

5.11.2 The analysis methods used will help the investigator to think in a structured way but will also have an effect on where the investigator will put his/her focus. Some methods focus on human factors; some support the understanding of the sequence of events; others are more supportive in complex safety analysis or in understanding technical failures. Analysis methods should therefore rather be seen as tools in a tool box. A good investigation will choose the optimal set of analysis tools to meet the characteristics of that particular casualty or incident. However, the method or the combination of methods used in each investigation should as a minimum requirement support:

.1 reconstruction of the casualty or incident as a sequence of events;

.2 identification of linked accident events and contributing factors at all appropriate levels; and

.3 safety analysis and development of recommendations.

5.12 Reconstruction of the casualty events and their linked conditions

5.12.1 The first step in analysis is to review the factual information to clarify what is relevant and what is not, and to ensure the information is as complete as possible or practicable. This stage of the analysis should aim at determining how the marine casualty or incident occurred. The reconstruction is preferably done by using a method that enables a graphical description of the sequence of events. This is beneficial since it allows the investigator to discuss and present the case, and in particular to:

.1 identify gaps in the information;

.2 identify any conflicts in evidence;

.3 provide a graphical description of how different events are related; and

.4 identify contributing factors and their relation to different accident events.

5.12.2 Marine casualty or incident investigation is an iterative process and the reconstruction phase generally identifies a need to make a revision of the evidence collection plan.

5.13 Safety analysis

5.13.1 The purpose of a safety analysis is to get a more thorough understanding of the underlying safety issues that can cause or contribute to a casualty or incident. Some investigation analysis methods combine casualty reconstruction and safety analysis into one. Some basic analysis methods can be directly linked to the reconstruction of events, while other safety analysis tools can be derived from different accident causational models and are better used as stand-alone methods. Efficient safety analysis tools:

.1 encourage different perspectives of casualty or incident causation;

.2 support communication and deeper questioning;

.3 enable the identification of safety issues and safety deficiencies, including those remote from the casualty site; and

.4 enhance the development of effective remedial actions at all appropriate levels.

6 REPORTING

6.1 Reporting requirements

6.1.1 MSC-MEPC.3/Circ.[4] requires particular marine casualty data to be entered into the GISIS marine casualties and incidents module, together with the final version of a marine safety investigation report.

6.2 Final report

6.2.1 To facilitate the flow of information, the final report of the safety investigation should be well structured and cover what is listed in chapter 2.2.12 of the Code. The report should, within its different parts, clearly distinguish between facts and analysis.

6.2.2 The singleness of purpose to enhance maritime safety and protection of the marine environment should be reflected in the non-judgmental language used in the report. Witnesses' names and personal information which may identify them should remain confidential.

6.2.3 In normal investigation practice, gaps in information that cannot be resolved are usually filled by logical extrapolation and reasonable assumptions. Such extrapolation and assumptions should be identified and a statement of the measure of certainty provided. Despite best efforts, analysis may not lead to firm conclusions. In these cases, the more likely hypotheses should be presented.

6.2.4 If safety recommendations are issued these should be addressed to those that are best placed to implement them, such as shipowners, managers, recognized organizations, maritime authorities, vessel traffic services, emergency bodies, and international and regional maritime organizations and institutions. Safety recommendations should always be supported by the facts and analysis of the safety investigation. To gain acceptance, recommendations need to be practical, necessary and likely to be effective.

6.2.5 Where it becomes apparent during an investigation that there is a safety deficiency that presents a serious potential risk to lives, ships or the environment, action should be taken to inform the people or organization responsible for managing the risk. This may take

the form of an interim safety recommendation or some other means of correspondence. It is important not to delay action to address such safety risks until the completion of the investigation.

6.3 Consultation

6.3.1 In accordance with sections 25.2 and 25.3 of the Code, where it is practicable, the investigator should send a copy of a draft marine safety investigation report for comment to the interested parties as defined in section 2.2.7 of the Code. This allows a process for correcting matters of fact within a report and the consideration of alternative hypotheses or opinions in relation to the analysis. In addition, it allows responsible parties, e.g. the ship operator, to indicate what safety action may have been taken in relation to a safety issue. Any such action taken should be included in the final report.

6.3.2 The investigator should consider the comments before preparing the final marine safety investigation report, being guided by section 25.3 of the Code.

6.4 Publication

6.4.1 The final report should be made available to the public and the shipping industry in accordance with section 14.4 of the Code. The Internet is a valuable tool for making a report available to the public.

6.4.2 A summary of the marine safety investigation report and any safety recommendations, translated into English and/or other major languages, will enable a global public to gain important safety information from the investigation.

6.5 Follow-up on safety recommendations

6.5.1 Every recommendation addressed to an individual or specific organization should be followed up within a reasonable period following the release of a final safety investigation report with a view to promoting safety action. It is also good practice to reinforce positive safety action to address a recommendation by making it public. Similarly, the fact that no action has been taken by those responsible for implementing a recommendation should also be published.

* * *

Appendix 1

AREAS OF HUMAN AND ORGANIZATIONAL FACTORS INQUIRY

The areas of inquiry set out in this appendix can be used in planning the investigation of human and organizational factors during a maritime safety investigation. Some areas of inquiry overlap or indeed incorporate multiple interactions. The guidance is not meant to be exhaustive, nor is it intended to be a checklist where each point must be investigated every time. Some areas may not be relevant in the investigation of a particular occurrence, while other areas may require deeper investigation. As new human and organizational factors/issues emerge, new areas of inquiry will need to be explored by investigators.

Skilful interviewing can help the investigator eliminate irrelevant lines of inquiry and focus on areas of greater potential significance. The order and manner in which questions are asked will depend on who is being interviewed and on his or her willingness and ability to recall and describe personal behaviour and personal impressions. Training in cognitive interviewing techniques will assist investigators in eliciting accurate information from interviewees, and is highly recommended. Further, because human interactions, including interviews, are subject to misunderstanding, it will normally be necessary to verify, cross-check or augment information received from one person by interviewing others on the same subjects.

While important human and organizational factors/information can be gained through interview, investigators must ensure that they also seek additional information through other means. Examination of rosters, procedures, personnel records, safety occurrence reporting records and risk assessment protocols (for example) may provide critical insights into practices, norms and attitudes potentially affecting safety.

SHIPBOARD ISSUES

1 Training and experience

- Position or rank held.
- Certificate held; length of time the certificate has been held; where trained.
- Experience in the position; both on this ship and over career.
- Length of time on this contract and overall on board the ship.
- Experience on other ships; both with this company and other companies.

2 Shipboard organizational structure and processes

- The management/department structure on board the ship.
- The individual's position within the on board structure; who they work for, who they work with, who they report to and who they assign duties to.
- Normal day-to-day responsibilities, tasks and duties.
- Description of any interworking with personnel ashore.

3 Nature of tasks

- Specifics of the task(s) being undertaken at the time of the occurrence, including location.
- Differences between the task at that time and normal operations.
- Description of the social dynamics of the working environment (e.g. alone/pair/team).
- Understanding of the task.
- Familiarity with the task; last time it was performed, etc.
- Available discretion relating to how the task was to be accomplished.
- Training provided for the task; what was the training.
- Procedures, documents and guidance for the task.
- Equipment used for the task; reliability, previous failures, problems and were the crew familiar with it.
- Physical environment; heat, humidity, noise, confined space, exposure to chemicals, etc.
- Workload and/or effort required for the task:
    - To what extent was it within their capability at the time.
    - Were there any tasks that they did not do because of the workload on this task.
    - Physical effort involved; pushing, pulling, lifting, etc.
    - Mental effort involved; thinking, deciding, calculating, remembering, looking, searching, etc.
    - Time pressure involved; adequacy of time allocated to the task.
    - Use of scaling questions may assist here. (e.g. "on a scale of 1 to 10, where 1 is very easy and 10 is extremely difficult, how (physically) difficult was this task ...").

4 Activities prior to occurrence

- Actions and/or activities before coming on watch or reporting for duty.
- Individual's role in the operation being conducted by the ship at the time of the occurrence.
- Individual's location on board at the time of the occurrence.
- What was being observed immediately prior to the occurrence; what was seen, heard, felt, smelled, and thought about.

5 Work-period/rest-period/recreation pattern

- Description of normal duty schedule (e.g. day worker or watchkeeper).
- Description of duty schedule on the day of the occurrence; the day before and during the week before the occurrence.
- Length of time awake and/or on duty at the time of the occurrence.
- Overtime worked on the day of the occurrence; the day before and during the week before the occurrence.
- Usual sleep/rest routine (What time to sleep and awake).
- Sleep/rest routine in the three days (72 hours minimum) leading up to the occurrence:
    - 72-hour history of time to bed/time to sleep/duty times/nap times.
    - If there is an indication of reduced sleep beyond 72 hours, collect sleep information beyond 72 hours (as a guide, back to two good nights' rest prior to the occurrence).
    - Quality of sleep; disturbances, light sleep, waking, how refreshed when waking.
    - Time of day when sleep is taken (impact on quality).
    - Last extended period of off-duty time.

6 Living conditions and shipboard environment

- Description of the adequacy of personal facilities; individual, shared or communal; noisy, cramped, vibrations, temperature, ship's motion, etc.
- Availability and consumption of alcohol and/or non-prescribed medications.

7 Physical health

- Symptoms of illness experienced within the 72 hours before the occurrence.
- Medications taken (prescription, non-prescription).
- Description of the last meal consumed prior to the occurrence; what and when.
- Description of existence and regularity of exercise routine.
- Details of any recent medical examinations, illnesses or injuries.
- Details of any regular or irregular medication, both prescribed and non-prescribed.
- Description of quality of vision (corrective lenses, etc.).
- Description of quality of hearing (hearing aids, etc.).
- Name and contact details of personal physician.

8 Mental health

- Length of time spent away from family or loved ones.
- Extreme emotions at any time in the days before the occurrence; e.g. feelings of extreme sadness, anger, worry, fear (use scaling questions (1 to 10) to determine level).
- Important and/or difficult personal decisions made recently; e.g. financial or family worries.
- Recent work performance; any concerns from others.
- Stress and/or difficult situations whilst on board and how these were being managed.
- Difficulties with concentration.
- Any mental health issues recently and/or in the past.
- Medications taken (prescription, non-prescription).

9 Working relationships

- Friendships and/or support from other crew members.
- Conflicts and/or clashes with other crew members or supervisors.
- Trust in other crew members.
- Language barriers interfering with work performance.
- Clarity of roles and responsibilities with other crew members.

10 Employment conditions

- Contractual arrangements.
- Complaints or industrial action and systems for resolution of these.
- Recent changes to employment conditions.

11 Safety policy

- Awareness of the company's safety policy.
- Ship's procedures for dealing with safety issues; methods of reporting and addressing safety concerns.
- Safety training; type, nature and frequency.
- Emergency drills; type, nature of and frequency.
- Personal protective equipment (PPE) provided.
- Records and/or knowledge of personal accidents or injuries prior to the occurrence.

12 Staffing levels

- Sufficiency of staffing/crew levels on board.
- Appropriate allocation of crew members to duties.
- Changes to normal staffing/crew levels.

13 Standing orders

- Master's standing orders; for all or part of the crew.
- How are the orders communicated.
- Are the orders in accordance with the company policies.

14 Level of automation and reliability of equipment

- Complexity of machinery and automated systems.
- Training provided for systems.
- Competency of crew in using the systems.
- Reliability of systems; any earlier failures.
- Maintenance of systems.
- Are the systems integrated with each other and the task needs.

15 Ship design, motion/cargo characteristics

- Ship design, motion or cargo characteristics; any features which interfere with human performance (e.g. obstructed watchkeeper vision).

SHORESIDE MANAGEMENT ISSUES

16 Management policies and procedures

- Existence and opinion of the effectiveness of the safety management system, **including auditing, analysis, reporting and occurrence investigation.**
- Existence and opinion of the effectiveness of risk assessment and management policies and procedures relating to ships, personnel and the environment.
- Existence and opinion of the effectiveness of the role of the Designated Person Ashore (DPA).

17 Scheduling of work and rest periods

- The company's work schedule, relief policy and fatigue risk management policy.
- Adherence to these policies.
- Recent changes to these policies.

18 Staffing levels

- The company's policies and practices for determining staffing/crew levels on board ships.
- The effectiveness of these policies and practices.

19 Assignment of duties

- The company's policies for determining watchkeeping practices and other duties on board the ship.
- The actual watchkeeping practices.

20 Shore-ship-shore support and communications

- Means and level of support for the ship's master in conduct of operations.
- The master's reporting requirements.

21 Voyage planning and port call schedules

- Policies, procedures and guidelines provided to the master to enable voyage planning
- Actual practices for voyage planning.

22 Recreational facilities

- The company's policies and practices for the provision of welfare and recreational services on board.

23 Contractual and/or industrial arrangements and agreements

- Contractual arrangements for all crew members.
- Complaints or industrial action in the last year.

24 National/international requirements

- Appropriateness of the applicable international conventions and flag State regulations.
- Effectiveness of the flag State's implementation of the requirements and recommendations of the applicable international conventions.
- Compliance with the requirements and recommendations of the applicable international conventions and flag State regulations.

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ANNEX 34

DRAFT ASSEMBLY RESOLUTION

AMENDMENTS TO THE SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION (HSSC), 2011

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines regarding maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO the adoption by:

(a) the International Conference on the Harmonized System of Survey and Certification, 1988, of the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 and of the Protocol of 1988 relating to the International Convention on Load Lines, 1966, which, inter alia, introduced the harmonized system of survey and certification into the International Convention for the Safety of Life at Sea, 1974 and the International Convention on Load Lines, 1966, respectively;

(b) resolution MEPC.39(29) of amendments to introduce the harmonized system of survey and certification into the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 Protocol relating thereto (MARPOL);

(c) resolution MEPC.132(53) of amendments to introduce the harmonized system of survey and certification into MARPOL Annex VI; and

(d) the resolutions given below of amendments to introduce the harmonized system of survey and certification into:

(i) the *International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)* (resolutions MEPC.40(29) and MSC.16(58));

(ii) the *International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)* (resolution MSC.17(58)); and

(iii) the *Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code)* (resolutions MEPC.41(29) and MSC.18(58)),

RECALLING ALSO that, by resolution A.1053(27), it adopted the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2011* (hereinafter referred to as "the Survey Guidelines") with a view to assisting Governments in implementing the requirements of the aforementioned instruments,

RECOGNIZING the need for the Survey Guidelines to be further revised to take account of the amendments to the IMO instruments referred to above, which have entered into force or become effective since the adoption of resolution A.1053(27),

HAVING CONSIDERED the recommendations made by the Marine Environment Protection Committee, at its [sixty-fifth] session, and the Maritime Safety Committee, at its [ninety-second] session,

1. ADOPTS the amendments to the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2011*, as set out in the annex to the present resolution;

2. INVITES Governments carrying out surveys required by the relevant IMO instruments to apply the provisions of the annexed Survey Guidelines;

3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Survey Guidelines under review and amend them as necessary.

*** * ***

ANNEX

AMENDMENTS TO THE SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION, 2011 (RESOLUTION A.1053(27))

Note: The struck-out text indicates deletions and the underlined text shows additions or changes to the Survey Guidelines.

1 Amendments to General – 1 Introduction:

1.2 These Guidelines take into account amendments to statutory instruments which have entered into force up to and including 31 December ~~2011~~2013 (see appendix 1) and contain the following:

2 Amendments to General – 3 Application and Arrangement of the Guidelines

3.4 When appropriate, the detailed requirements for the various surveys contain a section that is applicable to all cargo ships followed by a section that only applies to ~~oil tankers~~ specific ship types.

3.8*bis* For the application of these Guidelines, the following guidance on terms used in the survey requirements is provided:

.1 "Examining" except where used in "examining the plans" or "examining the design" should be understood as a thorough examination, using appropriate techniques, of the components, system or appliance in question for satisfactory provision, arrangement and condition and for any signs of defects, deterioration or damage;

.2 "Testing" should be understood as a functional test of the system or appliance in question, to confirm its satisfactory operation and performance for its intended use.

3 Amendments to annex 1 - Survey Guidelines under the 1974 SOLAS Convention as modified by the 1988 Protocol relating thereto – (E) 1 Guidelines for Surveys for the Cargo Ship Safety Equipment Certificate:

(EI) 1.1.1.1 examining the plans for the fire pumps including the emergency fire pump[1], if applicable, fire mains, hydrants, hoses and nozzles and the international shore connection (SOLAS 74/00 regs.II-2/10.2 and 10.4.4 and FSSC chs.2 and 12)

(EI) 1.1.1.6 checking the provision of a fixed fire detection and fire alarm system for machinery spaces including periodically unattended machinery spaces and enclosed spaces containing incinerators (SOLAS 74/00/10 regs.II-2/7.2, 7.3 and 7.4; FSSC ch. 9) (SOLAS 74/88 regs.II-2/13 and 14);

[1] Refer to the unified interpretation of chapter 12 of the FSS Code, MSC.1/Circ.1388.

(EI) 1.1.1.14 examining the plans for the special arrangements for the carriage of dangerous goods, when appropriate, including water supplies, electrical equipment and wiring, fire detection including sample extraction smoke detection systems, where applicable, ventilation, bilge pumping, personnel protection and any water spray system (SOLAS 74/00 reg.II-2/19 (except 19.3.8, 19.3.10 and 19.4); FSSC chs.9 and 10) (SOLAS 74/88 reg.II-2/54);

(EI) 1.1.1.16 examining, where applicable, the approved documentation for the alternative design and arrangements (SOLAS 00/06 regs. II-2/17 and III/38);

(EI) 1.1.1.17 examining the design of the survival craft, including their construction equipment, fittings, release mechanisms ~~launching~~ and recovery appliances and embarkation and launching arrangements (SOLAS 74/96/06/11 regs.III/ 4,16, 31, 32 to 33; LSAC sections. 3.2, 4.1 to 4.9, 6.1 and 6.2);

(EI) 1.1.1.30 checking the plans ~~provision~~ and specification ~~of~~ for the pilot transfer arrangement, the pilot ladders, the combination arrangements, where applicable, the access to the ship's deck and the associated equipment and lighting ~~and hoists/pilot transfer arrangements~~(SOLAS 74/88/10 reg.V/23);

(EI) 1.1.2 For the examination of plans and designs of the life-saving appliances and the other equipment of cargo ships the additional requirements for ~~oil~~ tankers should consist of:

(EI) 1.1.2.1 examining the plans for the cargo tank protection (SOLAS 74/00 regs.II-2/4.5.3, 4.5.5, 4.5.6, ~~4.5.7~~ and 10.8; FSSC chs.14 and 15) (SOLAS 74/88 regs.II-2/60 and 62); and

(EI) 1.1.2.1*bis* examining the plans for gas measurement in double-hull spaces and double bottom spaces, including the fitting of permanent gas sampling lines, where appropriate (SOLAS 10 reg.II-2/4.5.7.2)

(EI) 1.1.2.1*ter* examining, for oil tankers of 20,000 tonnes deadweight and above, the plans for the fixed hydrocarbon gas detection system for measuring hydrocarbon gas concentrations in all ballast tanks and void spaces of double-hull and double-bottom spaces adjacent to the cargo tanks, including the forepeak tank and any other tanks and spaces under the bulkhead deck adjacent to cargo tanks (SOLAS 10 reg.II-2/4.5.7.3 and FSSC ch.16);

(EI) 1.1.3.1 examining the fire pumps and fire main and the disposition of the hydrants, hoses and nozzles and the international shore connection and checking that each fire pump, including the emergency fire pump, can be operated separately so that two jets of water are produced simultaneously from different hydrants at any part of the ship whilst the required pressure is maintained in the fire main; and testing that the emergency fire pump has the required capacity, and if the emergency fire pump is the main supply of water for any fixed fire-extinguishing system, checking that that the emergency fire pump has the capacity

for this system[1] (SOLAS 74/00 reg.II-2/10.2; FSSC chs.2 and 12) (SOLAS 74/88 regs.II-2/4 and 19);

(EI) 1.1.3.8 examining any fire detection and alarm system and any automatic sprinkler, fire detection and fire alarm system, and any sample extraction smoke detection system and confirming that installation tests have been satisfactorily completed (SOLAS 74/00/10 regs.II-2/7.2, 7.3, 7.4, 7.5.1, 7.5.5, 19.3.3 and 20.4; FSSC chs.9 and 10) (SOLAS 74/88 regs.II-2/11, 13, 14, 53 and 54);

(EI) 1.1.3.11*bis* examining, where applicable, the alternative design and arrangements for fire safety or life-saving appliances and arrangements, in accordance with the test and inspection requirements, if any, specified in the approved documentation (SOLAS 00/06 regs. II-2/17 and III/38);

(EI) 1.1.3.35 checking the provision of the pilot transfer arrangement, the access to the ship's deck and the associated equipment and lighting, checking the and, as appropriate, the deployment or operation of the pilot ladders and hoists/pilot transfer the combination arrangements (SOLAS 74/00/10 reg.V/23);

(EI) 1.1.4 For the life-saving appliances and the other equipment of cargo ships for the additional requirements for oil tankers the survey during construction and after installation should consist of:

(EI) 1.1.4.5 examining, for all tankers, the arrangements for cargo tank protection, (SOLAS 74/00/10 regs. II-2/4.5.3, 4.5.6, and 10.8; FSSC chs. 14 and 15) (SOLAS 74/88 regs II-2/60 and 62);

(EI) 1.1.4.6 checking, for all tankers, the provision of at least one portable instrument for measuring oxygen and one for measuring flammable vapour concentrations, together with a sufficient set of spares, and suitable means for the calibration of these instruments (SOLAS 10 reg. II-2/4.5.7.1);

(EI) 1.1.4.7 examining the arrangements for gas measurement in double-hull spaces and double bottom spaces, including the fitting of permanent gas sampling lines, where appropriate (SOLAS 10 reg. II-2/4.5.7.2)

(EI) 1.1.4.8 examining, for oil tankers of 20,000 tonnes deadweight and above, the fixed hydrocarbon gas detection system for measuring hydrocarbon gas concentrations in all ballast tanks and void spaces of double-hull and double-bottom spaces adjacent to the cargo tanks, including the forepeak tank and any other tanks and spaces under the bulkhead deck adjacent to cargo tanks, and confirming that the installation tests have been satisfactorily completed (SOLAS 10 reg. II-2/4.5.7.3 and FSSC ch.16);

(EI) 1.1.5.3*bis* confirming that, where applicable, the approved documentation for the alternative design and arrangement is on board (SOLAS 00/06 regs.II-2/17 and III/38);

(EI) 1.1.5.9*bis* checking that records are provided, identifying any pilot ladders placed into service (SOLAS 10 reg.V/23.2.4);

(EI) 1.1.5.11 checking that the International Code of Signals and an up-to-date copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual have been provided. (SOLAS 74/00/02 reg.V/21);

(EI) 1.1.6 For the life-saving appliances and the other equipment of cargo ships, concerning the additional requirements for ~~oil~~ tankers the check that the required documentation has been placed on board should consist of:

(EI) 1.1.6.2 confirming that the operating and maintenance instructions for the fixed hydrocarbon gas detection system are provided (SOLAS 10 reg. II-2/4.5.7.3 and FSSC ch. 16),

(EA) 1.2.1.11*bis* confirming when appropriate, the validity of the International Energy Efficiency Certificate (MARPOL Annex VI reg.6.4 and 6.5);

(EA) 1.2.1.15 confirming that, where applicable, the approved documentation for the alternative design and arrangements is on board (SOLAS 00/06 regs. II-2/17 and III/38);

(EA) 1.2.1.23*bis* confirming that, where applicable, a factual statement has been provided onboard by the lifeboat release and retrieval system manufacturer or one of their representatives, that confirms the successful completion of the overhaul examination of an existing lifeboat release and retrieval system found to be compliant with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the LSA Code, or, alternatively, that a statement of acceptance of the installation of a replacement release and retrieval system to an existing lifeboat is available (SOLAS 11 reg. III/1.5; LSAC section 4.4.7.6)

(EA) 1.2.1.30 checking that the International Code of Signals and an up-to-date copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual have been provided. (SOLAS 74/00/02 reg.V/21);

(EA) 1.2.1.30*bis* checking that records are maintained identifying any pilot ladders placed into service and any repair effected (SOLAS 10 reg. V/23.2.4);

(EA) 1.2.1.32 checking that records of navigational activities and daily reporting have been maintained (SOLAS 74/00/~~04~~ 03 reg.V/28);

(EA) 1.2.2.8 examining, as far as possible, and testing, as feasible, any fire detection and alarm system and any sample extraction smoke detection system (SOLAS 74/00/10 regs.II-2/7.2, 7.3, 7.4, 7.5.1, 7.5.5, 19.3.3 and 20.4; FSSC chs.9 and 10) (SOLAS 74/88 regs.II-2/11, 13, 14, 53 and 54);

(EA) 1.2.2.13*bis* examining, where applicable, the alternative design and arrangements for fire safety or life-saving appliances and arrangements, in accordance with the test, inspection and maintenance requirements, if any, specified in the approved documentation (SOLAS 00/06 regs. II-2/17 and III/38);

(EA) 1.2.2.17 examining each survival craft, including its equipment and, when fitted, the on-load release mechanism and hydrostatic lock and, for inflatable liferafts, the hydrostatic release unit and float-free arrangements.

Checking that the hand-held flares are not out of date (SOLAS 74/00 regs.III/16, 20 and 31; LSAC sections 2.5, 3.1 to 3.3, 4.1.5, 4.4.7 and 4.4.8);

(EA) 1.2.2.35 checking the provision~~,~~ and operation ~~and the annual test has been carried out for~~ of the automatic identification system, where fitted, and whether the annual test has been carried out and a copy of the test report is on board (SOLAS 74/00/04/10 regs.V/18.9 and 19);

(EA) 1.2.2.37 checking the provision and specification of the pilot ladders and ~~hoists/~~pilot transfer arrangements (SOLAS 74/00/10 reg.V/23);

(EA) 1.2.3 For the life-saving appliances and the other equipment of cargo ships, concerning the additional requirements for ~~oil~~ tankers the annual survey should consist of:

(EA) 1.2.3.4*bis* checking for all tankers, the provision of at least one portable instrument for measuring oxygen and one for measuring flammable vapour concentrations, together with a sufficient set of spares, and suitable means for the calibration of these instruments (SOLAS 10 reg. II-2/4.5.7.1);

(EA) 1.2.3.4*ter* examining the arrangements for gas measurement in double-hull spaces and double bottom spaces, including the fitting of permanent gas sampling lines, where appropriate (SOLAS 10 reg. II-2/4.5.7.2)

(EA) 1.2.3.4*quad* examining, as far as possible and testing the fixed hydrocarbon gas detection system (SOLAS 10 reg. II-2/4.5.7.3 and FSSC ch. 16);

(EP) 1.3.2.4 testing any fire detection and alarm system and any sample extraction smoke detection system (SOLAS 74/00/10 regs.II-2/7.2, 7.3, 7.4, 7.5.5, 19.3.3 and 20.4; FSSC chs.9 and 10) (SOLAS 74/88 regs.II-2/11, 13, 14, 53 and 54);

(EP) 1.3.3 for the life-saving appliances and the other equipment for the additional requirements for ~~oil~~ tankers the periodical survey should consist of:

(ER) 1.4.3 for the life-saving appliances and the other equipment of cargo ships, concerning the additional requirements for ~~oil~~ tankers the renewal survey should consist of:

4 Amendments to annex 1 - Survey Guidelines under the 1974 SOLAS Convention as modified by the 1988 Protocol relating thereto – (C) 2 Guidelines for Surveys for the Cargo Ship Safety Construction Certificate:

(CI) 2.1.1.1*bis* examining plans to verify that bulk carriers of 150 m in length and above, where appropriate, meet the applicable structural requirements of an organization recognized by the Administration, or national standards of the Administration, conforming to the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers (SOLAS 10 reg. II-1/3-10);

(CI) 2.1.1.6 examining, where applicable, the approved documentation for the alternative design and arrangements (SOLAS 00/06 regs.II-1/55 and II-2/17);

(CI) 2.1.2.8 examining plans to verify that oil tankers of 150 m in length and above, where appropriate, meet the applicable structural requirements of an organization recognized by the Administration, conforming to the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers (SOLAS 10 reg.II-1/3-10);

(CI) 2.1.3.1*bis* confirming in accordance with the survey plan, that bulk carriers of 150 m in length and above, where appropriate, meet the applicable structural requirements of an organization recognized by the Administration, or national standards of the Administration, conforming to the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers (SOLAS 10 reg. II-1/3.10);

(CI) 2.1.3.17 confirming and recording the ability of the machinery to reverse the direction of the thrust of the propeller in sufficient time and to bring the ship to rest within a reasonable distance, including the effectiveness of any supplementary means of manoeuvring or stopping the ship[2] (SOLAS 74/88 reg.II-1/28);

(CI) 2.1.3.18 confirming that the main and auxiliary steering gear are so arranged that the failure of one of them does not render the other inoperative[2] (SOLAS 74/88 reg.II-1/29);

(CI) 2.1.3.21 confirming that the main steering gear is capable of steering the ship at maximum ahead service speed and is capable of putting the rudder over from 35° on one side to 35° on the other side with the ship at its deepest seagoing draught[3] and running ahead at maximum ahead service speed and, under the same conditions, from 35° on either side to 30° on the other side in not more than 28s[2] (SOLAS 74/88 reg.II-1/29);

(CI) 2.1.3.22 confirming that the auxiliary steering gear is capable of steering the ship at navigable speed and of being brought speedily into action in an emergency and that it is capable of putting the rudder over from 15° on one side to 15° on the other side in not more than 60 s with the ship at its deepest seagoing draught and running ahead at one half of the maximum ahead service speed or 7 knots, whichever is the greater[2] (SOLAS 74/88 reg.II-1/29);

(CI) 2.1.3.24 confirming that, where the main steering gear comprises two or more identical power units and an auxiliary steering gear is not fitted, a defect can be isolated so that steering capability can be maintained or speedily regained after a single failure in its piping system or in one of the power units[2] (SOLAS 74/88 reg.II-1/29);

(CI) 2.1.3.53*bis* examining, where applicable, the alternative design and arrangements

[2] For ships fitted with alternative propulsion and steering arrangements other than traditional arrangement, such as but not limited to, azimuthing propulsors or water jet propulsion systems, refer to MSC.1/Circ.1416.

[3] For trials with the ship not at the deepest sea going draught, refer to MSC.1/Circ.1425.

for machinery or electrical installations, or fire safety, in accordance with the test and inspection requirements, if any, specified in the approved documentation (SOLAS 00/06 regs. II-1/55 and II-2/17);

(CI) 2.1.3.60 confirming that installed materials do not contain asbestos[4] (SOLAS 74/00/09 reg.II-1/3-5);

(CI) 2.1.3.62*bis* prior to the review of the coating technical file:

(CI) 2.1.3.62*bis*.1 checking that the Technical Data Sheet and Statement of Compliance or Type Approval Certificate comply with the Standard;

(CI) 2.1.3.62*bis*.2 checking that the coating identification on representative containers is consistent with the coating identified in the Technical Data Sheet;

(CI) 2.1.3.62*bis*.3 checking that the inspector is qualified in accordance with the qualification standards;

(CI) 2.1.3.62*bis*.4 checking that the inspector's reports of surface preparation and the coating's application indicate compliance with the manufacturer's Technical Data Sheet and Statement of Compliance or Type Approval Certificate; and

(CI) 2.1.3.62*bis*.5 monitoring the implementation of the coating inspection requirements.

(CI) 2.1.3.62*ter* reviewing the Coating Technical File (SOLAS 74/00/06/10 regs. II-1/3-2 and II-1/3-11; MSC.215(87) and MSC.288(87));

(CI) 2.1.3.63 confirming for oil tankers and bulk carriers, when appropriate, the provision of means of access to cargo and other spaces in accordance with the arrangements in the Ship Structures Access Manual (SOLAS 74/00/02/04 reg. II-1/3-6, SOLAS 10 regs. II-1/3-10 and MSC.287(87));

(CI) 2.1.4.1*bis* confirming in accordance with the survey plan, that oil tankers of 150 m in length and above, where appropriate, meet the applicable structural requirements of an organization recognized by the Administration, or national standards of the Administration, conforming to the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers (SOLAS 10 reg. II-1/3-10);

(CI) 2.1.4.9 confirming that all cargo oil tanks in crude oil tankers have either:

(CI) 2.1.4.9.1 been coated in accordance with MSC.288(87); or

(CI) 2.1.4.9.2 been protected by alternative means of corrosion protection or utilization of approved corrosion resistance material (steel) in accordance with MSC.289(87) (SOLAS 10 reg. II-1/3-11).

(CI) 2.1.5.1 the provisions of (CI) 2.1.4 except (CI) 2.1.4.1*bis*.

[4] Guidance on the means to verify that installed materials do not contain asbestos is contained in MSC.1/Circ.1426 on Unified interpretation on the implementation of SOLAS regulation II-1/3-5 and MSC.1/Circ.1379.

(CI) 2.1.6.1 confirming that the stability information and the damage control plans and damage control booklets have been provided (SOLAS 74/88 regs.II-1/22 and 23-1) (SOLAS 06 regs.II-1/5-1 and 19);

(CI) 2.1.6.3 confirming that the approved Cargo Securing Manual for ships carrying cargo units including containers is provided on board (SOLAS 74/~~94~~ 98 reg.VI/5.6);

(CI) 2.1.6.6 confirming when appropriate that a coating technical file reviewed by the Administration has been provided on board (SOLAS 74/00/06/10 regs.II-1/3-2 and 3-11);

(CI) 2.1.6.7*bis* confirming, for oil tankers and bulk carriers of 150 m in length and above, that the Ship Construction File has been provided (SOLAS 10 reg. II-1/3-10 and MSC.290(87));

(CI) 2.1.6.7*ter* confirming, when appropriate, that a technical file verified by the Administration has been provided on board (SOLAS 10 reg. II-1/3-11 and MSC.289(87));

(CA) 2.2.1.11*bis* confirming when appropriate, the validity of the International Energy Efficiency Certificate (MARPOL Annex VI regs.6.4 and 6.5);

(CA) 2.2.1.17 confirming that the stability information, including damage stability, where applicable, and the damage control plans and damage control booklets are on board (SOLAS 74/88 regs.II-1/22, 23 and 25) (SOLAS 06 reg.II-1/5-1 and 19);

(CA) 2.2.1.26 confirming approved Cargo Securing Manual for ships carrying cargo units including containers is on board (SOLAS 74/~~94~~ 98 reg.VI/5.6);

(CA) 2.2.1.30 confirming when appropriate that the coating technical file is available on board and maintained (SOLAS 74/00/06/10 regs.II-1/3-2 and 3-11);

(CA) 2.2.1.31*bis* confirming, where appropriate, for crude oil tankers, that a technical file verified by the Administration has been provided on board (SOLAS 10 reg.II-1/3-11 and MSC.289(87));

(CA) 2.2.1.31*ter* confirming, for oil tankers and bulk carriers of 150 m in length and above, that the Ship Construction File is available (SOLAS 10 reg. II-1/3-10 and MSC.287(87));

(CA) 2.2.2.2*bis* examining, for bulk carriers of 150 m and above, where appropriate, the ship's structure in accordance with the Ship Construction File, taking into account identified areas that need special attention (SOLAS 10 reg. II-1/3-10 and MSC.287(87));

(CA) 2.2.2.24*bis* examining, where applicable, the alternative design and arrangements for machinery or electrical installations, or fire safety, in accordance with the test, inspection and maintenance requirements, if any, specified in the approved documentation (SOLAS 00/06 regs.II-1/55 and II-2/17);

(CA) 2.2.2.30 confirming that no new materials containing asbestos were installed on board[4] (SOLAS 74/00/04/09 reg.II-1/3-5);

(CA) 2.2.3.15*bis* confirming that the coating system in cargo oil tanks of crude oil tankers, when appropriate, is maintained and that in-service maintenance and repair activities are recorded in the coating technical file (SOLAS 10 reg. II-1/3-11 and MSC.288(87));

(CA) 2.2.3.17 examining, for oil tankers of 150 m in length and above, where appropriate, the ship's structure in accordance with the Ship Construction File, taking into account identified areas that need special attention (SOLAS reg. II-1/3-10 and MSC.287(87));

(CA) 2.2.4.1 the provisions of (CA) 2.2.3 except (CA) 2.2.3.15*bis and* (CA) 2.2.3.17.

(CIn) 2.3.4.1 the provisions of (CA) 2.2.3 except (CA) 2.2.3.15*bis and* (CA) 2.2.3.17.

(CR) 2.4.4.1 the provisions of (CA) 2.2.3 except (CA) 2.2.3.15*bis and* (CA) 2.2.3.17.

5 Amendments to annex 1 – Survey Guidelines under the 1974 SOLAS Convention as modified by the 1988 Protocol relating thereto – (R) 4 Guidelines for Surveys for the Cargo Ship Safety Radio Certificate:

(RI) 4.1.2.16.4 checking that the unique beacon identification code ~~EPIRB ID~~ is clearly marked on the outside of the equipment and, where possible, decoding the unique beacon identification code ~~EPIRB identity number~~ confirming it is correct;

(RI) 4.1.2.16.4*bis* checking that the unique beacon identification code programmed in the EPIRB corresponds with the unique beacon identification code assigned by or on behalf of the Administration;

(RI) 4.1.2.16.4*ter* checking that the MMSI number if encoded in the beacon corresponds with the MMSI number assigned to the ship;

(RP) 4.2.1.11*bis* confirming when appropriate, the validity of the International Energy Efficiency Certificate (MARPOL Annex VI regs 6.4 and 6.5);

6 Amendments to annex 1 – Survey Guidelines under the 1974 SOLAS Convention as modified by the 1988 Protocol relating thereto – (P) 5 Guidelines for Surveys for the Passenger Ship Safety Certificate:

(PI) 5.1.1.12 examining the plans for the fire pumps, including the emergency fire pump[1] if applicable, fire mains, hydrants, hoses and nozzles and the international shore connection (SOLAS 74/88 reg.II-1/39 and SOLAS 74/00 reg.II-2/10.2; FSSC chs.2 and 12) (SOLAS 74/88 reg.II-1/39 and regs.II-2/4 and 19);

(PI) 5.1.1.19 examining the plans for the protection of special category spaces and other cargo spaces (SOLAS 74/88 regs.II-2/37, 38 and 39) (SOLAS 74/00/06/10 regs.II-2/ 7.6, 9 and 20; FSSC chs. 9 and 10);

(PI) 5.1.1.20 examining the plans for the fixed fire detection and alarm system, ~~the crew alarm and the public address system or other effective means of communication,~~ and any automatic sprinkler, fire detection and fire alarm system, as applicable, in machinery spaces, including enclosed spaces containing incinerators, accommodation and service spaces and control spaces (SOLAS 74/00/06/10 reg. II-2/7 (except 7.5.5, 7.6

and 7.9); FSSC chs. 8, 9 and 10) (SOLAS 74/88 reg.II-2/40) ~~(SOLAS 74/00/06 regs.II-2/7 and 12) (SOLAS 74/88 reg.II-2/40);~~

(PI) 5.1.1.20*bis* examining the plans for the crew alarm and the public address system or other effective means of communication (SOLAS 74/00/06 ~~regs.~~II-2/7.9; FSSC ch. 9; LSAC ch.7) (SOLAS 74/88 reg.II-2/40);

(PI) 5.1.1.21 examining the plans for the special arrangements for the carriage of dangerous goods, when appropriate, including water supplies, electrical equipment and wiring, fire detection sample extraction smoke detection system, bilge pumping and personnel protection (SOLAS 74/88 regs.II-2/41 and 54) (SOLAS 74/00/08 reg.II-2/19; FSSC chs. 9 and 10);

(PI) 5.1.1.23 examining the design of the survival craft, including their construction, equipment, fittings, release mechanisms ~~launching~~ and recovery appliances and embarkation and launching arrangements (SOLAS 74/88~~/06~~ regs.III/~~4,~~ 20 to 24, 36, 38 to 44 and 48) (SOLAS 06 reg.III/4) (LSAC sections 3.2, 4.1 to 4.6, 6.1 to 6.2);

(PI) 5.1.1.35 checking the plans ~~provision~~ and specification of the pilot transfer arrangement, the pilot ladders, the combination arrangements, where applicable, the access to the ship's deck and the associated equipment and lighting and ~~hoists/~~pilot transfer arrangements (SOLAS 74/00/10 reg.V/23);

(PI) 5.1.2.12 confirming the arrangements for closing sidescuttles and their deadlights, also scuppers, sanitary discharges and similar openings and other inlets and discharges in the shell plating below the bulkhead deck (SOLAS 06 reg.II-1/~~13~~ 15);

(PI) 5.1.2.30 confirming and recording the ability of the machinery to reverse the direction of the thrust of the propeller in sufficient time and to bring the ship to rest within a reasonable distance, including the effectiveness of any supplementary means of manoeuvring or stopping the ship[2] (SOLAS 74/88 reg.II-1/28);

(PI) 5.1.2.31 confirming that the main and auxiliary steering gear are so arranged that the failure of one of them does not render the other inoperative[2] (SOLAS 74/88 reg.II-1/29);

(PI) 5.1.2.34 confirming that the main steering gear is capable of steering the ship at maximum ahead service speed and is capable of putting the rudder over from 35 degrees on one side to 35 degrees on the other side with the ship at its deepest seagoing draught[3] and running ahead at maximum ahead service speed and, under the same conditions, from 35 degrees on either side to 30 degrees on the other side in not more than 28 seconds[2] (SOLAS 74/88 reg.II-1/29);

(PI) 5.1.2.35 confirming that the auxiliary steering gear is capable of steering the ship at navigable speed and of being brought speedily into action in an emergency and that it is capable of putting the rudder over from 15 degrees on one side to 15 degrees on the other side in not

more than 60 seconds with the ship at its deepest seagoing draught and running ahead at one half of the maximum ahead service speed or 7 knots, whichever is the greater[2] (SOLAS 74/88 reg.II-1/29);

(PI) 5.1.2.37 confirming that, where the main steering gear comprises two or more identical power units and an auxiliary steering gear is not fitted, a defect can be isolated so that steering capability can be maintained or speedily regained after a single failure in its piping system or in one of the power units[2] (SOLAS 74/88 reg.II-1/29)

(PI) 5.1.2.65.1 for passenger ships, constructed on or after 1 July 2010~~[10]~~, confirming provision of supplementary lighting in all cabins, and checking that such lighting automatically illuminates and remains on for a minimum of 30 min when power to the normal cabin lighting is lost (SOLAS 06/10 reg.II-1/41.6);

~~[10] Refer to Guidance for application of SOLAS II-I/41.6 (MSC.1/Circ.1372)~~

(PI) 5.1.2.67*bis* examining, where applicable, the alternative design and arrangements for machinery or electrical installations, fire safety, or life-saving appliances and arrangements, in accordance with the test and inspection requirements, if any, specified in the approved documentation (SOLAS 00/06 regs.II-1/55, II-2/17 and III/38);

(PI) 5.1.2.68 examining the fire pumps and fire main and the disposition of the hydrants, hoses and nozzles and the international shore connection and checking that each fire pump, including the emergency fire pump, can be operated separately so that two jets of water are produced simultaneously from different hydrants at any part of the ship whilst the required pressure is maintained in the fire main and testing that the emergency fire pump, if applicable, has the required capacity, and if the emergency fire pump is the main supply of water for any fixed fire-extinguishing system, checking that the emergency fire pump has the capacity for this system[1] (SOLAS 74/88 regs.II-2/4 and 19, FSSC chs. 2 and 12);

(PI) 5.1.2.83 confirming the fire protection arrangements, including fire detection and sample extraction smoke detection systems for ~~special category spaces and other~~ cargo spaces for cargo and dangerous goods and testing, as appropriate, the operation of the means for closing the various openings (SOLAS 74/88 reg~~s~~.II-2/~~37, 38 and~~ 39) (SOLAS 74/00 regs.II-2/7.6 and 10.7; FSSC chs. 5, 9 and 10);

(PI) 5.1.2.83*bis* confirming the fire protection arrangements, including fire detection and sample extraction smoke detection systems, where applicable for vehicle, special category and ro-ro spaces and testing, as appropriate, the operation of the means for closing the various openings (SOLAS 74/88 regs.II-2/37, and 38) (SOLAS 74/00 reg.II-2/20 (except 20.5); FSSC chs. 5, 6, 7, 9, 10);

(PI) 5.1.2.84 confirming and testing, as appropriate, ~~the~~ any fixed fire detection and alarm system, ~~the special alarm and the public address system or other effective means of communication~~ and any automatic sprinkler, fire detection and fire alarm system, as applicable, in machinery spaces, including enclosed spaces containing incinerators, accommodation,

service and control spaces (SOLAS 74/88 reg.II-2/40) (SOLAS 74/00/06/10 regs II-2/7 (except 7.5.5, 7.6 and 7.9); FSSC chs. 8 and 9) ~~(SOLAS 74/88 reg.II-2/40)(SOLAS 74/00/06 regs.II-2/7 and 12);;~~

(PI) 5.1.2.84*bis* confirming and testing the special alarm and the public address system or other effective means of communication (SOLAS 74/88 reg.II-2/40) (SOLAS 74/00/06/10 reg.II-2/12; LSAC ch. 7);

(PI) 5.1.2.86 examining, when appropriate, the special arrangements for carrying dangerous goods, including checking the electrical equipment and wiring, fire detection, ventilation and boundary insulation, the provision of protective clothing and portable appliances and the testing of the water supply, bilge pumping and any water spray system (SOLAS 74/88 regs.II-2/41 and 54) (SOLAS 74/00/08 reg.II-2/19);

(PI) 5.1.2.88 examining each survival craft, including its equipment, and that the required number of search and rescue locating devices are fitted in liferafts and those liferafts are clearly marked (SOLAS 74/88/00/02/08 regs.III/20, 21 and 26; LSAC sections 2.3 to 2.5, 3.2 and 4.1 to 4.6);

(PI) 5.1.2.90 deployment of 50% of the MES after installation (~~LSAC section 5.1 and MSC/Circ.809~~ LSAC paragraph 6.2.2.2);

(PI) 5.1.2.102 checking that a decision support system is provided for the Master (SOLAS 74/00 reg.III/29; SOLAS 06 regs. II-2/21 and 22);

(PI) 5.1.2.109 checking that the International Code of Signals and an up-to-date copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual have been provided. (SOLAS 74/00/02 reg.V/21);

(PI) 5.1.2.110 checking the provision of the pilot transfer arrangement, the access to the ship's deck and the associated equipment and lighting, checking the ~~and, as appropriate, the deployment or~~ operation of the pilot ladders and ~~hoists/pilot transfer~~ combination arrangements, where applicable (SOLAS 74/00/10 reg.V/23);

(PI) 5.1.2.126.4 checking that the unique beacon identification code ~~EPIRB ID~~ is clearly marked on the outside of the equipment and, where possible, decoding the unique beacon identification code ~~EPIRB identity number~~ confirming it is correct;

(PI) 5.1.2.126.4*bis* checking that the unique beacon identification code programmed in the EPIRB corresponds with the unique beacon identification code assigned by or on behalf of the Administration;

(PI) 5.1.2.126.4*ter* checking that the MMSI number if encoded in the beacon corresponds with the MMSI number assigned to the ship;

(PI) 5.1.2.135 checking ~~that~~ the provision, and~~,~~ operation ~~and the annual test has been carried out for~~ of the automatic identification system (SOLAS 74/00/04 reg.V/19);

(PI) 5.1.2.137 confirming that installed materials do not contain asbestos[4] (SOLAS 09 reg.II-1/3-5);

(PI) 5.1.3.1 confirming that the stability information and damage control plans and damage control booklets have been provided (SOLAS 74/88 regs.II-1/22 and 23) (SOLAS 06 regs.II-1/5-1 and 19);

(PI) 5.1.3.10 confirming that emergency instructions are available for each person on board, that the muster list is posted in conspicuous places, and that they are in a language understood by the persons on board (SOLAS 74/00 regs.III/8 and ~~53~~ 37);

(PI) 5.1.3.16*bis* checking that records are provided, identifying any pilot ladders placed into service (SOLAS 10 reg.V/23.2.4);

(PR) 5.2.1.8*bis* confirming when appropriate, the validity of the International Energy Efficiency Certificate (MARPOL Annex VI regs. 6.4 and 6.5);

(PR) 5.2.1.17 confirming that the stability information and damage control plans and damage control booklets are readily available (SOLAS 74/88 regs.II-1/22 and 23) (SOLAS 06 regs.II-1/5-1 and 19);

(PR) 5.2.1.27*bis* confirming that, if applicable, a factual statement issued by the manufacturer of the lifeboat release mechanism is available, confirming the successful overhaul examination of a mechanism compliant with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the LSA Code, or, alternatively, that a statement of acceptance of the installation of a replacement release and retrieval system to an existing lifeboat is available (SOLAS 11 reg.III/1.5; LSAC section 4.4.7.6);

(PR) 5.2.1.35*bis* checking that records are maintained identifying any pilot ladders placed into service and any repair effected (SOLAS 10 reg.V/23.2.4);

(PR) 5.2.1.38 confirming the provisions of (PI) 5.1.3.14 to (PI) 5.1.3.19 except (PI) 5.1.3.16*bis*;

(PR) 5.2.2.31 confirming that the main and auxiliary steering gear are being properly maintained, are arranged so that the failure of one does not render the other inoperative and that the auxiliary steering gear is capable of being brought speedily into action in an emergency[2] (SOLAS 74/88 reg.II-1/29);

(PR) 5.2.2.62*bis* examining, where applicable, the alternative design and arrangements for machinery or electrical installations, fire safety, or life-saving appliances and arrangements, in accordance with the test, inspection and maintenance requirements, if any, specified in the approved documentation (SOLAS 00/06 regs.II-1/55, II-2/17 and III/38);

(PR) 5.2.2.72 examining and testing, as far as practicable, any fire detection and fire alarm arrangements in machinery spaces, including enclosed spaces containing incinerators, if applicable, accommodation and service spaces and control spaces (SOLAS 74/00/10 reg.II-2/7 (except 7.5.5, 7.6 and 7.9); FSSC chs. 8 and 9) (SOLAS 74/88 regs.II-2/11, 12, 13, 13-1, 14, 36 and 41);

(PR) 5.2.2.82 examining the fire-extinguishing arrangements, examining and testing the fire detection and alarm systems, the sample extraction smoke detection systems, where applicable ~~including fire detection~~ in cargo spaces for general cargo and dangerous goods and testing, as far as practicable and as appropriate, the operation of the means for closing the various openings (SOLAS 74/00 regs.II-2/7.6 and 10.7; FSSC chs.5, 9 and 10) (SOLAS 74/88 reg.II-2/39);

(PR) 5.2.2.83 examining the fire-extinguishing arrangements ~~including fire detection~~ examining and testing the fire detection and alarm system, the sample extraction smoke detection system, where applicable, in vehicle, special category and ro-ro spaces and testing, as far as practicable and as appropriate, the operation of the means for closing the various openings (SOLAS 74/00 reg.II-2/20 (except 20.5); FSSC chs.5, 6, 7, 9 and 10) (SOLAS 74/88 regs.II-2/37, 38 and 38-1);

(PR) 5.2.2.85 examining, when appropriate, the special arrangements for carrying dangerous goods, including checking the electrical equipment and wiring, ~~fire detection,~~ ventilation, the provision of personnel protection clothing and portable appliances, testing any fire detection and alarm system and any sample extraction smoke detection system and testing, as far as practicable, the water supply, bilge pumping and any water spray system (SOLAS 74/00/08 reg.II-2/19 (except 19.3.8, 19.3.10 and 19.4); FSSC chs.3, 4, 7, 9 and 10) (SOLAS 74/88 regs.II-2/41 and 54);

(PR) 5.2.2.92 examining each survival craft, including its equipment and, when fitted, the on-load release mechanism and hydrostatic lock, and for inflatable liferafts the hydrostatic release unit and float free arrangements, including the date of servicing or replacement. Checking that the hand-flares are not out of date and that the required number of search and rescue locating devices are fitted in liferafts and those liferafts are clearly marked (SOLAS 74/96/00/02/08 regs.III/20, 21, 23, 24 and 26; LSAC sections 2.3 to 2.5, 3.2 and 4.1 to 4.6);

(PR) 5.2.2.101 confirming that a decision support system is provided for the Master (SOLAS 74/88 reg.III/29) (SOLAS 06 regs. II-2/21 and 22);

(PR) 5.2.2.111 checking that the International Code of Signals and an up-to-date copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual have been provided. (SOLAS 74/00/02 reg.V/21);

(PR) 5.2.2.113 checking the provision~~,~~ and operation of ~~and that the annual test has been carried out for~~ the automatic identification system, where fitted, and whether the annual test has been carried out and a copy of the test report is on board (SOLAS 74/00/04/10 regs.V/18.9 and 19);

(PR) 5.2.2.114 checking the provision and specification of the pilot ladders and ~~hoists/~~pilot transfer arrangements (SOLAS 74/00/10 reg.V/~~17~~23);

(PR) 5.2.2.116 confirming that no new materials containing asbestos were installed on board (SOLAS 74/00/05/09 reg.II-1/3-5)[4]

7 Amendments to annex 2 – Survey Guidelines under the 1966 Load Line Convention as modified by the 1988 Protocol relating thereto – (L) 1 Guidelines for surveys for the International Load Line Certificate or International Load Line Exemption Certificate:

(LI) 1.1.2.14 examining the special requirements for ships permitted to sail with type "A" or type "B-minus" freeboards (LLC 66/88/03 regs.26 and 27);

(LA) 1.2.1.11*bis* confirming when appropriate, the validity of the International Energy Efficiency Certificate (MARPOL Annex VI, regs. 6.4 and 6.5)

8 Amendments to annex 3 – Survey Guidelines under the MARPOL Convention – (O) 1 Guidelines for Surveys for the International Oil Pollution Prevention Certificate:

(OI) 1.1.2.11 examining, for oil tanker of 5,000 tonnes deadweight and above delivered on or after 1 February 2002, the intact stability (MARPOL 90/04 Annex I reg.27);

(OA) 1.2.1.9*bis* confirming when appropriate, the validity of the International Energy Efficiency Certificate (MARPOL Annex VI, regs. 6.4 and 6.5);

9 Amendments to annex 3 – Survey Guidelines under the MARPOL Convention – (N) 2 Guidelines for Surveys for the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk:

(NI) 2.1.2.10 confirming if applicable the construction and arrangements of a ship certified to carry individually identified vegetable oils under exemption from the carriage requirements (MARPOL 90/04 Annex II reg.~~4.3~~ 4.1.3).

(NI) 2.1.3.3 confirming that the shipboard marine pollution emergency plan is provided (MARPOL ~~90/~~04 Annex II reg.17).

(NA) 2.2.1.7*bis* confirming when appropriate, the validity of the International Energy Efficiency Certificate (MARPOL Annex VI, regs. 6.4 and 6.5);

10 Amendments to annex 3 – Survey Guidelines under the MARPOL Convention – (S) 3 Guidelines for Surveys for the International Sewage Pollution Prevention Certificate:

(SI) 3.1.1.2 if a sewage treatment plant is fitted, checking that it is type approved by the Administration in accordance with the appropriate resolution (MARPOL Annex IV regs.9.1.1 and 9.2.1);

(SI) 3.1.1.3 if a sewage comminuting and disinfecting system is fitted, checking that it is approved by the Administration and that facilities for the temporary storage of sewage are provided (MARPOL Annex IV reg.9.1.2);

(SI) 3.1.1.4 if a sewage holding tank is fitted, checking its capacity having regard to the number of persons on board (MARPOL Annex IV regs.9.1.3 and 9.2.2);

(SI) 3.1.2.1 checking externally, as applicable, the sewage treatment plant or the sewage comminuting and disinfecting system, and confirming their operation (MARPOL Annex IV regs.4.1.1 and 9.1.1, 9.1.2 and 9.2.1);

(SI) 3.1.2.2 if a sewage holding tank is fitted, checking that it has been constructed in a satisfactory manner, and checking that the holding tank has a means to indicate visually the amount of its contents (MARPOL Annex IV regs.9.1.3 and 9.2.2);

(SR) 3.2.1.4*bis* confirming when appropriate, the validity of the International Energy Efficiency Certificate (MARPOL Annex VI regs. 6.4 and 6.5);

(SR) 3.2.2.2 examining externally the sewage pollution prevention system and confirming, as far as practicable its satisfactory operation (MARPOL Annex IV, reg.9);

(SR) 3.2.2.4 confirming, for ships where a sewage holding tank is fitted as a sewage system, that an approval for the rate of discharge is available (MARPOL IV regs.9.1.3 and 11.1.1)

11 Amendments to annex 3 – Survey Guidelines under the MARPOL Convention – (A) 4 Guidelines for Surveys for the International Air Pollution Prevention Certificate and the NO_x Technical Code:

(AI) 4.1.2.2.1.4 for marine diesel engines of an output more than 5,000 kW and a per cylinder displacement at or above 90 litres/cylinder installed on ships constructed between 1 January 1990 and 31 December 1999, check whether:

.1 an approved method exists;

.2 an approved method is not commercially available; or

.3 that an approved method is installed and where this is the case, that there is an approved method file,

and apply the verification procedures as given in the approved method file;

.4 or that the engine has been certified, confirming that it operates within the limits set forth for Tier I, Tier II or Tier III (MARPOL Annex VI reg. 13.7.3);

(AI) 4.1.2.3.1 confirming, if appropriate, that:

.1 satisfactory arrangements are in place for using compliant fuel as required; or

.2 satisfactory installation and operation of the fuel switching arrangements are in place when tanks are provided for different grades of fuel , and that a written procedure showing how the fuel oil changeover is done, is available; or

(AA) 4.2.1.4*bis* checking when appropriate, the validity of the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk;

(AA) 4.2.1.4*ter* checking when appropriate, the validity of the International Sewage Pollution Prevention Certificate;

(AA) 4.2.1.4*quad* confirming when appropriate, the validity of the International Energy Efficiency Certificate (MARPOL Annex VI, regs. 6.4 and 6.5)

(AA) 4.2.2.4.6 for a marine diesel engine with an output of more than 5,000 kW and a per cylinder displacement at or above 90 litres/cylinder installed on ships constructed between 1 January 1990 and 31 December 1999, check whether:

.1 an approved method exists;

.2 an approved method is not commercially available; or

.3 that an approved method is installed and where this is the case, that there is an approved method file,

and apply the verification procedures as given in the approved method file;

.4 or that the engine has been certified, confirming that it operates within the limits set forth for Tier I, Tier II or Tier III (MARPOL Annex VI reg. 13.7.3);

(AR) 4.4.2.2.1 confirming, if necessary by simulated test or equivalent, the satisfactory operation of the ~~following~~ alarms and safety devices.

12 Amendments to annex 4 – Survey Guidelines under mandatory Codes – Guidelines for Surveys for the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk and the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk:

(DA) 1.2.1.9*bis* confirming when appropriate, the validity of the International Energy Efficiency Certificate (MARPOL Annex VI, regs. 6.4 and 6.5);

(DA) 1.2.1.20 confirming that the Shipboard marine pollution emergency plan is on board (MARPOL ~~73/78/02~~ 04 Annex II reg.~~16~~ 17);

(DA) 1.2.1.21 confirming that the Cargo Record Book is on board and being correctly used (MARPOL ~~73/78/91/97/02~~ 04 Annex II reg.~~9~~ 15);

13 Amendments to annex 4 – Survey Guidelines under mandatory Codes –Guidelines for Surveys for the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk:

(GA) 2.2.1.9*bis* confirming when appropriate, the validity of the International Energy Efficiency Certificate (MARPOL Annex VI, regs. 6.4 and 6.5,);

14 Amendments to appendix 1 Summary of Amendments to Mandatory Instruments reflected in the Survey Guidelines under the HSSC:

SOLAS 1974 up to and including the ~~2009~~ 2011 amendments, (resolution MSC.~~282(86)~~ 317(89))

SOLAS PROT 1988 up to and including the ~~2009~~ 2010 amendments (resolution MSC.~~283(86)~~309(88))

MARPOL up to and including the ~~2010~~ 2012 amendments (resolution MEPC.~~190(60)~~217(63))

NO_x Technical Code up to and including the ~~2008~~ 2012 amendments (resolution MEPC.~~177(58)~~217(63))

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ANNEX 35

DRAFT ASSEMBLY RESOLUTION

2013 NON-EXHAUSTIVE LIST OF OBLIGATIONS UNDER INSTRUMENTS RELEVANT TO THE IMO INSTRUMENTS IMPLEMENTATION CODE

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines regarding maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO that, by resolution A.1054(27), it adopted the *Code for the Implementation of Mandatory IMO Instruments, 2011*, annexes to which, provide a non-exhaustive list of instruments and obligations for guidance on the implementation and enforcement of IMO instruments, in particular concerning the identification of the auditable areas relevant to Voluntary IMO Member State Audit Scheme,

RECOGNIZING the need for the annexes to above-mentioned Code to be further revised to take account of the amendments to the IMO instruments referred to in the Code which have entered into force or become effective since the adoption of resolution A.1054(27),

RECOGNIZING FURTHER that parties to the relevant international conventions have, as part of the ratification process, accepted to fully meet their responsibilities and to discharge their obligations under the conventions and other instruments to which they are party,

REAFFIRMING that States have the primary responsibility to have in place an adequate and effective system to exercise control over ships entitled to fly their flag, and to ensure that they comply with relevant international rules and regulations in respect of maritime safety, security and protection of the marine environment,

REAFFIRMING FURTHER that States, in their capacity as flag, port and coastal States, have other obligations and responsibilities under applicable international law in respect of maritime safety, security and protection of the marine environment,

NOTING that, while States may realize certain benefits by becoming party to instruments aiming at promoting maritime safety, security and protection of the marine environment, these benefits can only be fully realized when all parties carry out their obligations as required by the instruments concerned,

NOTING ALSO that the ultimate effectiveness of any instrument depends, inter alia, upon all States:

(a) becoming party to all instruments related to maritime safety, security and pollution prevention and control;

(b) implementing and enforcing such instruments fully and effectively;

(c) reporting to the Organization, as required,

NOTING ALSO resolution [A…(28)] by which it adopted the IMO Instruments Implementation Code (III Code) [revoking resolution A.1054(27) on the Code for the Implementation of Mandatory IMO Instruments, 2011],

NOTING ALSO resolution A.[…](28) by which it adopted amendments to the International Convention on Load Lines, 1966, the International Convention on Tonnage Measurement of Ships, 1969 and the Convention on the International Regulation for Preventing Collisions at Sea, 1972, to make the III Code mandatory under these Conventions,

NOTING FURTHER that the Marine Environment Protection Committee and the Maritime Safety Committee have developed requirements for adoption by Contracting Governments to the International Convention for the Safety of Life at Sea, 1974, and the Protocol of 1988 relating to the International Convention on Load Lines, 1966, the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, [and the International Convention on Standards of Training, Certification and Watchkeeping, 1978, as amended], respectively, to make the III Code mandatory under these instruments,

HAVING CONSIDERED the recommendations made by the Marine Environment Protection Committee [at its sixty-fifth] session and the Maritime Safety Committee, [at its ninety-second] session,

1. ADOPTS the 2013 non-exhaustive list of obligations under instruments relevant to the III Code, set out in the annex to the present resolution;

2. URGES Governments of all States, in their capacity as flag, port and coastal States, to make as much use as possible of the list in the implementation of IMO instruments on a national basis;

3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the list under review and, under the coordination of the Council, to propose amendments thereto to the Assembly.

* * *

ANNEX 1

OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES

The following table contains a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

	OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES	
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
TONNAGE 69		
Art. 1	General obligation under the Convention	
Art. 5(2)	Force majeure	
Art. 8	Issue of a certificate by another Government	
Art. 10	Cancellation of certificate	
Art. 11	Acceptance of certificates	
Art. 15	Communication of information	
LL 66 and LL PROT 88[1]		
Art. 1	General obligation under the Convention	
	General obligations	LL PROT 88 only (Art. I)
Art. 7(2)	Force majeure	
Art. 17	Issue or endorsement of certificates by another Government	amended by LL PROT 88
Art. 20	Acceptance of certificates	
Art. 25	Special rules drawn up by agreement	
Art. 26	Communication of information	
	Communication of information	LL PROT 88 only (Art. III)

[1] When the obligation does not derive from the International Convention on Load Lines, 1966, but solely from the Protocol of 1988 relating thereto, this is indicated in the "Comments" column.

	OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES	
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
COLREG 72		
Art. I	General obligations	
STCW 78		
Art. I	General obligations under the Convention	
Art. IV	Communication of information	
Art. XI(1)	Promotion of technical co-operation	
Reg. I/2.12	Issuance of certificates of competency	
Reg. I/2.14	Maintenance of a register or registers of all certificates and endorsements	
Reg. I/2.15 and 2.16	Availability of information on the status of certificates of competency, endorsements and dispensations (as of 1 January 2017, available in English through electronic means)	
Reg. I/3	Principles governing near-coastal voyages, communication of information and incorporation of limits in the endorsements	
Reg. I/5	National provisions – impartial investigation, enforcement measures including penalties or disciplinary measures and cooperation	
Reg. I/6.1	Training and assessment – Administration, supervision and monitoring	
Reg. I/6.2	Qualification of those responsible for training and assessment	
Reg. I/7	Communication of the information as referred to in article IV of the STCW 78 Convention and A-I/7 of the STCW Code	
Reg. I/8.1 and 8.2	Quality standards system and periodical independent evaluation	
Reg. I/8.3	Communication of a report	
Reg. I/9.1 and 9.2	Medical standards, procedures for issuance of medical certificates, and recognition of medical practitioners	

	OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES	
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. I/9.6	Procedures for governing the validity of a medical certificate which expires in the course of a voyage	
Reg. I/11.4 and 11.5	Comparison of standards of competence – determination of need for appropriate refresher and updating training or assessment and formulation or promotion of the formulation of a structure of refresher and updating courses	
Reg. II/5.3	Comparison of standards of competence – determination of the need to update qualifications for able seamen to whom certificates are issued before 1 January 2012	
Reg. III/5.3	Comparison of standards of competence – determination of the need to update qualifications for ratings in engine department to whom certificates are issued before 1 January 2012	
Reg. III/6.3	Comparison of standards of competence – determination of the need to update qualifications for electro-technical officers to whom certificates are issued before 1 January 2012	
Reg. III/7.3	Comparison of standards of competence – determination of the need to update qualifications for electro-technical officers to whom certificates are issued before 1 January 2012	
Reg. VII/3.1	Principles governing the issue of alternative certificates	
SOLAS 74		
Art. I	General obligations under the Convention	in SOLAS PROT 78 and SOLAS PROT 88
Art. III	Communication of information	in SOLAS PROT 78 and SOLAS PROT 88
Art. V(c)	Carriage of persons in emergencies – reporting	
Art. VII	Special rules drawn up by agreement	

	OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES	
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Art. XI	Denunciation	in SOLAS PROT 88 (Art. VII)
Reg. I/13	Issue or endorsement of certificates by another Government	in SOLAS PROT 88
Reg. I/17	Acceptance of certificates	also reg. I/19(b)
Reg. I/21(b)	Casualties – reporting	
Reg. IV/5	Provision of radiocommunication services and communication of information on such provision	
Reg. IV/5-1	Global maritime distress and safety system identities – ensuring suitable arrangements	
Reg. V/5	Meteorological services and warnings	
Reg. V/6	Ice Patrol Service	
Reg. V/10	Ships' routeing	
Reg. V/11	Ship reporting systems	
Reg. V/12	Vessel traffic services	
Reg. V/13	Establishment and operation of aids to navigation	
Reg. V/31.2	Danger messages – bring to the knowledge of those concerned and communicate to other interested Governments	
Reg. V/33.1-1	Distress situations: obligations and procedures – coordination and cooperation	
Reg. VI/1.2	Appropriate information on safe carriage of cargoes	
Reg. VII/2.4	Issue of instructions on emergency response, etc.	
Reg. VII/7-1	Issue of instructions on emergency response, etc.	
MARPOL		
Art. 1	General obligations under the Convention	and Art. I of MARPOL PROT 78
Art. 4(2) and (4)	Violation	

	OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES	
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Art. 5(1)	Certificates and special rules on inspection of ships – acceptance of certificates	
Art. 5(4)	Certificates and special rules on inspection of ships – no more favourable treatment	
Art. 6(1)	Detection of violations and enforcement of the Convention – cooperation	
Art. 6(3)	Detection of violations and enforcement of the Convention – furnishing evidence	
Art. 7	Undue delay to ships	
Art. 8	Reports on incidents involving harmful substances	
Art. 11	Communication of information	
Art. 12(2)	Casualties to ships – information to IMO	
Art. 17	Promotion of technical co-operation	
Annex I		
Reg. 8	Issue or endorsement of a certificate by another Government	
Reg. 15.7	Control of discharge of oil – investigations (Machinery spaces)	
Reg. 34.7	Control of discharge of oil – investigations (Cargo area)	
Reg. 38.3*bis* and 38.4*bis*	Consultation with IMO for circulation of information regarding reception facilities by Parties participating in regional arrangements	
Annex II		
Reg. 6.3	Categorization and listing of noxious liquid substances and other substances – establish and agree on provisional assessment and notify IMO	
Reg. 9.3.1, 9.3.2, 9.3.3 and 9.3.4	Issue or endorsement of a certificate by another Government	

	OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES	
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. 13.4	Control of discharges of residues – exemption for a pre-wash	
Reg. 18.2*bis* and 18.2*ter* Reg. 18.3	Consultation with IMO for circulation of information regarding reception facilities by Parties participating in regional arrangements Reception facilities and cargo unloading terminal arrangements – agree and establish a date, notify IMO	
Annex III Reg. 1(3)	Application – issue detailed requirements	
Annex IV Reg. 6 Reg. 12.1*bis*	Issue or endorsement of a certificate by another Government Consultation with IMO for circulation of information regarding reception facilities by Parties participating in regional arrangements	
Annex V Reg. 8.2*bis*	Consultation with IMO for circulation of information regarding reception facilities by Parties participating in regional arrangements	
Annex VI Reg. 7	Issue or endorsement of a certificate by another Government	Addition related to IECC by MEPC.203(62)
Regs. 9.9.3 and 9.11.2 Reg. 11.1 Reg. 11.2 Reg. 11.3	Transfer of flag – transmitting copies of the certificate and the relevant survey report Detection of violations and enforcement – cooperation Inspection report in case of detection of violations Detection of violations and enforcement – information to flag State and master on violations detected	

	OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES	
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. 11.5	Transmission of report to requesting Party	
Reg. 13.7.1	Certification of an Approved Method and communication to IMO	
Reg.17.1	Adequate Reception Facilities	
Reg. 17.1*bis*	Consultation with IMO for circulation of information regarding reception facilities by Parties participating in regional arrangement	
Reg. 17.3	Reception Facilities unavailable or inadequate – communication to IMO	
Reg. 18.1	Availability of fuel oils and communication to IMO	
Reg. 18.2.1	Ship not compliant with fuel oil standards	
Reg. 18.2.3	Action taken, including not taking control measures	
Reg. 18.2.5	Evidence of the non-availability of compliant fuel oil – communication to IMO	
Reg. 18.9	Authorities designated for register of local suppliers, bunker delivery note and sample, fuel oil quality, actions against fuel oil suppliers of non-compliance, informing the Administration of any ship receiving non-compliant fuel oil and communication to IMO of non-compliant fuel oil suppliers as referred to in the paragraph	
ISM Code		
Para 14.3	Extension of validity of Interim SMC by another Contracting Government	
1994 HSC Code		
Para 1.8.2	Issue of certificates by another Government	
Para 14.2.1.12	Definition of "sea area A1"	as may be defined
Para 14.2.1.13	Definition of "sea area A2"	as may be defined
2000 HSC Code		
Para 1.8.2	Issue of certificates by another Government	

	OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES	
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 14.2.1.13	Definition of "sea area A1"	as may be defined
Para 14.2.1.14	Definition of "sea area A2"	as may be defined
IMDG Code		
Section 1.3.1	Training of shoreside personnel – establishment of period for keeping records of training	
Section 1.5.2	Radiation protection programme – role of Competent Authority	
Section 1.5.3	Quality assurance programmes – role of Competent Authority	
Chapter 3.3	Approval of metal hydride storage system(s) installed in conveyances or in completed conveyance components or intended to be installed in conveyances	
Chapter 4.1	Approval of packagings as referred to in the Chapter – role of Competent Authority	
Section 5.1.5	General provisions for class 7 – role of Competent Authority	
Chapter 5.5	Determining the period between fumigant application and loading of fumigated cargo transport unit on board the ship	
Chapter 6.2	Approval of pressure receptacles, aerosol dispensers, small receptacles containing gas and fuel cell cartridges containing liquefied flammable gas – role of Competent Authority	
Section 6.2.2.6.2	General provisions – role of Competent Authority	
Section 6.3.2	Quality assurance programme – role of Competent Authority	
Section 6.3.5	Procedures for performance and frequency of tests – role of Competent Authority	
Chapter 6.4	Approval of package design and materials for class 7 – role of Competent Authority	

	OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES	
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Section 6.5.4 Chapter 6.6	Testing, certification and inspection – role of Competent Authority Provisions for the construction and testing of large packagings – role of Competent Authority	
Chapter 6.7 Chapter 6.8 Section 7.1.14 Chapter 7.9	Provisions for the design, construction, inspection and testing of portable tanks and multiple-element gas containers – role of Competent Authority Provisions for road tank vehicles – role of Competent Authority Stowage of goods of class 7 – role of Competent Authority Exemptions, approvals and certificates – notification to IMO and recognition of approvals and certificates	
Casualty Investigation Code Para 4/4.1 Paras 5/5.1 and 5.2	 Detailed contact information of the marine safety investigation Authority(ies) to IMO Notification of a marine casualty	
Paras 7/7.1 and 7.2 Para 8/8.1 Para 9/9.2 Para 10/10.1 Para 11/11.1 Paras 13/13.1,13.4 and 13.5	Agreement to conduct a marine safety investigation Powers provided for investigator(s) Coordination for parallel investigations Cooperation in investigating Investigation not to be subject to external direction Draft marine safety investigation reports	

	OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES	
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Paras 14/14.1 and 14.2 Para 14/14.4	Marine safety investigation reports – communication to IMO Marine safety investigation reports – available to public and shipping industry	
IBC Code Para 1.5.3 Para 1.5.5.1	 Maintenance of conditions after survey Issue or endorsement of International Certificate of Fitness by another Government	
BCH Code Para 1.6.4.1	 Issue or endorsement of certificate by another Government	
IGC Code Para 1.5.5.1	 Issue or endorsement of certificate by another Government	
STCW Code, part A Section A-I/6.1	 Training and assessment of seafarers for certification	
Section A-I/6.3 Section A-I/6.7 Section A-I/7.2 Section A-I/7.3, 7.4 and 7.5 Section A-I/8.1 and 8.3 Section A-I/9.1	Qualifications of instructors, supervisors and assessors Training and assessment within an institution Communication of information – initial communication (within one year of entry into force of regulation I/7) Communication of information – subsequent reports (within the periods as referred to in paragraphs 7.3, 7.4 and 7.5) National objectives and quality standards Medical standards – eyesight standards, physical and medical fitness	

	OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES	
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Section A-1/9.4	Provisions for recognizing medical practitioners and maintenance of a register of recognized medical practitioners	
Section A-I/9.5 and 9.6	Guidance, processes and procedures for the conduct of medical fitness examinations and issuance of medical certificates	
Section A-I/12.1	General performance standards for simulators used in training	
Section A-I/12.2	General performance standards for simulators used in assessment of competence	
Section A-I/12.6	Simulator training objectives	
Section A-I/12.9	Qualification of instructors and assessors	
Section A.VIII/2.9	Watchkeeping at sea – directing the attention of companies, masters, chief engineer officers and watchkeeping personnel to observe principles in parts 4-1 and 4-2	

* * *

ANNEX 2

SPECIFIC FLAG STATE OBLIGATIONS

The following table contains a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
TONNAGE 69		
Art. 6	Determination of tonnages	
Art. 7(2)	Issue of certificates	
Annex I, reg. 1(3)	Novel types of craft – determination of tonnage and communication to IMO on method used	
Annex I, reg. 5(3)(b)	Change of net tonnage – Alterations or modifications deemed by the Administration to be of a major character	
Annex I, reg. 7	Measurement and calculation	
LL 66 and LL PROT 88[2]		
	Existing certificates	LL PROT 88 only (Art.II-2)
Art. 6(3)	Exemptions – reporting	
Art. 8(2)	Equivalents – reporting	
Art. 9(2)	Approvals for experimental purposes – reporting	
Art. 13	Surveys and marking	amended by LL PROT 88
Art. 14	Initial, renewal and annual survey	amended by LL PROT 88
Art. 16(3)	Issue of certificates	
Art. 19	Duration and validity of certificate	amended by LL PROT 88
Art. 23	Casualties	

[2] When the obligation does not derive from the International Convention on Load Lines, 1966, but solely from the Protocol of 1988 relating thereto, this is indicated in the "Comments" column.

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Annex I, reg. 1	Strength of hull	
	Strength and intact stability of ships	LL PROT 88 only (Annex I, reg. l)
Annex I, reg. 2	Application – Assignment of freeboard	amended by LL PROT 88
	Authorization of recognized organizations	LL PROT 88 only (Annex I, reg. 2-1)
Annex I, reg. 8	Details of marking	
Annex I, reg. 10	Stability information – approval	amended by LL PROT 88
Annex I, reg. 12	Doors	amended by LL PROT 88
Annex I, reg. 14	Cargo and other hatchways	amended by LL PROT 88
Annex I, reg. 15	Hatchways closed by portable covers and secured weather tight by tarpaulins and battering devices	amended by LL PROT 88
Annex I, reg. 16(1)	Hatchway coamings – reduced heights	amended by LL PROT 88 (Annex I, reg. 14-1(2))
Annex I, reg. 16(4)	Securing arrangements	amended by LL PROT 88 (Annex I, reg. 16(6))
	Machinery space openings	LL PROT 88 only (Annex I, reg. 17(4))
Annex I, reg. 19	Ventilators	amended by LL PROT 88
Annex I, reg. 20	Air pipes	amended by LL PROT 88
	Cargo ports and other similar openings – applicable national standards	LL PROT 88 only (Annex I, reg. 21(5))
Annex I, reg. 22	Scuppers, inlets and discharges	amended by LL PROT 88
Annex I, reg. 25	Protection of the crew	amended by LL PROT 88
Annex I, reg. 27	Freeboards – Types of ships	amended by LL PROT 88
Annex I, reg. 28	Freeboard tables	amended by LL PROT 88
Annex I, reg. 39	Minimum bow height and reserve buoyancy	amended by LL PROT 88
	Lashing system	LL PROT 88 only (Annex I, reg. 44(6))

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
COLREG 72		
Annex I, paragraph 14	Approval of construction of lights and shapes and the installation of lights on board	
Annex III, paragraph 3	Approval of construction, performance and installation of sound signal appliances on board	
STCW 78		
Art. VI	Certificates	
Art. VIII(3)	Dispensation – reporting	
Art. IX(2)	Equivalents – reporting	
Reg. I/2.1, 2.2, 2.7 and 2.8	Issuance and endorsements of certificate of competency	
Reg. I/10.1 and 10.2	Recognition of certificates and seafarer's knowledge of the maritime legislation	
Reg. I/11.6	Availability – recent changes in national and international regulations	
Reg. I/13.3	Conduct of trials – safety, security and pollution prevention	
Reg. I/13.5 and 13.8.1	Results of trials – Communication	
Reg. I/13.7	Respect objections to particular trials	
Reg.I/13.8	Respect objections by other Parties when authorizing ships to continue to operate with the system under trial	
Reg. I/14.1	Responsibilities of companies	
Reg. IV/1.2	Application – appropriate certificates for radio operators	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. V/1.7	Mandatory minimum requirements for the training and qualification of masters, officers and ratings on oil and chemical tankers	
Reg. V/1-2.5	Mandatory minimum requirements for the training and qualification of masters, officers and ratings on liquefied gas tankers	
Reg. V/2.1	Applicability of the requirements on domestic voyages	
Reg. V/2.8	Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on passenger ships	
Reg. VIII/1.1 and 1.2	Fitness for duty – preventing fatigue and preventing drug and alcohol abuse	
Reg. VIII/2.1 and 2.2	Watchkeeping arrangements and principles – direction and requirements	
SOLAS 74		
Reg. I/4(b)	Exemptions – reporting	
Reg. I/5(b)	Equivalents – reporting	
Reg. I/6	Inspection and survey	in SOLAS PROT 78 and SOLAS PROT 88
Reg. I/7	Survey of passenger ships	in SOLAS PROT 88
Reg. I/8	Survey of life-saving appliances and other equipment of cargo ships	in SOLAS PROT 88
Reg. I/9	Survey of radio installations of cargo ships	in SOLAS PROT 88
Reg. I/10	Survey of structure, machinery and equipment of cargo ships	in SOLAS PROT 88
Reg. I/12	Issue of certificates	in SOLAS PROT 88
	Issue and endorsement of certificates	in SOLAS PROT 88
Reg. I/14	Duration and validity of certificates	in SOLAS PROT 88

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. I/15	Forms of certificates and records of equipment	in SOLAS PROT 88
Reg. I/18	Qualification of certificates	
Reg. I/21	Casualties	
Reg. II-1/1.2	Compliance with earlier requirements	revised SOLAS chapter II-1 adopted by MSC 80 and MSC 82
Reg. II-1/3-2	Approval of corrosion prevention systems of seawater ballast tanks	
Reg. II-1/3-2.4	Maintenance of the protective coating	
Reg. II-1/3-3.2	Approval of means of access to tanker bows	
Reg. II-1/3-4.1.2.2 and 3-4.1.3	Approval of emergency towing arrangements on tankers	
Reg. II-1/3-6.2.3	Means of access to cargo and other spaces – satisfaction of the Administration as well as survey	
Reg. II-1/3-6.4.1	Approval of Ship Structure Access Manual	
Reg. II-1/3-8.3	Appropriate requirements for towing and mooring equipment	
Reg. II-1/3-9.1	Means of embarkation and disembarkation	
Reg. II-1/4.2	Alternative methodologies – communication to IMO	
Reg. II-1/4.4	Beneficial or adverse effects of fitting structures as defined by the regulation	
Reg. II-1/5-1.1	Stability information to the Administration	
Reg. II-1/7-2.5	Acceptance to equalization devices and their control	
Reg. II-1/13.9.2	Number and arrangements of doors with a device preventing unauthorized opening	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. II-1/13.11.2	Special consideration for tunnels piercing watertight bulkheads	
Reg. II-1/15.2	Arrangement and efficiency of the means for closing any opening in the shell plating	
Reg. II-1/15.6	Special sanction for automatic ventilating sidescuttles	
Reg. II-1/15.8.5	Material of pipes as referred to in the regulation	
Reg. II-1/16.1.1	Construction and initial tests of watertight doors, sidescuttles, etc.	
Reg. II-1/16-1.1	Construction and initial tests of watertight decks, trunks, etc.	
Reg. II-1/17-1.2	Indicators for closing appliances that could lead to flooding of a special category space or ro-ro space	
Reg. II-1/19.3 and 19.4	Damage control information – General and specific precautions	
Reg. II-1/22.4	Determination for watertight doors permitted to remain open	
Reg. II-1/26.2	Consideration of reliability of single essential propulsion components	
Reg. II-1/29.1, .2.1 and .6.3	Steering gear	
Reg. II-1/29.17.2	Adoption of regulations on rudder actuators for tankers, chemical tankers and gas carriers	
Reg. II-1/35-1.3.7.2 and 3.9	Bilge pumping arrangements	
Reg. II-1/40.2	Electrical installations – ensuring uniformity	
Reg. II-1/42.1.3	Emergency source of electrical power in passenger ships	
Reg. II-1/43.1.3	Emergency source of electrical power in cargo ships	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. II-1/44.2	Approval of automatically starting emergency generating sets	
Reg. II-1/45.3.3, 45.5.3, 45.5.4, 45.9.3, 45.10, and 45.11	Precautions against shock, fire and other hazards of electrical origin	
Reg. II-1/46.2 and .3	Additional requirements for periodically unattended machinery space	
Reg. II-1/53.1	Special requirements for machinery, boiler and electrical installations	
Reg. II-1/55.3, 55.4.1 and 55.6	Evaluation of the alternative design and arrangements and re-evaluation due to change of conditions	
Reg. II-1/55.5	Alternative design and arrangements – communication to IMO	
Reg. II-2/1.2.1	Approval of fire protection arrangements in existing ships	
Reg. II-2/1.6.2.1.2 and 1.6.6	Application of requirements for tankers	
Reg. II-2/4.2.2.5.1	Approval of material for oil fuel pipes and their valves and fittings	
Reg. II-2/4.3	Approval of gaseous fuel systems used for domestic purposes	
Reg. II-2/4.5.1.4.4	Installation of cargo oil lines where cargo wing tanks are provided	
Reg. II-2/4.5.3.3	Requirements for safety devices in venting systems	
Reg. II-2/4.5.5.2.1	Requirements for inert gas system on chemical tankers	
Reg. II-2/4.5.6.3	Arrangements for inerting, purging or gas-freeing	see reg. II-2/4.5.5.3.1
Reg. II-2/5.2.2.5	Positioning of controls for any required fire-extinguishing system in passenger ships	see reg. II-2/8.3.3 and II-2/9.5.2.3

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. II-2/5.2.3.1	Special consideration to maintaining the fire integrity of periodically unattended machinery spaces	
Reg. II-2/7.3.2	Initial and periodical tests	
Reg. II-2/7.6	Protection of cargo spaces in passenger ships	
Reg. II-2/8.3.4	Release of smoke from machinery spaces – passenger ships	
Reg. II-2/9.2.2.1.5.1	Approval of equivalent means of controlling and limiting a fire on ships designed for special purposes	
Reg. II-2/9.2.2.3.1	Fire integrity of bulkheads and decks in ships carrying more than 36 passengers	
Reg. II-2/9.2.2.4.4, 9.2.3.3.4 and 9.2.4.2.4	Fire integrity of bulkheads and decks	see reg. II-2/11.2
Reg. II-2/9.3.4	Approval of structural fire protection details, taking into account the risk of heat transmission	
Reg. II-2/9.5.2.4	Protection of openings in machinery space boundaries	
Reg. II-2/10.2.1.2.1.3	Provisions for fixed water fire-extinguishing arrangements for periodically unattended machinery spaces	
Reg. II-2/ 10.2.1.2.2.1	Ready availability of water supply	
Reg. II-2/10.2.3.1.1	Approval of non-perishable material for fire hoses	
Reg. II-2/10.2.3.2.1	Number and diameter of fire hoses	
Reg. II-2/10.3.2.1	Arrangement of fire extinguishers	
Reg. II-2/10.6.1.1	Type approval of automatic sprinkler, fire detection and fire alarm system	
Reg. II-2/10.6.3.2	Approval of fire-extinguishing arrangement for flammable liquid lockers	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. II-2/10.7.1.2	Fixed gas fire-extinguishing systems for general cargo	
Reg. II-2/10.7.1.4	Issue of an Exemption Certificate	
Reg. II-2/13.3.1.4	Provision of means of escape from, or access to, radiotelegraph stations	
Reg. II-2/13.3.2.5.1	Lighting or photoluminescent equipment to be evaluated, tested and applied in accordance with the FSS Code	
Reg. II-2/13.3.2.6.2	Normally locked doors that form part of an escape route – Quick release mechanisms	
Reg. II-2/13.5.1	Means of escape on passenger ships from special category and open ro-ro spaces to which any passengers carried can have access	
Reg. II-2/17.4.1 and 17.6	Evaluation and approval of the engineering analysis for alternative design and arrangements for fire safety	
Reg. II-2/17.5	Alternative design and arrangements for fire safety – communication of information to IMO	
Reg. II-2/19.4	Provision of document of compliance	
Reg. II-2/20.4.1	Provision and approval of fixed fire detection and fire alarm systems	
Reg. II-2/20.6.1.4.2	Adverse effect as referred to in the regulation – Approval of stability information	
Reg. II-2/21.5.2	Alternate space for medical care	
Reg. III/4	Evaluation, testing and approval of life-saving appliances and arrangements	
Reg. III/5	Production tests for life-saving appliances	
Reg. III/20.8.1.2	Approval of servicing stations	
Reg. III/20.8.5	Extension of liferaft service intervals – notification to IMO	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. III/20.11.1 and 20.11.2	Periodic servicing of launching appliances and on-load release gear – thorough examination at the annual surveys	
Reg. III/26.2.4	Approval of liferafts on ro-ro passenger ships	
Reg. III/26.3.1 and 26.3.2	Approval of fast rescue boats and their launching appliances on ro-ro passenger ships	
Reg. III/28	Approval of helicopter landing and pick-up areas on ro-ro passenger ships	
Reg. III/38.3, 38.4.1 and 38.6	Evaluation of the alternative design and arrangements and re-evaluation due to change of conditions	
Reg. III/38.5	Alternative design and arrangements – communication to IMO	
Reg. IV/3.3	Exemptions – reporting to IMO	
Reg. IV/14.1	Type approval of radio equipment	
Reg. IV/15.5	Ensure radio equipment is maintained	
Reg. IV/16.1	Radio personnel	
Reg. IV/17	Radio records	
Reg. V/3.3	Exemptions and equivalents – reporting to IMO	
Reg. V/14	Ships' manning	
Reg. V/16	Maintenance of equipment	
Reg. V/17	Electromagnetic compatibility	
Reg. V/18.1	Type approval of navigational systems and equipment and voyage data recorder	
Reg. V/18.5	Requirement for quality control system at manufacturers	
Reg. V/23.3.3.1.3	Pilot transfer arrangements	
Reg. V/23.6.1	Type approval of mechanical pilot hoists	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. VI/3.1 and 3.2	Provision of equipment for oxygen analysis and gas detection and training of crews in their use	
Reg. VI/5.6	Approval of Cargo Securing Manual	
Reg. VI/6	Acceptability for shipment	
Reg. VI/9.2	Grain loading information	
Reg. VII/5	Approval of Cargo Securing Manual	
Reg. VII/15.2	Warships – INF cargo	
Reg. VIII/4	Approval of design, construction and standards of inspection and assembly of reactor installations	
Reg. VIII/6	Ensure radiation safety	
Reg. VIII/7(a)	Approval of safety assessment	
Reg. VIII/8	Approval of operating manual	
Reg. VIII/10(f)	Issue of certificates	
Reg. IX/4.1	Issue of Document of Compliance (DOC)	
Reg. IX/4.3	Issue of Safety Management Certificate (SMC)	
Reg. IX/6.1	Periodical verification of the safety management system	
Reg. XI-1/1	Authorization of recognized organizations	
Reg. XI-1/2	Enhanced surveys	
Reg. XI-1/3.5.4	Ship identification number – approval of method of marking	
Reg. XI-1/3-1.2	Registered owner identification number	
Reg. XI-1/5.3	Issue of Continuous Synopsis Record (CSR)	
Reg. XI-1/5.4.2	Amendments to CSR	
Reg. XI-1/5.4.3	Authorize and require changes to be made to CSR	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. XI-1/5.8	Former flag State to send CSR to new flag State	
Reg. XI-1/5.9	Append previous CSR to new CSR	
Reg. XI-1/6	Investigations of marine casualties and incidents	
Reg. XII/8.1	Endorsement of booklet required by reg. VI/7.2	
Reg. XII/9.2	Approval of bilge well high water level alarms	
Reg. XII/11.3	Loading instrument – approval of software for stability calculations	
MARPOL		
Art. 4(1) and (3)	Violation	
Art. 6(4)	Detection of violations and enforcement of the Convention – investigations	
Art. 12(1)	Casualties to ships – investigations	
Annex I		
Reg. 2.6.2	Application – an oil tanker delivered on or before 1 June 1982 engaged in specific trades: agreement with port States	
Reg. 3.3	Exemptions and waivers – reporting	
Reg. 4.3	Exceptions – discharge of substances containing oil for the purpose of combating pollution incidents	
Reg. 5.2	Equivalents – reporting	
Reg. 6	Surveys	
Reg. 7	Issue or endorsement of certificate	
Reg. 10.9.3	Transfer of flag	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. 12A.12	Oil fuel tank protection – approval of the design and construction of ships	
Reg. 14.3	Oil filtering equipment – volume of oil bilge holding tank	
Reg. 14.4	Oil filtering equipment – ships of less than 400 gross tonnage	
Reg. 14.6 and 14.7	Oil filtering equipment – approval	
Reg. 15.6.2	Control of discharge of oil – ships of less than 400 gross tonnage: design approval	
Reg. 18.8.2, 18.8.3 and 18.8.4	Requirements for product carriers of 40,000 tonnes deadweight and above – arrangement and operation, approval of oil content meter, clean ballast tank operational manual	
Reg. 18.10.1.1	Segregated ballast tanks – oil tanker delivered on or before 1 June 1982 having special ballast arrangements: approval	
Reg. 18.10.1.2	Segregated ballast tanks – oil tanker delivered on or before 1 June 1982 having special ballast arrangements: agreement with port States	
Reg. 18.10.3	Segregated ballast tanks – oil tanker delivered on or before 1 June 1982 having special ballast arrangements: communication to IMO	
Reg. 20.8.1	Double hull and double bottom requirements for oil tankers delivered before 6 July 1996 – communication to IMO	
Reg. 21.8.1	Prevention of oil pollution from oil tankers carrying heavy grade oil as cargo – communication to IMO	
Reg. 23.3.1	Accidental oil outflow performance – Calculation of mean oil outflow parameter	
Reg. 25.5	Hypothetical outflow of oil – information to IMO on accepted arrangements	
Reg. 27.3	Intact stability – approval of written procedures for liquid transfer operation	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. 28.3.4	Subdivision and damage stability – sufficient stability during flooding	
Reg. 29.2.1	Slop tanks – approval	
Reg. 30.6.5.2	Pumping, piping and discharge arrangement – establishment of requirements	
Reg. 30.7	Pumping, piping and discharge arrangement – positive means of loading, transporting or discharging cargo	
Reg. 31.2 and 31.4	Oil discharge monitoring and control system – approval	
Reg. 32	Oil/water interface detector – approval	
Reg. 33.1	Crude oil washing requirement – compliance with requirement	
Reg. 33.2	Crude oil washing requirements – establishment of requirements	
Reg. 35.1	Crude oil washing operations – Operations and Equipment Manual	
Reg. 36.9	Oil Record Book, Part II – development of oil record book for ships of less than 150 gross tonnage	
Reg. 37.1	Shipboard oil pollution emergency plan – approval	
Reg. 38.7.2	Reception facilities within special areas: Antarctic area – sufficient capacity	
Reg. 38.8	Reception facilities – Notification on alleged inadequacies of port reception facilities	
Reg. 39.2.2	Special requirements for fixed or floating platforms – approval of record form	
Reg. 41.1	Oil tankers Ship to Ship (STS) operations Plan to be approved	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Annex II		
Reg. 3.1.3	Exceptions – approval of discharge of NLS for the purpose of combating pollution incidents	
Reg. 4.1.2	Exemptions – communication to IMO on relaxations	
Reg. 4.3.4	Exemptions – communication to IMO	
Reg. 4.4.5	Exemptions – communication to IMO	
Reg. 5.1	Equivalents – substitution of operational method	
Reg. 5.2	Equivalents – communication to IMO on alternatives	
Reg. 5.3.4 and 5.3.5	Equivalents – pumping and piping arrangement, approval of manual	
Reg. 6.3	Establishment of Tripartite Agreements – Notification to IMO	
Reg. 8	Surveys	
Reg. 9	Issue or endorsement of certificates	
Reg. 10.7	Expiry date of existing certificate	
Reg. 10.9.3	Transfer of flag	
Reg. 11.2	Design, construction, equipment and operations – establishment of appropriate measures	
Reg. 12.5	Pumping, piping, unloading arrangements and slop tanks – approval of pumping performance test	
Reg. 13.3	Control of discharges of residues of NLS – approval of ventilation procedure	
Reg. 13.5	Control of discharges of residues of NLS – approval of tank washing procedure	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. 14.1	Procedures and arrangements manual – approval	
Reg. 17.1	Shipboard marine pollution emergency plan for NLS – approval	
Reg. 18.5	Notification on alleged inadequacies of port reception facilities	
Annex IV		
Reg. 4	Surveys	
Reg. 5	Issue or endorsement of certificates	
Reg. 8.8.2	Transfer of flag	
Reg. 9.1	Approval of sewage systems	
Reg. 9.2	Approval of sewage systems (passenger ships operating in special areas)	
Reg. 11.1.1	Approval of rate of discharge	
Reg. 12.2	Notification on alleged inadequacies of port reception facilities	
Annex V		
Reg. 6.3.2	Sufficient capacity for the retention of all garbage on board ships before entering the Antarctic area	
Reg. 8.2	Notification on alleged inadequacies of port reception facilities	
Annex VI		
Reg. 3.2 and 3.3.2	Exceptions and exemptions	
Reg. 4.2 and 4.4	Equivalents and communication to IMO	
Reg. 5	Surveys and certification	Addition related to IEEC MEPC.203(62)
Reg. 6	Issue or endorsement of Certificate	Addition related to IEEC by MEPC.203(62)

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. 9.1 and 9.10	Duration and validity of certificate	Addition related to IEEC by MEPC.203(62)
Reg. 9.9.3	Transfer of flag	
Reg. 11.4	Detection of violations and enforcement – investigations and communication to the Party and IMO	
Reg. 12.6	Ozone Depleting Substances Record Book – approval of alternative forms of record keeping	
Reg. 13.1.1.2 and 13.1.2.2)	Nitrogen oxides – Acceptance of identical replacement and alternative control measures	
Reg. 13.2.2	Acceptance of installation of Tier II engine in lieu of Tier III where Tier III engine could not be accommodated	
Reg. 13.5.2.2	Combined nameplate diesel engine – application as referred to in the paragraph	
Reg. 13.7.2	Approved method not commercially available	
Reg. 14.6	Sulphur oxides – prescription of logbook	
Reg. 15.5	Volatile organic compounds – approval of vapour collection systems	
Reg. 15.6	VOC Management Plan – approval	
Reg. 16.6.1	Shipboard incineration – approvals	
Reg. 19.6	Information regarding application, suspension, withdrawal or declining of waiving the requirements of Reg. 20 (in accordance with Reg.19.4) – communication to the Organization	Refer to Reg. 19.4
Reg. 23	Cooperation with other parties – promotion of development – transfer of technology, exchange of information relating to the improvement of energy efficiency of ships	
Appendix IV, para 1	Type approval as referred to in the paragraph	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Appendix VI, para 1.2, para 2.1 and para 3.1	Fuel verification procedure – management and sample delivery	
Res. MSC.133(76), as amended Para 3.7 Para 3.9.7	Technical provisions for means of access for inspections Vertical or spiral ladders – acceptance Other means of access – approval and acceptance	
Res. A.739(18), as amended Para 2 Para 3	Guidelines for the authorization of organizations acting on behalf of the Administration Assignment of authority Verification and monitoring	
ISM Code Para 13.2 Para 13.4 Para 13.5	 Issue of DOC Annual verification (DOC) Withdrawal of DOC	
Para 13.7 Para 13.8 Para 13.9 Para 14.1 Para 14.2 Para 14.4 Para 15.1 Para 16	Issue of SMC Intermediate verification (SMC) Withdrawal of SMC Issue of Interim DOC Issue of Interim SMC Verification required for issuance of an Interim SMC Verification – acceptance of procedures Forms of certificates	
INF Code Para 1.3.2	 Issue of certificate	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 2.1	Damage stability (INF.1 ship)	
Para 3.1	Fire safety measures (INF.1 cargo)	
Para 4.1.3	Temperature control of cargo spaces (INF.1, 2 and 3 ship)	
Para 6.2	Safe stowage and securing – approval of principles	
Para 7.1	Electrical power supplies (INF.1 ship)	
Chapter 8	Radiological protection	
Chapter 9	Management and training	
Para 10.2	Shipboard emergency plan – approval	
FSS Code		
Para 1/4	Use of toxic extinguishing media	
Para 4/2	Type approval of fire extinguishers	
Para 4/3.1.1.2	Determine equivalents of fire extinguishers	
Para 4/3.2.2.2	Approval of foam concentrate	
Para 5/2.1.1.4	Containers for the storage of fire-extinguishing medium, etc.	
Para 5/2.1.2.1	System flow calculations	
Para 5/2.1.2.3	Spare parts	
Para 5/2.3	Steam systems	
Para 5/2.5	Equivalent systems – approval	
Paras 6/2.2.1.1 and 6/2.3.1.1	Foam concentrates – approval	
Para 7/2.1	Fixed pressure water-spraying fire-extinguishing systems – approval	
Para 7/2.2	Equivalent systems – approval	
Para 7/2.3	Fixed pressure water-spraying fire-extinguishing systems for cabin balconies – approval	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 8/2.1.2 Para 9/2.3.1.2 Para 9/2.3.1.3 Para 9/2.3.1.7	Equivalent sprinkler systems – approval Sensitivity limits of smoke detectors in other spaces Heat detectors temperature limits Fixed fire detection and fire alarm systems for cabin balconies – approval	
Para 9/2.4.1.3 Para 9/2.5.2 Para 10/2.1.2 Para 10/2.2.2	Limiting the number of enclosed spaces included in each section Testing on ships with self-diagnostic system – determination of requirements Sequential scanning – overall response time Extractor fans – overall response time	
Para 10/2.3.1.1 Para 11/2.1 Para 14/2.2.1.2 Para 15/2.1.2 Para 15/2.2.4.6	Means to isolate smoke accumulators Low-location lighting – approval Medium expansion ratio foam – application rate, etc. Inert gas systems – approval Adequate reserve of water	
2010 FTP Code Para 4.2 Para 5.1.1 and 5.1.2 Para 5.2.2	 Recognition of testing laboratories Approval of products in accordance with established approval procedures or authorization of competent authorities to issue approvals Requirements for manufacturers – quality control system audited by a competent authority – or alternatively use of final product verification procedures as referred to in the paragraph	
Para 7.2	Use of equivalents and modern technology – communication of information to the	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
	Organization	
Annex 1, part 3/3.3	Structural core of a material other than steel or aluminium alloy – decision on limits for rise in temperature	
Annex 1, part 3 appendix 1, para 2.3.2.9	Insulation system of 'A' class door – approval to the same standard as the door	
LSA Code		
Para 1.2.3	Determine the period of acceptability of LSAs subject to deterioration with age	
Para 4.4.1.2	Endorsement of lifeboat affixed approval plate	
Para 4.5.4	Fixed two-way VHF radiotelephone apparatus – sheltered space	
Para 5.1.1.4	Rescue boats – combination of rigid and inflatable construction	
Para 5.1.3.8	Rubbing strips on inflated rescue boats	
Paras 6.1.2.9 and 6.1.2.10	Lowering speed of a fully equipped liferaft	
Para 6.2.1.2	MES – strength and construction of passage and platform	
Para 7.2.2.1	Broadcast of messages from other places on board	
1994 HSC Code		
Para 1.3.5	Verification	
Para 1.4.29	Determination of "maximum operational weight"	
Para 1.5.1.2	Specifying intervals for renewal surveys	
Para 1.5.4	Inspection and survey	
Para 1.5.5	Recognized organizations and nominated surveyors	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 1.5.7	Completeness of survey and inspection	
Para 1.8.1	Issue/endorsement of certificate	
Para 1.9.2	Issue of permit to operate	
Para 1.11.2	Equivalents – reporting	
Para 1.12.1	Adequate information and guidance provided to the craft by the company	
Paras 1.13.2 and 1.13.3	Novel designs	
Para 1.14.1	Investigation reports to IMO	
Paras 2.7.4 and 2.14.2	Inclining and stability information – approval	
Para 3.4	Determination of service life	
Para 3.5	Design criteria	
Para 4.8.3	Documentation and verification of evacuation time	
Para 7.5.6.3	Safe outlets for exhaust fans in fuel tank spaces	
Para 7.7.2.3.2	Sensitivity limits of smoke detectors	
Para 7.7.6.1.5	Additional quantity of fire-extinguishing medium	
Para 7.7.6.1.12	Containers for the storage of fire-extinguishing medium, etc. – design	
Para 7.7.8.5	Maximum length of fire hoses	
Para 8.1	Approval and acceptance of LSA and arrangements	
Para 8.9.1.2	Approval of novel life-saving appliances or arrangements	
Para 8.9.1.3	Notification to the Organization	
Para 8.9.7.1.2	Approval of servicing stations	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 8.9.7.2	Deployment intervals of MES	
Para 8.9.11	Novel life-saving appliances or arrangements	
Para 8.9.12	Notification to the Organization	
Para 10.2.4.9	Flexible oil fuel pipes	
Para 10.3.7	Internal diameters of suction branches	
Para 12.6.2	Specified voltages to earth	
Para 13.1.2	Navigational equipment and its installation	
Para 13.13	Approval of systems, equipment and performance standards	
Para 14.3.3	Exemptions – reporting	
Para 14.13.1	Type approval	
Para 14.14.5	Ensuring maintenance	
Para 14.15	Radio personnel	
Para 14.16	Radio records	
Para 15.3.1	Operating station – field of vision	
Para 15.7.2	Ensuring clear view through windows	
Para 17.8	Acceleration and deceleration	
Para 18.1.4	Determining maximum allowable distance from a base port or place of refuge	
Para 18.2	Craft documentation	
Paras 18.3.1 to 18.3.7	Training and qualifications	
Chapter 19	Inspection and maintenance requirements	
2000 HSC Code		
Para 1.3.7	Verification	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 1.4.37	Determination of "maximum operational weight"	
Para 1.5.1.2	Specifying intervals for renewal surveys	
Para 1.5.4	Inspection and survey	
Para 1.5.5	Recognized organizations and nominated surveyors	
Para 1.5.7	Completeness of survey and inspection	
Para 1.7.3	Investigation to determine the need of survey	
Para 1.8.1	Issue/endorsement of certificate	
Para 1.9.1.1.4	Transit voyage – satisfied with the arrangement	
Para 1.9.2	Issue of permit to operate	
Para 1.9.7	The worst intended conditions and the operational limitations	
Para 1.11.2	Equivalents – reporting	
Para 1.12.1	Adequate information and guidance provided to the craft by the company	
Paras 1.13.2 and 1.13.3	Novel designs	
Para 1.14.1	Investigation reports to IMO	
Para 2.9.3	Verification of load line marks	
Paras 2.7.5 and 2.14.2	Inclining and stability information – approval	
Para 3.4	Determination of service life	
Para 3.5	Design criteria	
Para 4.2.2	Approval of public address system	
Para 4.8.3	Documentation and verification of evacuation time	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 4.8.10	Evacuation demonstration	
Para 7.3.3	Approval of structural fire protection details	
Para 7.5.6.3	Safe outlets for exhaust fans in fuel tank spaces	
Para 7.7.1.1.8	Limitation of number of enclosed spaces in each section	
Para 7.7.1.3.2	Sensitivity limits of smoke detectors	
Para 7.7.3.3.6	Additional quantity of fire-extinguishing medium	
Para 7.17.1	Reduced requirements for cargo craft of less than 500 GT	
Para 7.17.3.1.5	Water spray system – approval	
Para 7.17.3.3	Smoke detection systems – equivalent protection	
Para 7.17.4	Issue of Document of Compliance for craft carrying dangerous goods	
Para 8.1	Approval and acceptance of LSA and arrangements	
Para 8.9.7.1.2	Approval of servicing stations	
Para 8.9.8	Rotational deployment of marine evacuation systems	
Para 8.9.11	Extension of liferaft service intervals – notification	
Para 8.11	Helicopter pick-up areas – approval	
Para 10.2.4.9	Flexible oil fuel pipes	
Para 10.3.7	Internal diameters of suction branches	
Para 12.6.2	Specified voltages to earth	
Para 13.1.2	Shipborne navigational system and equipment and voyage data recorder and their installation	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 13.17	Type approval	
Para 14.3.3	Exemptions – reporting	
Para 14.4.2	GMDSS Identities – suitable arrangements	
Para 14.14.1	Type approval	
Para 14.15.5	Ensuring maintenance	
Para 14.16	Radio personnel	
Para 14.17	Radio records	
Para 15.3.1	Operating station – field of vision	
Para 15.7.2	Ensuring clear view through windows	
Para 17.8	Acceleration and deceleration	
Para 18.1.4	Determining maximum allowable distance from a base port or place of refuge	
Para 18.2	Craft documentation	
Paras 18.3.1 to 18.3.7	Training and qualifications	
Chapter 19	Inspection and maintenance requirements	
Res. A.744(18), as amended	Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers	
Annex A – Bulk carriers		
Part A – Single-side skin bulk carriers		
Para 1.3.1	Repair of damage affecting the ship's structural, watertight or weathertight integrity	
Para 1.3.2	Corrosion or structural defects impairing the ship's fitness	
Para 3.3.4	Repairs of cargo hatch securing system	
Para 5.1.1	Survey programme	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 5.1.4	Maximum acceptable structural corrosion diminution levels	
Para 5.2.1.1	Provisions for proper and safe access	
Para 6.2.2	Survey report file	
Para 8.1.2	Evaluation of survey report	
Para 8.2.3	Condition evaluation report	
Annex 4B, para 1	Survey planning questionnaire	
Annex 5, para 3.1	Certification of thickness measurement	
Annex 9, para 2.3	Technical assessment in conjunction with the planning of enhanced surveys for bulk carriers	
Annex 13, para 3	Cargo hatch cover securing arrangements	
Part B – Double-side skin bulk carriers		
Para 1.3.1	Repair of damage affecting the ship's structural, watertight or weathertight integrity	
Para 1.3.2	Corrosion or structural defects impairing the ship's fitness	
Para 3.3.4	Cargo hatch cover securing system	
Para 5.1.1	Survey programme	
Para 5.1.5	Maximum acceptable structural corrosion diminution levels	
Para 5.2.2	Provisions for proper and safe access	
Para 6.2.2	Survey report file retained in the Administration	
Paras 8.1.2 and 8.2.3	Evaluation of survey report	
Annex 4B	Survey planning questionnaire	
Annex 5, para 3.1	Certification of a company engaged in thickness measurement	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Annex 9, para 2.3 Annex 11, para 3	Technical assessment in conjunction with the planning of enhanced surveys for bulk carriers Materials and welding	
Annex B – Oil tankers **Part A – Double hull oil tankers**		
Para 1.3.1 Para 1.3.2 Para 2.4.3.2 Para 5.1.1 Para 5.1.4 Para 5.2.1.1 Para 6.2.2 Para 8.1.3 Para 8.2.3 Annex 6B Annex 7, para 3.1 Annex 9 Annex 11, para 2.3	Repair of damage affecting the ship's structural, watertight or weathertight integrity Corrosion or structural defects impairing the ship's fitness Approval of corrosion prevention system Survey programme Maximum acceptable structural corrosion diminution levels Provisions for proper and safe access Survey report file Evaluation of survey report Condition evaluation report Survey planning questionnaire Certification of thickness measurement Diminution limits of structural members Technical assessment in conjunction with the planning of enhanced surveys for oil tankers	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Annex 12 **Part B – Oil tankers other than double hull oil tankers**	Criteria for longitudinal strength of hull girder for oil tankers	
Para 1.3.1	Repair of damage affecting the ship's structural, watertight or weathertight integrity	
Para 1.3.2 Para 2.4.3.2 Para 5.1.1	Corrosion or structural defects impairing the ship's fitness Approval of corrosion prevention system Survey programme	
Para 5.1.4 Para 5.2.1.1 Para 6.2.2 Para 8.1.3 Para 8.2.3 Annex 6B Annex 7, para 3.1 Annex 9 Annex 11, para 2.3 Annex 12	Maximum acceptable structural corrosion diminution levels Provisions for proper and safe access Survey report file Evaluation of survey report Condition evaluation report Survey planning questionnaire Certification of thickness measurement Diminution limits of structural members Technical assessment in conjunction with the planning of enhanced surveys for oil tankers Criteria for longitudinal strength of hull girder for oil tankers	
Res. 4 of the 1997 SOLAS Conference Section 5	 Dimension and selection of weld connections and materials	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Res. MSC.168(79)	Standards and criteria for side structures of bulk carriers of single-side skin construction	
Para 2.1	Applicable national standards	
Para 4.4	Applicable national standards	
Para 4.5	Applicable national standards	
NO_x Technical Code 2008		
Chapter 1	Assumption of full responsibility for the approval of documentation as required by the Code together with the acceptance of procedures and alternatives as permitted by the Code	
Chapter 2	Issue of the Engine International Air Pollution Prevention Certificate, arrangements for the Parent Engine test and pre-certification of engines, usage of the Engine Family/Engine Group concepts and approval of the Technical File and any subsequent amendments	
Chapter 2 para 2.2.5.1	Approval and pre-certification in the case referred to in the paragraph	
Chapter 3	Acceptance of modification of engine speed at E2 test cycle 25% power mode point	
Chapter 4	Assignment of Engine Family/Engine Group status, as applicable, and selection of associated Parent Engine. Acceptance of conformity of production arrangements. Adjustment of Parent Engine relative to Engine Group reference values	
Chapter 5	Ensuring that the Parent Engine test and subsequent calculations are undertaken in accordance with Code requirements and that, where alternatives are applied, these meet the Code's equivalency requirements and any deviations are within the permitted margins. Filing of Parent Engine test report	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Chapter 6	Onboard NO_x Verification Procedures are in accordance with the provisions of the Code and are adequate to provide verification that an engine, as so surveyed, will be in accordance with the applicable Annex VI requirements. Acceptance of aspects within Onboard NO_x Verification Procedure – Simplified Measurement Method if applicable. Approval of aspects within Onboard NO_x Verification Procedure – Direct Measurement and Monitoring Method including the Onboard Monitoring Manual, if applicable	
Chapter 7	Installation of Approved method – amendment of IAPP Certificate	
Appendix IV Appendix VII Appendix VIII	Verification that the calibration of all necessary measurement equipment meets Code requirements Aspects to be included within Onboard NO_x Verification Procedure – Parameter Check Method Approval of alternative exhaust gas measurement principles	
IBC CODE Para 1.1.6 Para 1.4.2 Section 1.5 Para 2.2.2 Para 2.2.3 Para 2.4 Para 2.8.1.6 Para 2.8.2	 Prescribe preliminary suitable conditions for carriage of products not listed in chapter 17 or 18 Equivalents – communication to IMO Survey and certification Intact stability in all seagoing conditions Free surface effect in undamaged compartments Conditions of loading Standard of damage Standard of damage – alternative measures	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 2.9.2.3 Para 3.4.4	Residual stability during intermediate stages of flooding Access to spaces in the cargo area	
Para 3.7.3.5	Alternative arrangements for draining the piping	
Para 3.7.4 Para 5.1.6.4 Para 5.2.2	Relaxation for small ships Dimensions for flanges not complying with the standards Piping fabrication and joining details	
Para 7.1.1 Para 8.3.6 Para 10.1.3 Para 10.1.4 Para 10.1.5 Para 11.2.2 Para 11.3.2 Para 11.3.5.3 Para 11.3.7 Para 11.3.13 Para 13.2.3 Para 14.1.2	Cargo temperature control – general Devices to prevent the passage of flames into cargo tanks – requirements for the design, testing and locating Electrical installations – appropriate steps for uniform implementation Electric equipment, cables and wiring which do not conform to the standard Electrical equipment in hazardous locations Approval of an appropriate fire-extinguishing system Cargo area – additional arrangements Cargo area – minimum capacity of monitor Minimum capacity of foam monitor for ships less than 4,000 tonnes deadweight Alternative provisions to deck foam system Exemption of toxic vapour detection equipment Protective equipment	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Chapter 15	Approval of special requirements for specific chemicals	
Para 16.2.2	Cargo information – independent expert	
Para 16.5.1	Stowage of cargo samples – approval	
Para 18.2	Safety requirements – list of products to which the Code does not apply	
BCH CODE		
Para 1.5.2	Equivalents – communication to IMO	
Section 1.6	Survey requirements	
Section 1.8	New products – establishing suitable conditions – notification to IMO	
Para 2.2.4	Determination of the ability to survive flooding of the machinery space in Type 3 below 125 m in length	
Para 2.2.5	Nature of alternative measures prescribed for small ships – duly noted on certificate	
Para 2.9.5	Access to void spaces, cargo tanks, etc. – approval of smaller dimensions in special circumstances	
Section 2.10	Cargo piping systems – setting standards	
Section 2.12	Cargo hoses – setting standards	
Para 2.14.2	High-velocity vent valves – type approval	
Para 2.15.1	Cargo heating and cooling systems	
Para 3.1.2(f)	Ventilation fans – approval	
Para 3.14.1	Alternative provisions for ships dedicated to the carriage of specific cargoes	
Para 3.14.2	Additional arrangements when foam is not effective or is incompatible	
Para 3.14.7	Foam monitors on ships of less than 4,000 tonnes deadweight – minimum capacity	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 3.15.2	Protection of cargo pump-rooms with fire-extinguishing systems – approval	
Para 3.15.5	Products evolving flammable vapours – fire-extinguishing systems – approval	
Chapter IV	Approval of special requirements for specific chemicals	
IGC CODE		
Para 1.1.6	Establishment of preliminary suitable conditions of carriage and notification	
Para 1.4.2	Equivalents – reporting	
Section 1.5	Surveys and certification	
Para 2.2.2	Stability standard – acceptance	
Para 2.2.3	Method to calculate free surface effect – acceptance	
Para 2.3.3	Automatic non-return valves – acceptance	
Para 2.4	Damage survival capability investigation	
Para 2.8.2	Alternative measures – approval	
Para 2.9.1.3	Residual stability during intermediate stages of flooding	
Para 3.5.3.2	Decreased clear opening in the cargo area	
Section 3.8	Bow or stern loading and unloading arrangements – approval	
Para 4.2.7	Design temperature	
Paras 4.4.2.5 and 4.4.4.1	Structural analysis of the hull	
Paras 4.4.6.1.1, 4.4.6.2.1 and 4.4.6.3.2	Setting standards	
Para 4.4.7.2.1	Three-dimensional structural analysis	
Para 4.4.7.3	Analysis	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 4.5.1.11	Allowable stresses – approval	
Para 4.7.3	Secondary barriers for non-basic tank types	
Para 4.7.7	Checking method – approval	
Para 4.8.4.4	Design and construction of the heating system	
Para 4.9.8	Insulation materials	
Para 4.10.1.2.2	Bevel preparation, etc. – acceptance and approval	
Para 4.10.2	Workmanship	
Para 4.10.5.2	Quality control specifications	
Para 4.10.6	Integral tank-testing	
Para 4.10.8.3	Tightness test	
Para 4.10.9	Type C independent tanks – inspection and NDT	
Para 4.10.10.3.7	Consideration of pneumatic testing	
Para 4.11.1	Soaking temperature and holding times	
Para 4.11.2	Alternative to heat treatment – approval	
Paras 5.2.4.4 and 5.2.4.5	Flanges, valves and other fittings	
Para 5.4.2.2	Dimensions	
Para 5.4.2.3	Screwed couplings – acceptance	
Para 5.5.2	Cargo and process piping – alternative testing approval	
Para 6.1.5	Tensile strength, yield stress and elongation	
Para 6.3.7.4	Schedule for inspection and NDT	
Section 7.1	Cargo pressure/temperature control	
Paras 8.2.2, 8.2.5 and 8.2.7	Pressure relief devices	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Para 9.5.2 Para 10.1.5	A means of preventing the backflow of cargo Electrical equipment installation	
Para 11.4.1 Para 11.5.2 Para 13.5.4	Dry chemical powder fire-extinguishing system Approval of appropriate fire-extinguishing system for cargo compressor and pump-rooms Number and position of temperature indicating devices	
Para 13.6.1 Para 13.6.13 Para 14.4.5 Section 15.2 Para 16.5.2 Para 16.5.6 Para 17.14.2.1 Para 17.20.3.1 Para 17.20.13.2 Para 17.20.14	Gas detector equipment Portable gas detection equipment Provision of space to protect personnel Maximum allowable loading limits – approval of list Forced draught system for boilers Purging of combustion chambers of boilers Non-acceptance of cargo discharge compressors on board Valves, flanges, fittings and accessory equipment material – acceptance Cargo handling plans – approval Maximum allowable tank filling limits – approval of list	
STCW Code, part A		
Section A-I/10.2	Withdrawal of endorsement of recognition – communication to the Party that issued the certificate	
Section A-II/4.4	Determining the requirements of training, assessment and certification where there are no tables of competence for the support level	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Section A-III/4.4	Determining the requirements of training, assessment and certification where there are no tables of competence – for the support level	
Section A-VIII/1.1 Section A-VIII/1.5 Section A-VIII/1.7	Fitness of duty – consideration of the danger posed by fatigue of seafarers Requirements of watch schedules to be posted in a standardized form Requirements of maintaining records of daily hours of rest of seafarers	
Section A-VIII/1.10 Section A-VIII/2.84	Establishment of a limit of alcohol concentration for personnel performing designated duties Principles to be observed in keeping radio watch – directing the attention of companies, masters, radio watchkeeping personnel to comply with provisions in part ~~4~~-3 to ensure that and adequate safety radio watch is maintained when the ship is at sea	
Res. MEPC.94(46), as amended Para 4.1 Para 4.3	Condition assessment scheme Issue instructions to the recognized organization (RO) for Condition Assessment Scheme (CAS) survey Require oil tankers to remain out of service until Statement of Compliance is issued	
Para 7.1.3	CAS surveyors' requirements	
Para 11 Para 12 Para 13 Para 14	Verification of CAS Reassessment of ships that have failed Issue, suspension or withdrawal of Statement of Compliance Communication to IMO	
Res. MSC.215(82)	Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
	of bulk carriers	
Para 3.2 Para 3.4.1 Para 4.4.3 Section 5	Inspection of surface preparation and coating processes Coating technical file The Technical Data Sheet and Statement of Compliance or Type Approval Certificate – verification Coating system approval	
Para 6.1.1 Section 7	Verification of equivalent qualification of coating inspector Verification requirements	
Res. MSC.288(87) Para 3.2 Para 4.6.3 Para 6.1.1 Para 7	Performance standard for protective coatings for cargo oil tanks of crude oil tankers Inspection of surface preparation and coating processes – review Verification of the Technical Data Sheet and Statement of Compliance or Type Approval Certificate for the protective coating system Equivalent to NACE Coating Inspector Level 2 and FROSIO Inspector Level III – verification Coating verification requirement as referred to in paragraph 7	
Res. MSC.289(87) Para 2.2 Para 4.2 Para 5	Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers Verification of Technical File Issuance of Type Approval Certificate for corrosion resistant steel Survey(s) during the construction process to verify that approved corrosion-resistant steel has been applied to the area required	

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Casualty Investigation Code		
Para 1/1.3	Qualified person (s) for investigation	
Para 6/6.2	Investigation into a very serious marine casualty	
IS Code, 2008	International Code on Intact Stability, 2008	
Part A, Ch. 1.2	Criteria demonstrating sufficient ship stability in critical stability situation in waves	
Part A, Ch. 2.1.3	Stability criteria where anti-rolling devices are installed	
Part A, Ch. 2.3	Severe wind and stability criterion	
Part A, Ch. 3	Special criteria for certain types of ships	
IMSBC Code	International Maritime Solid Bulk Cargoes Code	
Section 1.3	Conditions for the carriage of cargoes not listed in the Code	
Section 1.5	Exemptions	
Para. 7.3.2.2	Approval of specially constructed cargo ships	
Para. 7.3.2.3	Approval of plan of special arrangements and details of the stability conditions on which the design has been based	
Appendix 1, Schedule for Aluminium Ferrosilicon Powder, UN 1395 and Aluminium Silicon Powder, Uncoated, UN 1398	Inspection and approval of gastight bulkheads between cargo spaces and engine-room	
Appendix 1, Schedule for Ferrosilicon, UN 1408, and Ferrosilicon	Inspection and approval of gastight bulkheads between cargo spaces and engine-room and approval of safety of bilge pumping arrangement	

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ANNEX 3

SPECIFIC COASTAL STATE OBLIGATIONS

The following table contains a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

SPECIFIC COASTAL STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
SOLAS 74		
Reg. V/4	Navigation warnings	
Reg. V/7.1	Search and rescue services – necessary arrangements	
Reg. V/7.2	Search and rescue services – information to IMO	
Reg. V/8	Life-saving signals	
Reg. V/9	Hydrographic services	
Reg. VII/6.1 and 7-4.1	Reporting of incidents involving dangerous goods	
MARPOL		
Annex I		
Reg. 4.3	Exceptions – discharge of substances containing oil for the purpose of combating pollution incidents	
Annex II		
Reg. 3.1.3	Exceptions – approval of discharge of NLS for the purpose of combating pollution incidents	
Reg. 13.2.3	Control of discharges of residues of NLS – agreement and communication to IMO	

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ANNEX 4

SPECIFIC PORT STATE OBLIGATIONS

The following table contains a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

SPECIFIC PORT STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
TONNAGE 69		
Art. 12	Inspection	
LL 66 AND LL PROT 88		
Art. 21	Control	amended by LL PROT 88
STCW 78		
Art. X	Control	
Reg. I/4	Control procedures	
SOLAS 74		
Reg. I/6(c)	Ships not allowed to sail	
Reg. I/19	Control	
Reg. VII/7-2.2	Documents relating to carriage of dangerous goods in solid form	
Reg. VIII/11	Special control for nuclear ships	
Reg. XI-1/4	Port State control on operational requirements	
MARPOL		
Art. 5(2)	Certificates and special rules on inspection of ships – port State control	
Art. 5(3)	Certificates and special rules on inspection of ships – denial of entry	
Art. 6(2)	Detection of violations and enforcement of the Convention – inspection	

SPECIFIC PORT STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Art. 6(5)	Detection of violations and enforcement of the Convention – inspection upon request – reporting	
Annex I		
Reg. 2.6.2	Application – an oil tanker delivered on or before 1 June 1982 engaged in specific trades: agreement with flag States	
Reg. 2.6.3	Application – an oil tanker delivered on or before 1 June 1982, engaged in specific trades: approval by port States	
Reg. 11	Port State control on operational requirements	
Reg. 17.7	Oil Record Book, Part I – inspection without unduly delay	
Reg. 18.10.1.2	Segregated ballast tanks – oil tanker delivered on or before 1 June 1982 having special ballast arrangements: agreement with flag States	
Reg. 20.8.2	Denial of entry – communication to IMO	
Reg. 21.8.2	Denial of entry – communication to IMO	
Reg. 36.8	Oil Record Book, Part II – inspection without unduly delay	
Reg. 38.1, 38.2 and 38.3	Reception facilities outside special areas	
Reg. 38.4 and 38.5	Reception facilities within special areas	
Reg. 38.6	Reception facilities within special areas – notification to IMO	
Reg. 38.7.1	Reception facilities within special areas: "Antarctic area"	
Annex II		
Reg. 4.3.3	Exemptions – approval of adequacy of reception facilities	
Reg. 13.6.1	Control of discharges of residues – endorsement of cargo record book	
Reg. 15.6	Cargo record book – inspection without unduly delay	
Reg. 16.1	Measures of control	

SPECIFIC PORT STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. 16.6 and 16.7	Measures of control – exemption granted (endorsement of cargo record book)	
Reg. 16.9	Port State control on operational requirement	
Reg. 18.1and 18.2	Reception facilities and cargo unloading terminal arrangements	
Reg. 18.4	Cargo unloading terminal arrangements	
Annex III		
Reg. 8	Port State control on operational requirements	
Annex IV		
Reg.12.1	Provision of reception facilities	
Reg.12*bis*.1	Provision of reception facilities for passenger ships in special areas	
Reg.12*bis*.2	Measures taken regarding reception facilities for passenger ships in Special Areas – notification to the Organization	
Reg. 13	Port State control on operational requirements	
Annex V		
Reg. 6.3.1	Provision of reception facilities – all garbage from all ships departing on route or arriving from the Antarctic area	
Reg. 8.1	Reception facilities	
Reg. 8.3.1	Reception facilities within special areas	
Reg. 8.3.2	Measures taken regarding provision of reception facilities – notification to the Organization	
Reg. 9	Port State control on operational requirements	
Reg.10.5	Inspection of Garbage Record Book or ship's official logbook	
Annex VI		
Reg. 5.3.3	Necessary assistance to the surveyor as referred to in the paragraph	

SPECIFIC PORT STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Reg. 10	Port State control on operational requirements – for chapter 4, limitation to verification of the availability of a valid International Energy Efficiency Certificate on board	
Reg. 15.2 and 15.3	Volatile organic compounds – approvals of vapour emission control systems and notification to IMO	
Reg. 17.2	Reception facilities as referred to in the paragraph – communication to IMO	
Reg. 18.10	Fuel oil quality – Communication to Party or non-Parties and remedial action	
IBC Code		
Para 15.8.25.3	Certification verifying that the required piping separation	
1994 HSC Code		
Para 1.3.5	Acceptance of the Code	
Para 1.5.6	Provide assistance for surveyors	
Para 1.6	Design approval	
Para 1.9.3	Operational conditions – Permit to Operate	
Para 1.9.4	Port State control	
Para 18.3.8	Training and qualifications	
2000 HSC Code		
Para 1.3.7	Acceptance of the Code	
Para 1.5.6	Provide assistance for surveyors	
Para 1.6	Design approval	
Para 1.9.3	Operational conditions – Permit to Operate	
Para 1.9.4	Port State control	
Para 18.3.8	Training and qualifications	

SPECIFIC PORT STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
GRAIN Code		
Para 3.4	Document of authorization	
Para 3.5	Document of authorization	
Para 5	Exemptions for certain voyages	
Para 7.2	Stability requirements	
IMSBC Code	International Maritime Solid Bulk Cargoes Code	
Section 1.3	Conditions for the carriage of cargoes not listed in the Code	
Section 1.5	Exemptions	

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ANNEX 5

INSTRUMENTS MADE MANDATORY UNDER IMO CONVENTIONS

SOLAS 74	Res. MSC.215(82)	reg. II-1/3-2.2
	Res. MSC.133(76), as amended	reg. II-1/3-6.2.1
	Res. MSC.287(87)	reg. II-1/3-10.3
	Res. MSC.288(87)	reg. II-1/3-11.1
	Res. MSC.289(87)	reg. II-1/3-11.2
	2008 IS Code	reg. II-1/5.1
	FSS Code	reg. II-2/3.22
	2010 FTP Code	reg. II-2/3.23
	LSA Code	reg. III/3.10
	IMSBC Code	reg. VI/1-2
	CSS Code, sub-chapter 1.9	reg. VI/2.1
	Grain Code	reg. VI/8.1
	IMDG Code	reg. VII/1.1
	IBC Code	reg. VII/8.1
	IGC Code	reg. VII/11.1
	INF Code	reg. VII/14.1
	ISM Code	reg. IX/1.1
	1994 HSC Code	reg. X/1.1
	2000 HSC Code	reg. X/1.2
	Res. A.739(18), as amended	reg. XI-1/1
	Res. A.789(19)	reg. XI-1/1
	Res. A.744(18), as amended	reg. XI-1/2
	Casualty Investigation Code	reg. XI-1/6
	Res. 4 of the 1997 SOLAS Conf.	reg. XII/1.7
	Res. MSC.169(79)	reg. XII/7.2
	Res. MSC.168(79)	reg. XII/14
MARPOL	Res. MEPC.94(46), as amended	Annex I, reg. 20.6
	IBC Code	Annex II, reg. 1.4
	BCH Code	Annex II, reg. 1.4
	NO_x Technical Code 2008	Annex VI, reg. 5.3.2
STCW 78	STCW Code, part A	reg. I/1.2.3
LL PROT 1988	2008 IS Code	Annex 1, reg. 1

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ANNEX 6

SUMMARY OF AMENDMENTS TO MANDATORY INSTRUMENTS REFLECTED IN THE NON-EXHAUSTIVE LIST OF OBLIGATIONS (ANNEXES 1 TO 4)

The amendments to mandatory instruments reflected in annexes 1 to 4 are summarized below to facilitate the amendment of corresponding tables in the future.

SOLAS 1974	up to and including 2011 amendments (res. MSC.317(89)), except chapter XI-2, regulation V/19-1 and ISPS Code)
Res. MSC.215(82)	as adopted
Res. MSC.133(76), as amended	up to and including the 2004 amendments (res. MSC.158(78))
Res. MSC.287(87)	as adopted
Res. MSC.288(87)	as adopted
Res. MSC.289(87)	as adopted
2008 IS Code	Up to res. MSC.319(89)(part B only)
FSS Code	up to and including the 2011 amendments (res. MSC.311(88))
2010 FTP Code	up to and including the 2010 amendments (res. MSC.307(88))
LSA Code	Up to res. MSC.320(89)
IMSBC Code	up to and including the 2011 amendments (res. MSC. 318(89))
CSS Code, sub-chapter 1.9	up to and including the 2002 amendments (MSC/Circ.1026)
GRAIN Code	up to and including the 1991 amendments (res. MSC.23(59))
IMDG Code	up to and including the 2010 amendments (res. MSC. 294(87))
IBC Code	up to and including the 2006 amendments (res. MSC.219(82) and res. MEPC.166(56))
IGC Code	up to and including the 2006 amendments (res. MSC.220(82))
INF Code	up to and including the 2007 amendments (res. MSC.241(83))
ISM Code	up to and including the 2008 amendments (res. MSC.273(85))
1994 HSC Code	up to and including the 2008 amendments (res. MSC.259(84))
2000 HSC Code	up to and including the 2008 amendments (res. MSC.271(85))
Res. A.739(18)	up to and including 2006 amendments (res. MSC.208(81))
Res. A.789(19)	no amendments yet adopted
Res. A.744(18), amended	up to and including the 2008 amendments (res. MSC.261(84))
Casualty Investigation Code	res. MSC.255(84)

Res. 4 of the 1997 SOLAS Conf.	no amendments yet adopted
Res. MSC.169(79)	no amendments yet adopted
Res. MSC.168(79)	no amendments yet adopted
SOLAS PROT 1978	up to and including the 1988 amendments (resolution of the 1988 GMDSS-P Conference)
SOLAS PROT 1988	up to and including the 2010 amendments (res. MSC.309 (88))
MARPOL	up to and including the 2012 (res. MEPC.217(63)) amendments
Res. MEPC.94(46), as amended	up to and including the 2006 amendments (res. MEPC.155(55))
IBC Code	up to and including the 2006 amendments (res. MEPC.166(56) and res. MSC.219(82))
BCH Code	up to and including the 2006 amendments (res. MEPC.144(54) and res. MSC.212(81))
NO_x Technical Code 2008	up to and including the 2012 amendments (res. MEPC. 217(63))
STCW 1978	up to and including the Manila amendments (STCW/Conf.2/res.1), except regulations VI/5.2, 6.3 and 6.6
STCW Code, part A	up to and including the Manila amendments (STCW/Conf.2/res.2)
LL 1966	up to and including the 2005 amendments (res. A.972(24))
LL PROT 1988	up to and including the 2008 amendments (res. MSC.270(85))
TONNAGE 1969	no amendments yet adopted
COLREG 1972	up to and including the 2001 amendments (res. A.910(22))

* * *

ANNEX 7

AMENDMENTS[3] TO IMO INSTRUMENTS EXPECTED TO BE ACCEPTED AND TO ENTER INTO FORCE BETWEEN 1 JANUARY 2014 AND 1 JULY 2014

The following tables contain non-exhaustive lists of obligations, including those obligations imposed when a right is exercised.

OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
MARPOL		
Annex III, reg. 1.3	Application – issue detailed requirements on packing, marking, labelling, documentation, stowage, quantity limitations and exceptions for preventing or minimizing pollution of the marine environment by harmful substances	In force 1.1.2014 by MEPC.193(61)
IMDG Code		
Ch 3.3 SP356	Approval of metal hydride storage systems installed in vehicles, vessels or aircrafts or in completed components or intended to be installed in vehicles, vessels or aircrafts	In force 1/1/2014 by MSC.328(90)
Section 5.4.1	Information required in addition to the dangerous goods description – role of the competent authority	In force 1/1/2014 by MSC.328(90)
Section 6.2.3	The marking of salvage pressure receptacles – determination by the competent authority	In force 1/1/2014 by MSC.328(90)
Section~~7.1.14~~ 7.1.4.5	Stowage of goods of class 7 – role of competent authority	In force 1/1/2014 by MSC.328(90)

[3] The struck-out text indicates deletions and the underlined text shows additions or changes, to the non-exhaustive list of obligations.

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
SOLAS		
Reg. V/14.2	Establishing appropriate minimum safe manning following a transparent procedure and issuing an appropriate minimum safe manning document or equivalent	In force 1/1/2014 by MSC.325(90)
2011 ESP Code[4]		
Annex A, part A		
3.3.4	Supervision on repair of cargo hatch securing system	In force 1/1/2014 by A.1049(27)
5.1.1	Cooperation on development of a specific survey programme	In force 1/1/2014 by A.1049(27)
5.1.4	Advice on the maximum acceptable structural diminution levels	In force 1/1/2014 by A.1049(27)
5.2.2	Agreement on provisions for proper and safe access	In force 1/1/2014 by A.1049(27)
8.1.2	Evaluation of survey report	In force 1/1/2014 by A.1049(27)
8.2.3	Endorsement on condition evaluation report	In force 1/1/2014 by A.1049(27)
Annex 4B, para 1	Cooperation on development of a survey programme	In force 1/1/2014 by A.1049(27)
Annex 5, para 3.1	Certification of a company engaged in thickness measurement	In force 1/1/2014 by A.1049(27)
Annex A, part B		In force 1/1/2014 by A.1049(27)
3.3.4	Supervision on repair of cargo hatch securing system	In force 1/1/2014 by A.1049(27)
5.1.1	Cooperation on development of a specific survey programme	In force 1/1/2014 by A.1049(27)
5.1.4	Advice on the maximum acceptable structural diminution levels	In force 1/1/2014 by A.1049(27)
5.2.2	Agreement on provisions for proper and safe access	In force 1/1/2014 by A.1049(27)

[4] All items under resolution A.744(18) are deleted.

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
8.1.2	Evaluation of survey report	In force 1/1/2014 by A.1049(27)
8.2.3	Endorsement on condition evaluation report	In force 1/1/2014 by A.1049(27)
Annex 4B, para 1	Cooperation on development of a survey programme	In force 1/1/2014 by A.1049(27)
Annex 5, para 3.1	Certification of a company engaged in thickness measurement	In force 1/1/2014 by A.1049(27)
Annex B, part A		
5.1.1	Cooperation on development of a specific survey programme	In force 1/1/2014 by A.1049(27)
5.1.4	Advice on the maximum acceptable structural diminution levels	In force 1/1/2014 by A.1049(27)
5.2.1.1	Agreement on provisions for proper and safe access	In force 1/1/2014 by A.1049(27)
8.1.3	Evaluation of survey report	In force 1/1/2014 by A.1049(27)
8.2.3	Endorsement on condition evaluation report	In force 1/1/2014 by A.1049(27)
Annex 6B	Cooperation on development of a survey programme	In force 1/1/2014 by A.1049(27)
Annex 7, para 3.1	Certification of a company engaged in thickness measurement	In force 1/1/2014 by A.1049(27)
Annex B, part B		
5.1.1	Cooperation on development of a specific survey programme	In force 1/1/2014 by A.1049(27)
5.1.4	Advice on the maximum acceptable structural diminution levels	In force 1/1/2014 by A.1049(27)
5.2.1.1	Agreement on provisions for proper and safe access	In force 1/1/2014 by A.1049(27)
8.1.3	Evaluation of survey report	In force 1/1/2014 by A.1049(27)
8.2.3	Endorsement on condition evaluation report	In force 1/1/2014 by A.1049(27)

SPECIFIC FLAG STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
Annex 6B	Cooperation on development of a survey programme	In force 1/1/2014 by A.1049(27)
Annex 7, para 3.1	Certification of a company engaged in thickness measurement	In force 1/1/2014 by A.1049(27)
FSS Code		
Para 6/3.1.2	Foam concentrates of high-expansion foam fire-extinguishing systems – approval	In force 1/1/2014 by MSC.327(90)
Para 6/4.1	Foam concentrates of low-expansion foam fire-extinguishing systems - approval	In force 1/1/2014 by MSC.327(90)
Para 5/2.5~~4~~	Equivalent systems - approval	In force 1/7/2014 by MSC.339(91)
Para 7/2.4	Fixed water-based fire-fighting system for ro-ro spaces, vehicle spaces and special category spaces – approval	In force 1/7/2014 by MSC.339(91)
~~Para 14/2.2.1.2~~	~~Medium expansion ratio foam – application rate, etc.~~	Chapter 14 replaced by MSC.339(91)
Para 14/2.2.1.4	Foam concentrate supplied on board for cargoes intended to be carried – approval	In force 1/7/2014 by MSC.339(91)
Noise Code		Mandatory under SOLAS II-1/3-12 (in force 1/7/2014 by MSC.338(91))
Para 3.3.9	Operating conditions at sea trials for ships with dynamic positioning (DP)	In force 1/7/2014 by MSC.337(91)

SPECIFIC PORT STATE OBLIGATIONS		
SOURCE	**SUMMARY DESCRIPTION**	**COMMENTS**
MARPOL		
Annex III, reg. 8	Port State control on operational requirements	In force 1/1/2014 by MEPC.193(61)

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ANNEX 36

AMENDMENTS TO THE UNIFIED INTERPRETATION TO REGULATION 12.2 OF MARPOL ANNEX I

1 The existing Unified Interpretation to regulation 12.2 should read as an interpretation to regulation 12.2.1.

2 A new Unified Interpretation to regulation 12.2.2 is added as follows:

Regulation 12.2.2 – Sludge tank discharge piping

1 Regulation 12.2.2 should not be retroactively applied to ships delivered before 1 January 2014[*].

2 There should be no interconnections between the sludge tank discharge piping and bilge-water piping other than possible common piping leading to the standard discharge connection referred to in regulation 13.

3 For ships delivered before 1 January 2014[*], existing arrangements where the oil residue (sludge) tank(s) have discharge connections to oily bilge water holding tank(s), tank top or oily water separator may be accepted.

4 Screw-down non-return valves arranged in lines connecting to common piping leading to the standard discharge connection required by regulation 13, to prevent sludge from discharging to the bilge system, oily bilge water holding tank(s), tank top or oily water separators, provide a means equivalent to an arrangement that has "no interconnection" or "no discharge connections" as so specified in regulation 12.2 and the Unified Interpretation referenced by paragraph 2.

5 It is understood that the common piping may serve only one purpose and that is to connect the discharge lines of the bilge and sludge pumps to the standard discharge connection referred to in regulation 13, or any other approved means of disposal.

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[*] Ship delivered before 1 January 2014 means a ship:

.1 for which the building contract is placed before 1 January 2011; or
.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction before 1 January 2012; or
.3 the delivery of which is before 1 January 2014.

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ANNEX 37

DRAFT AMENDMENTS TO MARPOL ANNEX I

(Mandatory carriage requirements for stability instrument)

Chapter 1 – General

Regulation 1 – Definitions

1 A new paragraph 28.10 is inserted, as follows:

"28.10 Oil tanker delivered on or after [date of entry into force] means an oil tanker:

.1 for which the building contract is placed on or after [date of entry into force]; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after [date of entry into force]; or

.3 the delivery of which is on or after [date of entry into force]; or

.4 which has undergone a major conversion:

.1 for which the contract is placed on or after [date of entry into force]; or

.2 in the absence of a contract, the construction work of which is begun on or after [date of entry into force]; or

.3 which is completed on or after [date of entry into force]."

Regulation 2 – Application

2 A new paragraph 3(6) is inserted, as follows:

"The Administration may waive the requirements of regulation 28(6) for the following oil tankers if loaded in accordance with the approved conditions*:

.1 tankers which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with regulation 28(5);

.2 tankers where stability verification is made remotely by a means approved by the Administration;

.3 tankers which are loaded within an approved range of loading conditions; or

.4 tankers constructed before [date of entry into force] provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

* Refer to operational guidance provided in part 2 of the [Guidelines for verification of damage stability requirements for tankers (MSC.1/Circ.…)]."

Chapter 4 – Requirements for the cargo area of oil tankers

Regulation 28 – Subdivision and damage stability

3 The current paragraph 28(6) is renumbered as 28(7).

4 A new paragraph 28(6) is inserted, as follows:

"28(6) Oil tankers, as defined in regulation 1.28.10, to which this regulation applies, shall be fitted with a stability instrument capable of verifying compliance with intact and damage stability requirements, approved by the Administration having regard to the performance standards recommended by the Organization*:

.1 oil tankers constructed before [date of entry into force] shall comply with this regulation at the first scheduled renewal survey of the ship after [date of entry into force] but not later than [five years after date of entry into force];

.2 notwithstanding the requirements of regulation 28(6).1 a stability instrument installed on a ship constructed before [date of entry into force] need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration; and

.3 for the purposes of control under regulation 11, the Administration shall issue a document of approval for the stability instrument.

* Refer to part B, chapter 4, of the International Code on Intact Stability, 2008 (2008 IS Code), as amended; the Guidelines for the Approval of Stability Instruments (MSC.1/Circ.1229), annex, section 4, as amended; and the technical standards defined in part 1 of the [Guidelines for verification of damage stability requirements for tankers (MSC.1/Circ.…)]."

Appendix II – Form of IOPP Certificate and Supplements, Form B

5 The following new paragraphs 5.7.5 and 5.7.6 are inserted:

"5.7.5 The ship is provided with an Approved Stability Instrument in accordance with regulation 28(6)……..……☐"

"5.7.6 The requirements of regulation 28(6) are waived in respect of the ship in accordance with regulation 3.6. Stability is verified by the following means:

.1 loading only to approved conditions defined in the stability information provided to the master in accordance with regulation 28(5)…….....☐

.2 verification is made remotely by a means approved by the administration:……☐

.3 loading within an approved range of loading conditions defined in the stability information provided to the master in accordance with regulation 28(5)…..……..…..……☐

.4 loading in accordance with approved limiting KG/GM curves covering all applicable intact and damage stability requirements defined in the stability information provided to the master in accordance with regulation 28(5) .....☐"

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ANNEX 38

DRAFT AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)

(Mandatory carriage requirements for stability instrument)

Chapter II – Cargo containment

Part A – Physical protection (Siting of cargo tanks: ship stability)

1 Existing subparagraph 2.2.1 is replaced by the following:

"2.2.1 General: Ships subject to this Code may be assigned the minimum freeboard permitted by the International Convention on Load Lines, 1966. The additional requirements in paragraph 2.2.4, taking into account any empty or partially filled tank as well as the specific gravities of cargoes to be carried, however, should govern the allowed operating draught for any actual condition of loading.

2.2.1.1 All ships engaged in the transport of chemicals in bulk should be supplied with loading and stability manuals for the information and guidance of the master. These manuals should contain details concerning the loaded conditions of full and empty or partially empty tanks, the position of these tanks in the ship, the specific gravities of the various parcels of cargoes carried, and any ballast arrangements in critical conditions of loading. Provisions for evaluating other conditions of loading should be contained in the manuals.

2.2.1.2 All ships, subject to the Code, shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements, approved by the Administration, having regard to the performance standards recommended by the Organization[*]:

.1 ships constructed before [date of entry into force] shall comply with this paragraph at the first scheduled renewal survey of the ship after [date of entry into force] but not later than [five years after date of entry into force];

.2 notwithstanding the requirements of 2.2.1.2.1, a stability instrument installed on a ship constructed before [date of entry into force] need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration; and

.3 for the purposes of control under regulation 11, the Administration shall issue a document of approval for the stability instrument.

[*] Refer to part B, chapter 4, of the International Code on Intact Stability, 2008 (2008 IS Code), as amended; the Guidelines for the Approval of Stability Instruments (MSC.1/Circ.1229), annex, section 4, as amended; and the technical standards defined in part 1 of the [Guidelines for verification of damage stability requirements for tankers (MSC.1/Circ.…)].

2.2.1.3 The Administration may give special dispensation to the following ships from the requirements of paragraph 2.2.1.2 provided the procedures employed for intact and damage stability verification maintain the same degree of safety as being loaded in accordance with the approved conditions*. Any such dispensation shall be duly noted on the Certificate of Fitness referred to in paragraph 1.6.3:

.1 ships which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with the requirements of paragraph 2.2.1.1;

.2 ships where stability verification is made remotely by a means approved by the Administration;

.3 ships which are loaded within an approved range of loading conditions; or

.4 ships provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

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* Refer to operational guidance provided in part 2 of the [Guidelines for verification of damage stability requirements for tankers (MSC.1/Circ.…)]."

Certificate of Fitness

2 Paragraph 6 is replaced with the following:

"6 That the ship must be loaded:

.1* only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.1.2 of the Code;

.2* where a dispensation permitted by paragraph 2.2.1.3 of the Code applies and the approved stability instrument required by paragraph 2.2.1.2 of the Code is not fitted, loading shall be made in accordance with the following approved methods:

.i in accordance with the loading conditions provided in the approved loading manual, stamped and dated ..... and signed by a responsible officer of the Administration, or of an organization recognized by the Administration; or

.ii in accordance with loading conditions verified remotely using an approved means ……; or

.iii in accordance with a loading condition which lies within an approved range of conditions defined in the approved loading manual referred to in i above; or

.iv in accordance with a loading condition verified using approved critical KG/GM data defined in the approved loading manual referred to in i above;

.3* in accordance with the loading limitations appended to this Certificate.

Where it is required to load the ship other than in accordance with the above instruction, then the necessary calculations to justify the proposed loading conditions shall be communicated to the certifying Administration who may authorize in writing the adoption of the proposed loading condition.

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* Delete as appropriate."

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ANNEX 39

DRAFT AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)

(Mandatory carriage requirements for stability instrument)

Chapter 2 – Ship survival capability and location of cargo tanks

2.2 – Freeboard and intact stability

1 The title of section 2.2 is amended to read:

"Freeboard and stability"

2 A new subparagraph 2.2.6 is added as follows:

"2.2.6 All ships, subject to the Code, shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements, approved by the Administration having regard to the performance standards recommended by the Organization*:

.1 ships constructed before [date of entry into force] shall comply with this requirement at the first scheduled renewal survey of the ship after [date of entry into force] but not later than [five years after date of entry into force];

.2 notwithstanding the requirements of 2.2.6.1, a stability instrument installed on a tanker constructed before [date of entry into force] need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration; and

.3 for the purposes of control under regulation 11, the Administration shall issue a document of approval for the stability instrument.

* Refer to part B, chapter 4, of the International Code on Intact Stability, 2008 (2008 IS Code), as amended; the Guidelines for the Approval of Stability Instruments (MSC.1/Circ.1229), annex, section 4, as amended; and the technical standards defined in part 1 of the [Guidelines for verification of damage stability requirements for tankers (MSC.1/Circ.…)]."

3 A new subparagraph 2.2.7 is added as follows:

"2.2.7 The Administration may give special dispensation to the following ships from the requirements of paragraph 2.2.6 provided the procedures employed for intact and damage stability verification maintain the same degree of safety, as being loaded in accordance with the approved conditions*. Any such dispensation shall be duly noted on the International Certificate of Fitness referred to in paragraph 1.5.4:

.1 ships which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with the requirements of paragraph 2.2.5;

.2 ships where stability verification is made remotely by a means approved by the Administration;

.3 ships which are loaded within an approved range of loading conditions; or

.4 ships constructed before [date of entry into force] provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

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* Refer to operational guidance provided in part 2 of the [Guidelines for verification of damage stability requirements for tankers (MSC.1/Circ.…)]."

Certificate of Fitness

4 Paragraph 6 is replaced with the following:

"6 That the ship must be loaded:

.1* only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.6 of the Code;

.2* where a dispensation permitted by paragraph 2.2.7 of the Code applies and the approved stability instrument required by paragraph 2.2.6 of the Code is not fitted, loading shall be made in accordance with the following approved methods:

.i in accordance with the loading conditions provided in the approved loading manual, stamped and dated ..... and signed by a responsible officer of the Administration, or of an organization recognized by the Administration; or

.ii in accordance with loading conditions verified remotely using an approved means ……; or

.iii in accordance with a loading condition which lies within an approved range of conditions defined in the approved loading manual referred to in i above; or

.iv in accordance with a loading condition verified using approved critical KG/GM data defined in the approved loading manual referred to in i above;

.3* in accordance with the loading limitations appended to this Certificate.

Where it is required to load the ship other than in accordance with the above instruction, then the necessary calculations to justify the proposed loading conditions shall be communicated to the certifying Administration who may authorize in writing the adoption of the proposed loading condition.

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* Delete as appropriate."

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ANNEX 40

DRAFT ASSEMBLY RESOLUTION

USE OF NATIONAL TONNAGE IN APPLYING INTERNATIONAL CONVENTIONS

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO that the International Convention on Tonnage Measurement of Ships, 1969 (1969 Tonnage Convention) introduced a new measurement system and that the tonnages measured under this system could be different from those measured under national tonnage rules,

RECALLING FURTHER that recommendation 2 of the International Conference on Tonnage Measurement of Ships, 1969, recommended the acceptance of the tonnages measured under this new system as the parameters referred to where those terms are used in conventions, laws, and regulations, while recognizing that transition to this new system should cause the least possible impact on the economics of merchant shipping and port operations,

NOTING that article 3(2)(d) of the 1969 Tonnage Convention provides for certain ships to retain their national tonnages for the purpose of applying relevant requirements under other existing international conventions, if they do not undergo alterations or modifications which the Administration deems to be a substantial variation in their existing gross tonnage,

NOTING ALSO that the Interim Schemes for Tonnage Measurement of resolutions A.494(XII), A.540(13) and A.541(13) effectively extended this use of national tonnages to certain other ships, for the purpose of applying relevant requirements, respectively, of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, the International Convention on Training, Certification and Watchkeeping for Seafarers (STCW), 1978, and the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL),

NOTING FURTHER that resolutions A.758(18) (Application of recommendation 2 of the International Conference on Tonnage Measurement of Ships, 1969) and A.791(19) (Application of the International Convention on Tonnage Measurement of Ships, 1969, to existing ships) were adopted to address identification of national tonnages on International Tonnage Certificates (1969) and other pertinent certificates, including Ship Safety Certificates and International Oil Pollution Prevention Certificates,

BEING AWARE that amendments to the SOLAS, STCW and MARPOL Conventions made subsequent to the adoption of resolutions A.494(XII), A.540(13) and A.541(13) have led to misunderstandings over the use of national tonnage when applying newly established tonnage-based requirements for ships measured in accordance with the provisions of the 1969 Tonnage Convention and the Interim Schemes for Tonnage Measurement, highlighting the need for updated recommendations on this matter,

BEARING IN MIND the decisions of the Maritime Safety Committee to apply newly established tonnage-based requirements of the International Ship and Port Facility and Security (ISPS) and International Safety Management (ISM) Codes using a ship's tonnage as measured under the rules of the 1969 Tonnage Convention,

RECOGNIZING the necessity of uniform implementation of the 1969 Tonnage Convention with regard to national tonnages,

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee, [at its ninety-second session (12 to 21 June 2013)], and the Marine Environment Protection Committee, [at its sixty-fifth session (13 to 17 May 2013)],

1. ADOPTS the recommendation on the use of national tonnage in applying international conventions, as set out in the annex to the present resolution;

2. AGREES that Governments which are Contracting Governments to the 1969 Tonnage Convention should use this Recommendation when applying the provisions of the 1969 Tonnage Convention and Interim Schemes for Tonnage Measurement;

3. REVOKES resolutions A.758(18) and A.791(19).

* * *

ANNEX

RECOMMENDATION ON THE USE OF NATIONAL TONNAGE IN APPLYING INTERNATIONAL CONVENTIONS

1 In order to ensure consistency when using national tonnage to apply relevant requirements under international conventions, in accordance with article 3(2)(d) of the International Convention on Tonnage Measurement of Ships, 1969 (1969 Tonnage Convention) (TM 69) and Interim Schemes for Tonnage Measurement, as set forth in the *Revised interim scheme for tonnage measurement for certain ships* (resolution A.494(XII) for SOLAS, and the *Interim scheme for tonnage measurement for certain ships for the purposes of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto* (resolution A.541(13)), Administrations are recommended to accept the following:

National tonnage versus convention tonnage

2 National tonnage refers to the tonnage measurement of a ship under the Administration's national tonnage rules that pre-dated the adoption of the measurement rules of the 1969 Tonnage Convention. National gross tonnage is often expressed in terms of gross register tons (GRT). In contrast, the unitless gross tonnage measurement under the rules of the 1969 Tonnage Convention is expressed in terms of gross tonnage (GT).

Eligibility to use national tonnage

3 The 1969 Tonnage Convention and the Interim schemes for tonnage measurement provide for the use of national tonnage in applying relevant requirements under international conventions to certain ships with keel laid dates on or before 18 July 1994[1]. Further, a ship which undergoes an alteration or modification which the Administration deems to be a substantial variation in its "existing" tonnage as described in article 3(2)(b) of the 1969 Tonnage Convention is treated as if the date on which the alterations or modifications commenced was the keel laid date for this purpose. The following table lists the basis for use of national tonnages as a function of a ship's keel laid/substantial alteration date and its national gross tonnage.

Basis for Using National Tonnage to Apply International Conventions*

Ship's Keel Laid Date / Substantial Alteration Date	**Ship's National Gross Tonnage**		
	GRT < 400	**400 ≤ GRT < 1600**	**GRT ≥ 1600**
Before 18 July 1982	TM69 Art.3(2)(d)	TM69 Art.3(2)(d)	TM69 Art.3(2)(d)
18 July 1982 - 31 December 1985	A.494(XII) / A.541(13)	A.494(XII)	A.494(XII)
1 January 1986 - 18 July 1994	A.494(XII) / A.541(13)	A.494(XII)	Not Eligible
After 18 July 1994	Not Eligible	Not Eligible	Not Eligible

* Unless otherwise provided for in an International Convention or other instrument.

[1] The Interim schemes for tonnage measurement do not apply to ships covered by article 3(2)(d) of the 1969 Tonnage Convention, and may be applied to an eligible ship for the life of the ship under interpretations established at MSC 50 (MSC 50/27). A third Interim scheme for tonnage measurement, resolution A.540(13) for the STCW Convention, is no longer applicable as a result of the 1995 amendments to the Convention.

Relevant requirements under international conventions

4 The term "relevant requirements under" in article 3(2)(d) of the 1969 Tonnage Convention and throughout this recommendation refers to tonnage-based requirements for which a tonnage threshold was in effect on or before 18 July 1994, the date when the 1969 Tonnage Convention came fully into force. As such, national tonnage may not be used when applying newer tonnage thresholds in international conventions, unless otherwise provided in an international convention or other instrument. For example, for eligible ships, national tonnages may be used to apply the 500 gross tonnage cargo ship exemption threshold of regulation I/3 of SOLAS, which predates 18 July 1994. However, national tonnages may not similarly be used to apply the 500 gross tonnage threshold of SOLAS regulation XI-2/2.1.1.2, which came into effect after this date[2].

Remarks on International Tonnage Certificates (1969)

5 Notwithstanding the provisions of resolutions A.494(XII) and A.541(13), which state that gross tonnage measured under the national tonnage rules shall not be shown on the International Tonnage Certificate (1969), an entry may be made under "Remarks" on the International Tonnage Certificate (1969), to reflect the shipowner's decision to use national tonnages, as follows:

.1 For ships covered by article 3(2)(d) of the 1969 Tonnage Convention,

"The ship is remeasured according to article 3(2)(d) of the 1969 Tonnage Convention. The GROSS TONNAGE according to the measurement system previously in force to the measurement system of the International Convention on Tonnage Measurement of Ships, 1969, is: . . . *(insert GRT tonnage)* . . . RT, according to the regulations of . . . *(insert country name)* . . ."

.2 For ships covered by resolution A.494(XII) and/or resolution A.541(13),

"The ship is additionally measured according to resolution(s) . . . *(insert A.494(XII) and/or A.541(13), as applicable)* . . . The GROSS TONNAGE according to the measurement system previously in force to the measurement system of the International Convention on Tonnage Measurement of Ships, 1969, is: . . .*(insert GRT tonnage)* . . . RT, according to the regulations of . . . *(insert country name)* . . ."

Remarks on other international certificates (1969)

6 For ships for which the International Tonnage Certificate (1969) includes a "Remarks" entry on national tonnage as described in paragraph 5 of this recommendation, the appropriate box in the appropriate Ship Safety Certificate, the International Oil Pollution Prevention Certificate or other such official certificates issued by the Administration may show only that national gross tonnage with one of the following footnotes:

[2] Refer to the Interim scheme for the compliance of certain cargo ships with the special measures to enhance maritime security (MSC/Circ.1157) for additional details. The Interim Scheme for the compliance of certain cargo ships and special purpose ships with the management for the safe operation of ships (MSC.1/Circ.1231) similarly addresses use of national tonnages in applying the SOLAS ISM Code.

"The above gross tonnage has been determined by the tonnage authorities of the Administration in accordance with the national tonnage rules which were in force prior to the coming into force of the International Convention on Tonnage Measurement of Ships, 1969"; or

"See REMARKS column of the valid International Tonnage Certificate (1969)."

Removal of remarks

7 Should a ship lose eligibility for using national tonnage to apply relevant requirements under international conventions by undergoing alterations or modifications which the Administration deems to be a substantial variation in its existing tonnage as described in article 3(2)(b) of the 1969 Tonnage Convention, the Administration should ensure associated certificates described in paragraphs 5 and 6 of this recommendation are reissued or otherwise amended to delete reference to the ship's national tonnage.

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ANNEX 41

STATEMENT BY THE OBSERVER FROM ITF ON HUMAN ELEMENT WORKING GROUP

At MEPC 63 the ITF expressed strong reservations regarding the movement of the Human Element Group to the STCW Sub-Committee and were concerned at STW 44 when the not only were the agenda items all removed but some flag states called for the Human Element working group to be removed from the agenda.

Our primary concerns expressed at MEPC 63 was the need for the MEPC to retain a direct control of the work of the Human Element Working Group as the majority of new workload, seafarers health and safety, responsibilities, liabilities and administrative burden emanate from the output of this committee.

It has been difficult due to the nature of work in progress to qualify or quantify the implications of a number of MARPOL annexes but I'm sure delegate will recognize the extensive changes that the committee have initiated.

We are now in a position where significant studies and conventions have come to fruition, notably the Project Horizon which is a more sophisticated study on fatigue along with the implementation of the revised STW and MLC 2006 plus the work by the IMO on the administrative burden. It may now be an appropriate time for MEPC to initiate consideration of the effect on seafarers and the industry as a whole of the implementation of these annexes in particular the Ballast water management, air pollution and low flash point fuel requirements.

For these reasons we would like to see a re commitment by this committee to the work of Human Element Working Group and a call for submissions on the holistic considerations of the effect of the recent MARPOL legislation on ships and their crews.

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ANNEX 42

ITEMS IN THE BIENNIAL AND POST-BIENNIAL AGENDAS OF DE, DSC, FP, COMSAR, NAV, SLF AND STW SUB-COMMITTEES RELATING TO ENVIRONMENTAL ISSUES

Sub-Committee on Ship Design and Equipment (DE)					
PLANNED OUTPUTS 2014-2015 AND PROPOSED POST-BIENNIAL AGENDA					
Number	**Description**	**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
1.1.2.2	Cooperation with IACS: consideration of unified interpretations	MSC / MEPC		BLG / DE / FP / FSI / NAV / SLF	Continuous
2.0.1.18	Unified interpretations of the MARPOL regulations	MEPC	BLG / COMSAR / DE / DSC / FP / FSI / NAV / SLF / STW		Continuous
5.2.1.17	Development of a mandatory Code of ships operating in polar waters	MSC / MEPC	DE	COMSAR / FP / NAV / SLF / STW	2014
7.1.2.16	Development of guidance on the safe operation and performance standards of oil pollution combating equipment	MEPC		DE	2014
7.2.2.2	Environmental aspects of alternative tanker designs	MSC / MEPC	BLG	DE	Continuous
7.1.2.15	Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels	MSC / MEPC	BLG	DE	2015
12.1.2.1	Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations	MSC / MEPC	FSI	BLG / DE / FP / NAV / STW	Continuous
Notes: Output to be renamed "Analysis of casualty reports and related trends". Proposal to change High-level action (12.1.2) text to "Undertake review of casualty reports submitted to IMO with a view to improving safety based on the lessons learned".					

Sub-Committee on Carriage of Dangerous Goods, Solid Cargoes and Containers (DSC)					
PLANNED OUTPUTS 2014-2015					
Number	**Description**	**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
1.3.5.1	Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UNCOE TDG, GHS and IAEA	MSC / MEPC	DSC	Secretariat	Continuous
2.0.1.18	Unified interpretations of the MARPOL regulations	MEPC	BLG / COMSAR / DE / DSC / FP / FSI / NAV / SLF / STW		Continuous
5.2.3.8	Amendments to MARPOL Annex III, as required	MEPC	DSC		Continuous
12.3.1.1	Guidance on the development of GISIS and on access to information	MSC / MEPC	DSC / FSI	BLG / FP / NAV / STW	Continuous
Notes: Output to be renamed "Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations".					
12.3.1.3	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	MSC / MEPC	DSC	FSI	Continuous

Sub-Committee on Fire Protection (FP)					
PLANNED OUTPUTS 2014-2015 AND PROPOSED POST-BIENNIAL AGENDA					
Number	**Description**	**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
1.1.2.2	Cooperation with IACS: consideration of unified interpretations	MSC / MEPC		BLG / DE / FP / FSI / NAV / SLF	Continuous
2.0.1.18	Unified interpretations of the MARPOL regulations	MEPC	BLG / COMSAR / DE / DSC / FP / FSI / NAV / SLF / STW		Continuous
5.2.1.17	Development of a mandatory Code of ships operating in polar waters	MSC / MEPC	DE	COMSAR / FP / NAV / SLF / STW	2014
12.1.2.1	Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations	MSC / MEPC	FSI	BLG / DE / FP / NAV / STW	Continuous
Notes: Output to be renamed "Analysis of casualty reports and trends". Proposal to change High-level action (12.1.2) text to "Undertake review of casualty reports submitted to IMO with a view to improving safety based on the lessons learned".					
12.3.1.1	Guidance on the development of GISIS and on access to information	MSC / MEPC	DSC/FSI	BLG / FP / NAV / STW	Continuous
Notes: Output to be renamed "Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations".					

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR)					
PLANNED OUTPUTS 2014-2015 AND PROPOSED POST-BIENNIAL AGENDA					
Number	**Description**	**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
2.0.1.18	Unified interpretations of the MARPOL regulations	MEPC	BLG / COMSAR / DE / DSC / FP / FSI / NAV / SLF / STW		Continuous
5.2.1.17	Development of a mandatory Code of ships operating in polar waters	MSC / MEPC	DE	COMSAR / FP / NAV / SLF / STW	2014

Sub-Committee on Safety of Navigation (NAV)					
PLANNED OUTPUTS 2014-2015					
Number	**Description**	**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
1.1.2.2	Cooperation with IACS: consideration of unified interpretations	MSC / MEPC		BLG / DE / FP / FSI / NAV / SLF	Continuous
1.3.1.3	Identification of PSSAs, taking into account article 211 and other related articles of UNCLOS	MEPC	NAV		Continuous
2.0.1.18	Unified interpretations of the MARPOL regulations	MEPC	BLG / COMSAR / DE / DSC / FP / FSI / NAV / SLF / STW		Continuous
5.2.1.17	Development of a mandatory Code of ships operating in polar waters	MSC / MEPC	DE	COMSAR / FP / NAV / SLF / STW	2014
7.1.2.2	Mandatory instruments: designation of Special Areas and PSSAs and adoption of their associated protective measures	MEPC	NAV		Continuous
12.1.2.1	Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations	MSC / MEPC	FSI	BLG / DE / FP / NAV / STW	Continuous
Notes: Output to be renamed "Analysis of casualty reports and related trends". Proposal to change High-level action (12.1.2) text to "Undertake review of casualty reports submitted to IMO with a view to improving safety based on the lessons learned".					
12.3.1.1	Guidance on the development of GISIS and on access to information	MSC / MEPC	DSC / FSI	BLG / FP / NAV / STW	Continuous
Notes: Output to be renamed "Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations".					

Sub-Committee on Stability and Load Lines and Fishing Vessels Safety (SLF)					
PLANNED OUTPUTS 2014-2015 AND PROPOSED POST-BIENNIAL AGENDA					
Number	**Description**	**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
1.1.2.1	Cooperation with FAO: preparation and holding of the third meeting of the Joint IMO/FAO Working Group on IUU fishing and related matters, including the adoption of a new treaty to facilitate the implementation of the technical provisions to the 1993 Torremolinos Protocol	MSC / MEPC	FSI / SLF		~~2013~~ 2015
1.1.2.2	Cooperation with IACS: consideration of unified interpretations	MSC / MEPC		BLG / DE / FP / FSI / NAV / SLF	Continuous
2.0.1.18	Unified interpretations of the MARPOL regulations	MEPC	BLG / COMSAR / DE / DSC / FP / FSI / NAV / SLF / STW		Continuous
5.2.1.17	Development of a mandatory Code of ships operating in polar waters	MSC / MEPC	DE	COMSAR / FP / NAV / SLF / STW	2014

Sub-Committee on Standards of Training and Watchkeeping (STW)					
PLANNED OUTPUTS 2014-2015					
Number	**Description**	**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
2.0.1.18	Unified interpretations of the MARPOL regulations	MEPC	BLG / COMSAR / DE / DSC / FP / FSI / NAV / SLF / STW		Continuous
5.2.1.17	Development of a mandatory Code of ships operating in polar waters	MSC / MEPC	DE	COMSAR / FP / NAV / SLF / STW	2014
12.3.1.1	Guidance on the development of GISIS and on access to information	MSC / MEPC	DSC / FSI	BLG / FP / NAV / STW	Continuous
Notes: Output to be renamed "Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations".					

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ANNEX 43

BIENNIAL AND PROPOSED POST-BIENNIAL AGENDAS FOR THE BLG SUB-COMMITTEE AND PROVISONAL AGENDA FOR BLG 18*

Number	Description	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Target completion year
1.1.2.2	**Consideration of IACS unified interpretations**	MSC/MEPC		BLG/DE/FP/FSI/ NAV/SLF	Continuous
2.0.1.8	**Additional guidelines for implementation of the BWM Convention, including port State control**	MEPC	BLG/FSI		~~2013~~ 2015
2.0.1.9	**Guidelines for replacement engines not required to meet the Tier III limit (MARPOL Annex VI)****	MEPC	BLG		~~2013~~ 2015
2.0.1.11	**Other relevant guidelines pertaining to equivalents set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines****	MEPC	BLG		~~2013~~ 2015
2.0.1.12	**Guidelines called for under paragraph 2.2.5.6 of the NO_x Technical Code****	MEPC	BLG		~~2013~~ 2015
5.2.1.3	**Development of international code of safety for ships using gases or other low-flashpoint fuels**	MSC	BLG	DE/FP/SLF/STW	~~2013~~ 2014
~~5.2.1.4~~	~~Development and approval of a revised IGC Code~~	~~MSC~~	~~BLG~~	~~DE/FP/SLF/STW~~	~~2013~~
7.1.2.5	**Production of a manual entitled "Ballast Water Management – How to do it"**	MEPC	BLG		~~Continuous~~ 2015

* Proposed modifications to the Sub-Committee's 2012-2013 biennial agenda, as set out in annex 36 to document MSC 91/22. Outputs printed in bold have been selected for the draft provisional agenda for BLG 18, as shown in annex 2. Struck-out text indicates proposed deletions and shaded text indicates proposed changes. Deleted outputs will be maintained in the report on the status of planned outputs. Output numbers subject to change by A 28.

** To be considered under output 7.3.1.1.

Number	Description	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Target completion year
7.1.2.15	**Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels**	MSC/MEPC	BLG	DE	~~2013~~ 2015
~~7.1.2.20~~	~~Development of international measures for minimizing the transfer of invasive aquatic species through biofouling of ships~~	~~MSC/MEPC~~	~~BLG~~	~~DE~~	~~2013~~
7.2.2.3	**Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments**	MEPC	BLG		Continuous
7.3.1.1	**Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NO_x Technical Code**	MEPC	BLG		~~2013~~ 2015
7.3.2.2	**Consideration of the impact on the Arctic of emissions of Black Carbon from international shipping**	MEPC	BLG		~~2013~~ 2014
12.1.2.1	**Casualty analysis**	MSC	FSI	BLG/DE/FP/ NAV/STW/SLF	Continuous
13.0.3.1	**Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution**	MEPC	BLG		Annual

ITEMS ON THE COMMITTEES' POST-BIENNIAL AGENDAS THAT FALL UNDER THE PURVIEW OF THE BLG SUB-COMMITTEE***

MARITIME SAFETY COMMITTEE (MSC) AND MARINE ENVIRONMENT PROTECTION COMIITTEE (MEPC)								
ACCEPTED POST-BIENNIAL OUTPUTS								
Number	**Biennium approved**	**Reference to HLA**	**Description**	**Parent organ(s)**	**Coordinating organs(s)**	**Associated organ(s)**	**Timescale (sessions)**	**References**
~~54~~	~~2012-2013~~	~~7.2.2~~	~~Safety aspects of alternative tanker designs assessed~~	~~MSC/ MEPC~~	~~BLG~~		~~2~~	~~BLG 3/18, paragraph 15.7, Work on this output is to be carried out when a proposal for an alternative tanker design is submitted to the Organization.~~
~~55~~	~~2012-2013~~	~~5.2.1~~	~~Adoption of the revised IGC Code~~	~~MSC~~	~~BLG~~	~~DE/FP/SLF/ STW~~	~~2~~	
4	7.2.2	7.2.2.2	Environmental aspects of alternative tanker designs	MEPC	BLG		Ongoing	BLG 3/18, paragraph 15.7

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*** Refer to annex 38 of document MSC 91/22.

DRAFT PROVISIONAL AGENDA OF THE BLG SUB-COMMITTEE FOR THE NEXT SESSION

Opening of the session and election of the Chairman and Vice-Chairman for 2014

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments

4 Additional guidelines for implementation of the BWM Convention

5 Production of a manual entitled "Ballast Water Management – How to do it"

6 Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution

7 Development of international code of safety for ships using gases or other low-flashpoint fuels

8 Consideration of the impact on the Arctic of emissions of Black Carbon from international shipping

9 Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NO_x Technical Code

10 Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels

11 Casualty analysis

12 Consideration of IACS unified interpretations

13 Biennial agenda and provisional agenda for BLG 19

14 Election of Chairman and Vice-Chairman for 2015

15 Any other business

16 Report to the Committees

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ANNEX 44

BIENNIAL AGENDA FOR THE FSI SUB-COMMITTEE AND PROVISIONAL AGENDA FOR FSI 22

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)					
PLANNED OUTPUT 2014-2015		Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Target completion year
Number	Description				
1.1.2.1	Cooperation with FAO: preparation and holding of the third meeting of the Joint IMO/FAO Working Group on IUU fishing and related matters, including the adoption of a new treaty to facilitate the implementation of the technical provisions to the 1993 Torremolinos Protocol	MSC/MEPC	FSI/SLF		~~2013~~ 2015
1.1.2.2	Cooperation with IACS: consideration of unified interpretations	MSC/MEPC		BLG/DE/FP/FSI/ NAV/SLF	Continuous
1.1.2.5	Cooperation with ILO: development of PSC guidelines on seafarers' hours of rest taking into account common areas in the PSC guidelines in the context of the Maritime Labour Convention, 2006, and relevant IMO instruments	MSC	FSI	STW	~~2013~~ 2015
1.1.2.8	Report on cooperation with data providers: protocols on data exchange with international, regional and national entities	MSC/MEPC/FAL/ LEG/TCC	FSI/Secretariat	Secretariat	~~Continuous~~ Annual
~~1.1.2.23~~	~~Policy input/guidance to ILO: development of PSC guidelines in the context of the Maritime Labour Convention, 2006~~	~~MSC~~	~~FSI~~		~~Continuous~~
~~1.1.2.24~~	~~Policy input/guidance to ILO/FAO: Preparation and holding of the third meeting of the Joint FAO/IMO ad hoc Working Group on IUU Fishing and Related Matters (JWG)~~	~~MSC~~	~~FSI~~	~~SLF~~	~~2013~~

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)					
PLANNED OUTPUT 2014-2015		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
1.1.2.26	Report on policy input/guidance to PSC regimes: related IMO developments	MSC/MEPC	FSI		~~Continuous~~ Annual
2.0.1.8	Additional guidelines for implementation of the BWM Convention, including port State control	MEPC	BLG/FSI		~~2013~~ 2015
~~2.0.1.13~~	~~Development of a Code for Recognized Organizations~~	~~MSC/MEPC~~	~~FSI~~		~~2013~~
2.0.1.18	Unified interpretations of the MARPOL regulations	MEPC	BLG/COMSAR/ DE/DSC/FP/ FSI/NAV/SLF/STW		Continuous
2.0.1.19	Comprehensive review of issues related to the responsibilities of Governments and development of measures to encourage flag State compliance	MSC/MEPC	FSI	~~FSI~~	Continuous
2.0.1.21	Summary reports and analyses of mandatory reports under MARPOL	MEPC	Secretariat	FSI	Continuous
2.0.1.22	GISIS module on mandatory and non-mandatory requirements	MSC/MEPC/FAL/ LEG/TCC	Secretariat	FSI	Annual
2.0.2.1	~~Review of the Code for the Implementation of Mandatory IMO Instruments and consolidated audit summary reports, adoption of the new IMO Instruments Implementation (III) Code and making the III Code and auditing mandatory~~ Review of consolidated audit summary reports and making the IMO Instruments Implementation Code (III Code) and auditing mandatory	Assembly	Council	MSC/MEPC/FSI	~~2013~~ 2015

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)					
PLANNED OUTPUT 2014-2015		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
4.0.2.1	~~Guidance on the establishment or further development of information systems (databases, websites, etc.) as part of GISIS~~ Development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)	MSC/MEPC/FAL/ LEG/TCC	Secretariat	FSI	Continuous
4.0.2.2	~~Development and management of mandatory IMO number schemes~~ Review and management of the IMO ship identification number scheme (resolution A.600(15)) and company and registered owner number scheme (resolution MSC.160(78))	MSC	FSI	Secretariat	~~Continuous~~ Annual
~~4.0.2.3~~	~~Protocols on data exchange with other international, regional and national data providers~~	~~MSC/MEPC/FAL/ LEG/TCC~~	~~FSI~~	~~Secretariat~~	~~Continuous~~
5.1.2.1	Making the provisions of MSC.1/Circ.1206/Rev.1 mandatory	MSC	DE	FSI/NAV/STW	~~2013~~ 2015
5.1.2.2	Development of measures to protect the safety of persons rescued at sea	MSC/FAL	COMSAR	FSI	~~2013~~ 2015
5.2.1.7	Review of general cargo ship safety	MSC	FP	DE/DSC/FSI/NAV/ SLF/STW	~~2013~~ 2014
5.2.1.18	Development of a non-mandatory instrument on regulations for non-convention ships	MSC	FSI	BLG/COMSAR/DE/ FP/NAV/SLF/STW	~~2013~~ 2017

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)					
PLANNED OUTPUT 2014-2015		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
5.2.1.19	~~Review and update of the Survey Guidelines under the Harmonized System of Survey and Certification and the annexes to the Code for the Implementation of Mandatory IMO Instruments~~ Review and update of the Survey Guidelines under the Harmonized System of Survey and Certification and the non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)	MSC/MEPC	FSI		~~2013~~ Continuous
~~5.3.1.2~~	~~Review of procedures for PSC~~	~~MSC/MEPC~~	~~FSI~~		~~2013~~
5.3.1.4	~~Promote the h~~Harmonization of PSC activities	MSC/MEPC	FSI		Continuous
~~5.3.1.5~~	~~Methodology for the in-depth analysis of annual PSC reports~~	~~MSC/MEPC~~	~~FSI~~		~~2013~~
~~5.3.1.6~~	~~A risk assessment comparison between marine casualties and incidents and PSC inspections~~	~~MSC/MEPC~~	~~FSI~~		~~Continuous~~
~~7.1.2.6~~	~~Measures to promote the AFS Convention~~	~~MEPC~~		~~FSI~~	~~2013~~
7.1.3.1	Reports on inadequacy of port reception facilities	MEPC	FSI		Annual
~~7.1.3.2~~	~~Follow-up to the implementation of the Action Plan on port reception facilities~~	~~MEPC~~	~~FSI~~		~~2013~~
8.0.3.2	Electronic access to, or electronic versions of, certificates and documents required to be carried on ships	FAL	MSC/MEPC/LEG	LEG/FSI	~~2013~~ 2015
8.0.4.3	Identification and assessment of administrative requirements in mandatory IMO instruments that are perceived as being a burden	Council	MSC/MEPC/FAL/ LEG/TCC	BLG/COMSAR/DE/ DSC/FP/FSI/NAV/ SLF/STW/Secretariat	2013

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)					
PLANNED OUTPUT 2014-2015		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
12.1.2.1	Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations	MSC/MEPC	FSI	BLG/COMSAR/DE/ FP/NAV/STW	Continuous
Notes:	Collection and analysis of casualty reports and related trends". Proposal to change High-level Action (12.1.2) text to "Undertake review of casualty reports submitted to IMO with a view to improving safety based on the lessons learned".				
12.3.1.1	Guidance on the development of GISIS and on access to information	MSC/MEPC	DSC/FSI	BLG/FP/NAV/STW	Continuous
Notes:	Output to be renamed "Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations".				
~~12.3.1.2~~	~~PSC data collected and disseminated in cooperation with PSC regimes~~	~~MSC~~	~~FSI / Secretariat~~	~~Secretariat~~	~~Annual~~
[12.3.1.3]*	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	MSC/MEPC	DSC	FSI	Continuous
~~13.0.2.1~~	~~Guidance for the Secretariat on the development of GISIS and on access to information~~	~~MEPC~~	~~FSI~~		~~Continuous~~

* Notes: FSI 21: It was suggested that the DSC Sub-Committee review the need for this output which may be covered by amended output 12.3.1.1.

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PROVISIONAL AGENDA OF THE FSI SUB-COMMITTEE FOR THE NEXT SESSION

Opening of the session and election of the Chairman and Vice-Chairman for 2014

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Responsibilities of Governments and measures to encourage flag State compliance

4 Mandatory reports under MARPOL

5 Casualty analysis and statistics

6 Harmonization of port State control activities

7 PSC Guidelines on seafarers' hours of rest and PSC Guidelines in relation to the Maritime Labour Convention, 2006

8 Development of guidelines on port State control under the 2004 BWM Convention

9 Comprehensive analysis of difficulties encountered in the implementation of IMO instruments

10 Review and update of the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC) and the non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)

11 Consideration of IACS Unified Interpretations

12 Measures to protect the safety of persons rescued at sea

13 Illegal unregulated and unreported (IUU) fishing and related matters

14 Review of general cargo ship safety

15 Biennial agenda and provisional agenda for the next session of the Sub-Committee

16 Election of Chairman and Vice-Chairman for 2015

17 Any other business

18 Report to the Committees

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ANNEX 45

REPORT ON THE STATUS OF PLANNED OUTPUTS FOR THE MEPC FOR THE 2012-2013 BIENNIUM

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
1.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the Millennium Development Goals (MDGs)	Continuous	Assembly	Council	MSC / MEPC / FAL / LEG / TCC / Secretariat	Ongoing	Ongoing	

Notes:

a When individual output contains multiple deliverables, the format should be to report on each individual deliverables.

b The target completion year should not be indicated by the number of sessions. It should be specified by year, or indicate that the item is continuous.

c The entries under the "Status of output" columns are categorized as follows:
- "completed" if it signifies that the output in question has been duly finalized;
- "in progress" if it signifies that the expected output has been progressed, often with interim outputs (for example. Draft amendments or guidelines) which are expected to be approved later in the same biennium;
- "ongoing" if it signifies that the output relate to work of the respective IMO organs that is a permanent or continuous task; and
- "postponed" if it signifies that the respective IMO organ has decided to defer the production of relevant outputs to another time (for example, until the receipt of corresponding submissions).

d If the output consists of the adoption/approval of an instrument (e.g., resolution, circular, etc.), that instrument should be clearly referenced in this column.

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
1.1.2.1	Cooperation with FAO: preparation and holding of the third meeting of the Joint IMO/FAO Working Group on IUU fishing and related matters, including the adoption of a new treaty to facilitate the implementation of the technical provisions to the 1993 Torremolinos Protocol	2013	MSC / MEPC	FSI / SLF		In progress	In progress	MSC 89/25, paragraphs 9.15 to 9.38 and annex 18;
1.1.2.2	Cooperation with IACS: consideration of unified interpretations	Continuous	MSC / MEPC		BLG / DE / FP / FSI / NAV / SLF	Ongoing	Ongoing	MSC.1/Circs.1416, 1422 to 1427, 1429, 1433 to 1437, LL.3/Circ.208; FP 56/23, section 9; MSC 78/26, paragraph 22.12
1.1.2.4	Cooperation with IAEA: formalized emergency arrangements for response to nuclear/radiological emergencies from ships, including IMO contribution to the next version of the "Joint Radiation Emergency Management Plan of the International Organizations"	Continuous	MSC / MEPC	Secretariat		Ongoing	Ongoing	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
1.1.2.8	Cooperation with data providers: protocols on data exchange with international, regional and national entities	Continuous	MSC / MEPC / FAL / LEG	FSI / Secretariat	Secretariat	Ongoing	Ongoing	
1.1.2.25	Policy input/guidance to ISO TC 8: development of industry consensus standards	Continuous	MSC / MEPC	Secretariat		Ongoing	Ongoing	
1.1.2.26	Policy input/guidance to PSC regimes: related IMO developments	Continuous	MSC / MEPC	FSI		Ongoing	Ongoing	Resolution A.1052(27) on Procedures for port State control, 2011
1.1.2.28	Policy input/guidance to Environment Management Group (established by UN General Assembly resolution 53/242): inter-agency sharing of information and agreement on priorities	Continuous	MEPC	Secretariat		Ongoing	Ongoing	
1.1.2.29	Policy input/guidance on GESAMP-related IMO developments	Continuous	MEPC	BLG		Ongoing	Ongoing	
1.1.2.30	Policy input/guidance to GESAMP-BW Working Group: evaluation of active substances used by ballast water management systems	Annual	MEPC	BLG		In progress	In progress	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
1.1.2.31	Policy input/guidance to GESAMP-EHS Working Group: evaluation of bulk chemicals	Annual	MEPC	BLG		In progress	In progress	
1.1.2.32	Policy input/guidance to UNFCCC: greenhouse gas emissions from ships	Continuous	MEPC	BLG		Ongoing	Ongoing	
1.1.2.33	Policy input/guidance to UN Globally Harmonized System: classification and labelling of products	Continuous	MEPC	BLG		Ongoing	Ongoing	
1.1.2.34	Policy input/guidance to UN-Oceans: inter-agency coordination on oceans and coastal issues	Continuous	MEPC	Secretariat		Ongoing	Ongoing	
1.1.2.35	Policy input/guidance to UN Regular Process: assessment of the state of the marine environment	Continuous	MEPC	Secretariat		Ongoing	Ongoing	
1.1.2.44	Follow up to the 3rd meeting of the Joint ILO/IMO/BC Working Group on Ship Scrapping	2013	MEPC			In progress	In progress	
1.3.1.3	Identification of PSSAs, taking into account article 211 and other related articles of UNCLOS	Continuous	MEPC	NAV		Ongoing	Ongoing	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
1.3.2.1	Contributions to UNCSD 2012 (Rio +20) and its preparatory meetings to showcase relevant work and follow-up to decisions of the Conference	2013	MEPC	Secretariat		In progress	In progress	
1.3.2.2	Capacity-building follow-up action to UNCSD reflected in the ITCP	Continuous	MEPC / TCC			Ongoing	Ongoing	TC 62/3 Biennial ITCP report
1.3.3.1	Hazard profiles and evaluation of newly submitted substances to be incorporated into the IBC Code	Continuous	MEPC	BLG		Ongoing	Ongoing	
1.3.3.2	Approval of ballast water management systems	Continuous	MEPC			Ongoing	Ongoing	
1.3.5.1	Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UNCOE TDG, GHS and IAEA	Continuous	MSC / MEPC	DSC	Secretariat	Ongoing	Ongoing	
2.0.1.1	Amendments to relevant MARPOL Annexes I, II, IV, V and VI on regional arrangements for port reception facilities	2012	MEPC			Completed	Completed	Resolution MEPC.216(63) and MEPC.217(63)
2.0.1.7	Non-mandatory instruments: clarified boundaries between MARPOL and the London Convention 1972	2013	MEPC			In progress	Completed	LC-LP.1/57 MEPC.1/Cic.809

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
2.0.1.8	Additional guidelines for implementation of the BWM Convention, including port State control	2013	MEPC	BLG / FSI		In progress	In progress	
2.0.1.9	Non-mandatory instruments: guidelines for replacement engines not required to meet the Tier III limit (MARPOL Annex VI)	2013	MEPC	BLG		In progress	completed	Resolutions MEPC .237(65) and MEPC .238(65)
2.0.1.10	Revision of the standard specification for shipboard incinerators (resolution MEPC.76(40))	2013	MEPC	DE		In progress	In progress	
2.0.1.11	Non-mandatory instruments: other relevant guidelines pertaining to equivalents set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines	2013	MEPC	BLG		In progress	In progress	
2.0.1.12	Non-mandatory instruments: guidelines called for under paragraph 2.2.5.6 of the NOx Technical Code	2013	MEPC	BLG		In progress	In progress	
2.0.1.13	Development of a Code for Recognized Organizations	2013	MSC / MEPC	FSI		In progress	Completed	MEPC 64/23, annex 23 - MSC 91/22, annex 19

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
2.0.1.18	Unified interpretations of the MARPOL regulations	Continuous	MEPC	BLG/COMSAR /DE/DSC / FP / FSI / NAV / SLF / STW		Ongoing	Ongoing	MEPC.1/Circ.795; MEPC 64/23, annex 13 and annex 16
2.0.1.19	Comprehensive review of issues related to the responsibilities of Governments and development of measures to encourage flag State compliance	Continuous	MSC / MEPC	FSI		Ongoing	Ongoing	
2.0.1.20	Reports on the average sulphur content of residual fuel oil supplied for use on board ships	Continuous	MEPC	Secretariat		Ongoing	Ongoing	
2.0.1.21	Summary reports and analyses of mandatory reports under MARPOL	Continuous	MEPC	Secretariat	FSI	Ongoing	Ongoing	
2.0.1.22	GISIS module on mandatory and non-mandatory requirements	Annual	MSC / MEPC / FAL / LEG	Secretariat	FSI	In progress	In progress	
2.0.2.1	Review of the Code for the Implementation of Mandatory IMO Instruments and consolidated audit summary reports, adoption of the new IMO Instruments Implementation (III) Code and making the III Code and auditing mandatory	2013	Assembly	Council	MSC / MEPC / FSI	In progress	In progress	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
2.0.2.2	Implementation of approved proposals for the further development of the Audit Scheme	Continuous	Assembly	Council	MSC / MEPC / FAL / LEG / TCC / Secretariat	Ongoing	Ongoing	
3.1.1.1	Guidance for the Secretariat concerning the environmental programmes and projects to which the Organization contributes or executes, such as GEF, UNDP, UNEP and World Bank projects or programmes, and the IMO/UNEP forum on regional cooperation to address marine pollution	Annual	MEPC			In progress	In progress	
3.1.1.2	Reports on partnership arrangements for, and on implementation of, environmental programmes	Annual	MEPC / TCC	Secretariat		In progress	In progress	TC 62/3 Biennial ITCP report; TC 62/6 Partnership for progress
3.1.2.1	Guidance for the Secretariat concerning partnerships with the industry (Global Initiative) aiming at promoting implementation of the OPRC Convention and the OPRC-HNS Protocol	Annual	MEPC			In progress	In progress	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
3.4.1.1	Guidance on identifying the emerging needs of developing countries, in particular SIDS and LDCs	Continuous	MSC / MEPC / FAL / LEG / TCC			Ongoing	Ongoing	
3.5.1.3	Input to the ITCP on environmental protection	Continuous	MEPC			Ongoing	Ongoing	
4.0.1.7 (UO)	Proposals to ensure a forward-looking, efficient and cost-conscious Organization with strengthened and knowledge-based authority in global standard setting through the Secretary-General's Review and Reform mechanism	2013	Secretariat	Council	MSC / MEPC / FAL / LEG / TCC	In progress	In progress	
4.0.2.1	Guidance on the establishment or further development of information systems (databases, websites, etc.) as part of GISIS	Continuous	MSC / MEPC / FAL / LEG	Secretariat	FSI	Ongoing	Ongoing	
4.0.2.3	[Deleted] Protocols on data exchange with other international, regional and national data providers	Continuous	MSC / MEPC / FAL / LEG	FSI	Secretariat	Ongoing	Ongoing	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
4.0.2.9	Electronic publications on preparedness for and response to accidental marine pollution produced jointly with the oil industry	2013	MEPC	Secretariat		In progress	In progress	
4.0.5.1	Revised committee guidelines on organization and method of work, as appropriate	Continuous	MSC / MEPC	Secretariat		Ongoing	Ongoing	
5.2.1.17	Development of a mandatory Code of ships operating in polar waters	2014	MSC / MEPC	DE	COMSAR / FP / NAV / SLF / STW	In progress	In progress	MEPC 65/22, section 11
5.2.1.19	Review and update of the Survey Guidelines under the Harmonized System of Survey and Certification and the annexes to the Code for the Implementation of Mandatory IMO Instruments	2013	MSC / MEPC	FSI		In progress	completed	MEPC 65/22, annex 34
5.2.2.2	Mandatory instruments: input regarding MARPOL, BWM and other environmental conventions	2013	MEPC			In progress	In progress	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
5.2.3.3	Development of amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes	Continuous	MSC / MEPC	DSC		Ongoing	Ongoing	MSC 91/19/Add.1
5.2.3.7	Mandatory instruments: input regarding MARPOL Annexes I and II and the IBC Code	Continuous	MEPC			Ongoing	Ongoing	
5.2.3.8	Amendments to MARPOL Annex III, as required	Continuous	MEPC	DSC		Ongoing	Ongoing	
5.3.1.2	Review of procedures for PSC	2013	MSC / MEPC	FSI		In progress	In progress	
5.3.1.4	Promote the harmonization of PSC activities	Continuous	MSC / MEPC	FSI		Ongoing	Ongoing	
5.3.1.5	Methodology for the in-depth analysis of annual PSC reports	2013	MSC / MEPC	FSI		In progress	Completed	
5.3.1.6	A risk assessment comparison between marine casualties and incidents and PSC inspections	Continuous	MSC / MEPC	FSI		Ongoing	Completed	
5.4.1.1	Guidelines on how to present relevant information to seafarers	2013	MSC / MEPC	STW		Postponed	Completed	
7.1.1.1	Follow-up to the GESAMP study on "Estimates of Oil Entering the Marine Environment from Sea-based Activities"	2013	MEPC			In progress	In progress	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
7.1.1.2	Technical guidance for the Secretariat for the development, on the basis of reporting requirements under MARPOL, OPRC and the OPRC-HNS Protocol, as well as other relevant sources of information, of a pollution incident information structure for regular reporting to the FSI and BLG Sub-Committees, and/or the MEPC	2013	MEPC			In progress	In progress	
7.1.2.1	Mandatory instruments: follow-up to the Hong Kong Convention on Ship Recycling, including development and adoption of associated guidelines	2013	MEPC			In progress	In progress	
7.1.2.2	Mandatory instruments: designation of Special Areas and PSSAs and adoption of their associated protective measures	Continuous	MEPC	NAV		Ongoing	Ongoing	
7.1.2.3	Provisions for the reduction of noise from commercial shipping and its adverse impacts on marine life	2013	MEPC	DE		In progress	In progress	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
7.1.2.4	Approved ballast water management systems	Continuous	MEPC			Ongoing	Ongoing	
7.1.2.5	[placed on the post biennial agenda] Production of a manual entitled "Ballast Water Management – How to do it"		MEPC	BLG		Postponed	Postponed	
7.1.2.6	Measures to promote the AFS Convention	2013	MEPC		FSI	In progress	Completed	
7.1.2.7	Manual on chemical pollution to address legal and administrative aspects of HNS incidents	2013	MEPC			In progress	In progress	
7.1.2.8	Guidance on biofouling for recreational craft less than 24 metres in length	2012	MEPC	BLG	DE	Completed	Completed	MEPC 64/11 para 3.6
7.1.2.9	Technical guidelines on sunken oil assessment and removal techniques	2013	MEPC			In progress	Completed	MEPC 65/22, para 8.11
7.1.2.10	Guide on Oil Spill Response in Ice and Snow Conditions	2014	MEPC			In progress	In progress	
7.1.2.11	Updated IMO Dispersant Guidelines	2014	MEPC			In progress	completed	MEPC 65/22, para 8.7
7.1.2.12	Guideline for oil spill response – offshore in situ burning	2013	MEPC			In progress	Completed	MEPC 65/22, para 8.9
7.1.2.13	Guidance on obligations and actions required by States to prepare for implementation of the OPRC-HNS Protocol	2012	MEPC			Completed		

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
7.1.2.14	Revision of the revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants (resolution MEPC.159(55))	2012	MEPC	DE		Completed		Resolution MEPC.227(64)
7.1.2.15	Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels	2013	MSC / MEPC	BLG	DE	In progress	In progress	
7.1.2.16	Development of guidance on the safe operation and performance standards of oil pollution combating equipment	2014	MEPC		DE	In progress	In progress	
7.1.2.17	Development of guidance for international offers of assistance in response to a marine oil pollution incident	2014	MEPC			In progress	In progress	
7.1.2.18	Method to undertake environmental risk and response benefit assessments	2013	MEPC			In progress	In progress	
7.1.2.19	Development of criteria for the evaluation of environmentally hazardous solid bulk cargoes in relation to the revised MARPOL Annex V	2012	MEPC			Completed		DSC 17/17 SEC 9, Resolution MEPC.219(63), MEPC.1/Circ.791

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
7.1.2.20 (UO)	Development of international measures for minimizing the transfer of invasive aquatic species through biofouling of ships	2013	MSC / MEPC	BLG	DE	In progress	Completed	MEPC .1/Circ.811
7.1.3.1	Reports on inadequacy of port reception facilities	Annual	MEPC	FSI		In progress	In progress	
7.1.3.2	Follow-up to the implementation of the Action Plan on port reception facilities	2013	MEPC	FSI		In progress	Completed	
7.1.4.1	Action Plan, as required, on prevention and control of marine pollution from small craft, including development of appropriate measures	Continuous	MEPC			Ongoing	Ongoing	
7.2.1.2	Input to the review of the guidelines on the identification of places of refuge with regard to marine environment protection	Continuous	MEPC			Ongoing	Ongoing	
7.2.2.2	Environmental aspects of alternative tanker designs	Continuous	MSC / MEPC	BLG	DE	Ongoing	Ongoing	
7.2.2.3	Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments	Continuous	MEPC	BLG		Ongoing	Ongoing	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
7.2.3.1	Increased activities within the ITCP regarding the OPRC Convention and the OPRC HNS Protocol	Annual	MEPC / TCC	Secretariat		In progress	In progress	TC 62/3 Biennial ITCP report
7.3.1.1	Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NOx Technical Code	2013	MEPC	BLG		In progress	In progress	
7.3.2.1	Further development of mechanisms needed to achieve the limitation or reduction of CO2 emissions from international shipping	Annual	MEPC			In progress	In progress	Resolution MEPC 224(64); MEPC 64/23 Annex 9
7.3.2.2	Keep under review IMO measures and contributions to international climate mitigation initiatives and agreements (including CO_2 sequestration and ocean fertilization as well as consideration of the impact on the Arctic emissions of Black Carbon from international shipping)	Annual	MEPC		BLG	In progress	In progress	
7.4.1.1	Follow up to the updated Action Plan on the Organization's strategy to address human element (MSC-MEPC.7/Circ.4)	Continuous	MEPC			Ongoing	Ongoing	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
8.0.3.2	Electronic access to, or electronic versions of, certificates and documents required to be carried on ships	2013	FAL	MSC / MEPC / LEG	LEG / FSI	In progress	In progress	
8.0.4.3	Identification and assessment of administrative requirements in mandatory IMO instruments that are perceived as being a burden	2013	Council	MSC / MEPC / FAL / LEG	BLG / COMSAR / DE / DSC / FP / FSI / NAV / SLF / STW / Secretariat		In progress	
9.0.1.3	Provision of reception facilities under MARPOL in SIDS	Continuous	MEPC			Completed	Completed	MEPC.221(63)
10.0.1.2	Development of goal-based ship construction standards for all types of ships, including safety, security and protection of the marine environment	2013	MSC / MEPC			In progress	In progress	MSC 90/28, section 5
11.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the MDGs	Continuous	Assembly	Council	MSC / MEPC / FAL / LEG / TCC / Secretariat	Ongoing	Ongoing	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
11.1.1.6	Measures to promote the "IMO Children's Ambassador" concept, in collaboration with junior marine environment protection associations worldwide	2013	MEPC			In progress	In progress	
12.1.2.1	Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations	Continuous	MSC / MEPC	FSI	BLG / COMSAR / DE / FP / NAV / STW	Ongoing	Ongoing	
12.2.1.1	Guidelines and associated training to assist companies and seafarers in improving the implementation of the ISM Code	2012	MSC / MEPC	STW		In progress	Completed	JWGHE as coordinating organ
12.2.1.2	Revised guidelines for Administrations (resolution A.913(22)) to make them more effective and user-friendly	2012	MSC / MEPC	STW		In progress	Completed	JWGHE as coordinating organ
12.2.1.3	Enhancing the efficiency and user-friendliness of ISM Code	2013	MSC / MEPC	STW		In progress	Completed	JWGHE as coordinating organ
12.3.1.1	Guidance on the development of GISIS and on access to information	Continuous	MSC / MEPC	FSI		Ongoing	Ongoing	

Planned output number in the High-level Action Plan for 2012-2013[a]	Description	Target completion year[b]	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1[c]	Status of output for Year 2[c]	References[d]
12.3.1.3	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	Continuous	MSC / MEPC	DSC	FSI	Ongoing	Ongoing	
12.3.1.4	Maintain an updated web-based inventory of OPRC/HNS related information, including R&D projects and best practices	Continuous	MEPC			Ongoing	Ongoing	
12.4.1.1	Guidelines and MEPC circulars	Continuous	MEPC			Ongoing	Ongoing	
13.0.2.1	Guidance for the Secretariat on the development of GISIS and on access to information	Continuous	MEPC	FSI		Ongoing	Ongoing	
13.0.2.2	Databases as part of GISIS and other means, including electronic ones	Continuous	MSC / MEPC / FAL / LEG	Secretariat		Ongoing	Ongoing	
13.0.3.1	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution	Annual	MEPC	BLG		In progress	In progress	

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ANNEX 46

PROPOSALS FOR THE HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES FOR THE 2014-2015 BIENNIUM FOR THE MARINE ENVIRONMENT PROTECTION COMMITTEE[1]

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Target completion year
Number	Description				
1.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the Millennium Development Goals (MDGs)	Assembly	Council	MSC / MEPC / FAL / LEG / TCC / Secretariat	Continuous
1.1.2.1	Cooperation with FAO: preparation and holding of the third meeting of the Joint IMO/FAO Working Group on IUU fishing and related matters, including the adoption of a new treaty to facilitate the implementation of the technical provisions to the 1993 Torremolinos Protocol	MSC / MEPC	FSI / SLF		2013
Notes: Target completion year extended to 2014. Output to be renamed "Cooperation with FAO: preparation and holding of the third meeting of the Joint IMO/FAO Working Group on IUU fishing and related matters"					

[1] Proposed modifications to the outputs in the 2012-2013 biennium are contained in the "Notes" section only when changes are proposed.

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
1.1.2.2	Cooperation with IACS: consideration of unified interpretations	MSC / MEPC		BLG / DE / FP / FSI / NAV / SLF	Continuous
Notes: To add "IACS before "unified interpretations". To have all sub-committees as "associated" organs.					
1.1.2.4	Cooperation with IAEA: formalized emergency arrangements for response to nuclear/radiological emergencies from ships, including IMO contribution to the next version of the "Joint Radiation Emergency Management Plan of the International Organizations"	MSC / MEPC	Secretariat		Continuous
1.1.2.8	Cooperation with data providers: protocols on data exchange with international, regional and national entities	MSC / MEPC / FAL / LEG	FSI / Secretariat	Secretariat	Continuous
Notes: Target completion year changed to "Annual". Words "Report on" to be added at the beginning of the output name.					
1.1.2.25	Policy input/guidance to ISO TC 8: development of industry consensus standards	MSC / MEPC	Secretariat		Continuous
1.1.2.26	Policy input/guidance to PSC regimes: related IMO developments	MSC / MEPC	FSI		Continuous
Notes Target completion year changed to "Annual". Words "Report on" to be added at the beginning of the output name.					
1.1.2.28	Policy input/guidance to Environment Management Group (established by United Nations General Assembly resolution 53/242): inter-agency sharing of information and agreement on priorities	MEPC	Secretariat		Continuous

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
1.1.2.29	Policy input/guidance on GESAMP-related IMO developments	MEPC	BLG		Continuous
1.1.2.30	Policy input/guidance to GESAMP-BW Working Group: evaluation of active substances used by ballast water management systems	MEPC	BLG		Annual
Notes: Words "Report on" will be added at the beginning of the output name.					
1.1.2.31	Policy input/guidance to GESAMP-EHS Working Group: evaluation of bulk chemicals	MEPC	BLG		Annual
Notes: Words "Report on" will be added at the beginning of the output name.					
1.1.2.32	Policy input/guidance to UNFCCC: greenhouse gas emissions from ships	MEPC	BLG		Continuous
1.1.2.33	Policy input/guidance to UN Globally Harmonized System: classification and labelling of products	MEPC	BLG		Continuous
1.1.2.34	Policy input/guidance to UN-Oceans: inter-agency coordination on oceans and coastal issues	MEPC	Secretariat		Continuous
1.1.2.35	Policy input/guidance to UN Regular Process: assessment of the state of the marine environment	MEPC	Secretariat		Continuous
1.1.2.44	Follow-up to the 3rd meeting of the Joint ILO/IMO/BC Working Group on Ship Scrapping	MEPC			2013
Notes: To be included in the 2014-2015 biennium.					

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
1.3.1.3	Identification of PSSAs, taking into account article 211 and other related articles of UNCLOS	MEPC	NAV		Continuous
1.3.2.1	Contributions to UNCSD 2012 (Rio+20) and its preparatory meetings to showcase relevant work and follow-up to decisions of the Conference	MEPC	Secretariat		2013
Notes: To be included in the 2014-2015 biennium and to be renamed "Follow-up to UNCSD 2012 (Rio+20)".					
1.3.2.2	Capacity-building follow-up action to UNCSD reflected in the ITCP	MEPC / TCC			Continuous
1.3.3.1	Hazard profiles and evaluation of newly submitted substances to be incorporated into the IBC Code	MEPC	BLG		Continuous
1.3.3.2	Approval of ballast water management systems	MEPC			Continuous
1.3.5.1	Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UNCOE TDG, GHS and IAEA	MSC / MEPC	DSC	Secretariat	Continuous
2.0.1.1	Amendments to relevant MARPOL Annexes I, II, IV, V and VI on regional arrangements for port reception facilities	MEPC			2012
Notes: The work on this output is completed.					
2.0.1.7	Non-mandatory instruments: clarified boundaries between MARPOL and the London Convention 1972	MEPC			2013
Notes: The work on this output is completed.					

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
2.0.1.8	Additional guidelines for implementation of the BWM Convention, including port State control	MEPC	BLG / FSI		2013
Notes: To be included in the 2014-2015 biennium.					
2.0.1.9	Non-mandatory instruments: guidelines for replacement engines not required to meet the Tier III limit (MARPOL Annex VI)	MEPC	BLG		2013
Notes: The work on this output is completed.					
2.0.1.10	Revision of the standard specification for shipboard incinerators (resolution MEPC.76(40))	MEPC	DE		2013
Notes: To be included in the 2014-2015 biennium.					
2.0.1.11	Non-mandatory instruments: other relevant guidelines pertaining to equivalents set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines	MEPC	BLG		2013
Notes: To be included in the 2014-2015 biennium.					
2.0.1.12	Non-mandatory instruments: guidelines called for under paragraph 2.2.5.6 of the NO_x Technical Code	MEPC	BLG		2013
Notes: To be included in the 2014-2015 biennium.					
2.0.1.13	Development of a Code for Recognized Organizations	MSC / MEPC	FSI		2013
Notes: The work on this output is completed.					

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
2.0.1.18	Unified interpretations of the MARPOL regulations	MEPC	BLG / COMSAR / DE / DSC / FP / FSI / NAV / SLF / STW		Continuous
2.0.1.19	Comprehensive review of issues related to the responsibilities of Governments and development of measures to encourage flag State compliance	MSC / MEPC	FSI		Continuous
2.0.1.20	Reports on the average sulphur content of residual fuel oil supplied for use on board ships	MEPC	Secretariat		Continuous
2.0.1.21	Summary reports and analyses of mandatory reports under MARPOL	MEPC	Secretariat	FSI	Continuous
2.0.1.22	GISIS module on mandatory and non-mandatory requirements	MSC / MEPC / FAL / LEG	Secretariat	FSI	Annual
Notes: To be included in the 2014-2015 biennium.					
2.0.2.1	Review of the Code for the Implementation of Mandatory IMO Instruments and consolidated audit summary reports, adoption of the new IMO Instruments Implementation (III) Code and making the III Code and auditing mandatory	Assembly	Council	MSC / MEPC / FSI	2013
Notes: Target completion year extended to 2015. Output to be renamed "Review of consolidated audit summary reports and making the IMO instruments implementation Code (III Code) and auditing mandatory".					

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
2.0.2.2	Implementation of approved proposals for the further development of the Audit Scheme	Assembly	Council	MSC / MEPC / FAL / LEG / TCC / Secretariat	Continuous
3.1.1.1	Guidance for the Secretariat concerning the environmental programmes and projects to which the Organization contributes or executes, such as GEF, UNDP, UNEP and World Bank projects or programmes, and the IMO/UNEP forum on regional cooperation to address marine pollution	MEPC			Annual
Notes: To be included in the 2014-2015 biennium.					
3.1.1.2	Reports on partnership arrangements for, and on implementation of, environmental programmes	MEPC / TCC	Secretariat		Annual
Notes: To be included in the 2014-2015 biennium.					
3.1.2.1	Guidance for the Secretariat concerning partnerships with the industry (Global Initiative) aiming at promoting implementation of the OPRC Convention and the OPRC-HNS Protocol	MEPC			Annual
Notes: To be included in the 2014-2015 biennium.					
3.4.1.1	Guidance on identifying the emerging needs of developing countries, in particular SIDS and LDCs	MSC / MEPC / FAL / LEG / TCC			Continuous
3.5.1.3	Input to the ITCP on environmental protection	MEPC			Continuous

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
4.0.1.7 (UO)	Proposals to ensure a forward-looking, efficient and cost-conscious Organization with strengthened and knowledge-based authority in global standard setting through the Secretary-General's Review and Reform mechanism	Secretariat	Council	MSC / MEPC / FAL / LEG / TCC	2013
4.0.2.1	Guidance on the establishment or further development of information systems (databases, websites, etc.) as part of GISIS	MSC / MEPC / FAL / LEG	Secretariat	FSI	Continuous
Notes	Output to be renamed "Development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)".				
4.0.2.3	[Deleted] Protocols on data exchange with other international, regional and national data providers	MSC / MEPC / FAL / LEG	FSI	Secretariat	Continuous
Notes:	Duplicate to be deleted and keep only output 1.1.2.8.				
4.0.2.9	Electronic publications on preparedness for and response to accidental marine pollution produced jointly with the oil industry	MEPC	Secretariat		2013
Notes:	To be included in the 2014-2015 biennium.				
4.0.5.1	Revised committee guidelines on organization and method of work, as appropriate	MSC / MEPC	Secretariat		Continuous
5.2.1.17	Development of a mandatory Code of ships operating in polar waters	MSC / MEPC	DE	COMSAR / FP / NAV / SLF / STW	2014

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
5.2.1.19	Review and update of the Survey Guidelines under the Harmonized System of Survey and Certification and the annexes to the Code for the Implementation of Mandatory IMO Instruments	MSC / MEPC	FSI		2013
Notes: Target completion year changed to "Continuous". Output to be renamed "Review and update of the Survey Guidelines under the Harmonized System of Survey and Certification and the non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code).					
5.2.2.2	Mandatory instruments: input regarding MARPOL, BWM and other environmental conventions	MEPC			2013
Notes: To be included in the 2014-2015 biennium.					
5.2.3.3	Development of amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes	MSC / MEPC	DSC		Continuous
Notes: Output to be renamed "Development of amendments to the IMSBC Code and supplements".					
5.2.3.7	Mandatory instruments: input regarding MARPOL Annexes I and II and the IBC Code	MEPC			Continuous
5.2.3.8	Amendments to MARPOL Annex III, as required	MEPC	DSC		Continuous
5.3.1.2	Review of procedures for PSC	MSC / MEPC	FSI		2013
Notes: FSI 21: Duplication. To be deleted and to keep only output 5.3.1.4.					
5.3.1.4	Promote the harmonization of PSC activities	MSC / MEPC	FSI		Continuous

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
5.3.1.5	Methodology for the in-depth analysis of annual PSC reports	MSC / MEPC	FSI		2013
Notes: Work on this output is completed.					
5.3.1.6	A risk assessment comparison between marine casualties and incidents and PSC inspections	MSC / MEPC	FSI		Continuous
Notes: Work on this output is completed.					
5.4.1.1	Guidelines on how to present relevant information to seafarers	MSC / MEPC	STW		2013
Notes: Work on this output is completed.					
7.1.1.1	Follow-up to the GESAMP study on "Estimates of Oil Entering the Marine Environment from Sea-based Activities"	MEPC			2013
Notes: To be included in the 2014-2015 biennium.					
7.1.1.2	Technical guidance for the Secretariat for the development, on the basis of reporting requirements under MARPOL, OPRC and the OPRC-HNS Protocol, as well as other relevant sources of information, of a pollution incident information structure for regular reporting to the FSI and BLG Sub-Committees and/or the MEPC	MEPC			2013
Notes: To be included in the 2014-2015 biennium.					

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
7.1.2.1	Mandatory instruments: follow-up to the Hong Kong Convention on Ship Recycling, including development and adoption of associated guidelines	MEPC			2013
Notes: To be included in the 2014-2015 biennium.					
7.1.2.2	Mandatory instruments: designation of Special Areas and PSSAs and adoption of their associated protective measures	MEPC	NAV		Continuous
7.1.2.3	Provisions for the reduction of noise from commercial shipping and its adverse impacts on marine life	MEPC	DE		2013
Notes: Target completion year extended to 2014.					
7.1.2.4	Approved ballast water management systems	MEPC			Continuous
7.1.2.5	Production of a manual entitled "Ballast Water Management – How to do it"	MEPC	BLG		
Notes: To be included in the post-biennial agenda.					
7.1.2.6	Measures to promote the AFS Convention	MEPC		FSI	2013
Notes: Work on this output is completed.					
7.1.2.7	Manual on chemical pollution to address legal and administrative aspects of HNS incidents	MEPC			2013
Notes: Target completion year extended to 2014.					

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
7.1.2.8	Guidance on biofouling for recreational craft less than 24 m in length	MSC / MEPC	BLG	DE	2012
Notes: Work on this output is completed.					
7.1.2.9	Technical guidelines on sunken oil assessment and removal techniques	MEPC			2013
Notes: Work on this output is completed.					
7.1.2.10	Guide on Oil Spill Response in Ice and Snow Conditions	MEPC			2014
7.1.2.11	Updated IMO Dispersant Guidelines	MEPC			2014
Notes: Work on this output is completed.					
7.1.2.12	Guideline for oil spill response – offshore in situ burning	MEPC			2013
Notes: Work on this output is completed.					
7.1.2.13	Guidance on obligations and actions required by States to prepare for implementation of the OPRC-HNS Protocol	MEPC			2012
Notes: Work on this output is completed					
7.1.2.14	Revision of the revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants (resolution MEPC.159(55))	MEPC	DE		2012
Notes: Work on this output is completed.					

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
7.1.2.15	Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels	MSC / MEPC	BLG	DE	2013
Notes: Target completion year extended to 2015.					
7.1.2.16	Development of guidance on the safe operation and performance standards of oil pollution combating equipment	MEPC		DE	2014
7.1.2.17	Development of guidance for international offers of assistance in response to a marine oil pollution incident	MEPC			2014
7.1.2.18	Method to undertake environmental risk and response benefit assessments	MEPC			2013
Notes: To be included in 2014-2015 biennium.					
7.1.2.19	Development of criteria for the evaluation of environmentally hazardous solid bulk cargoes in relation to the revised MARPOL Annex V	MEPC			2012
Notes: Work on this output is completed.					
7.1.2.20 (UO)	Development of international measures for minimizing the transfer of invasive aquatic species through biofouling of ships	MSC / MEPC	BLG	DE	2013
Notes: Work on this output is completed.					
7.1.3.1	Reports on inadequacy of port reception facilities	MEPC	FSI		Annual
Notes: To be included in the 2014-2015 biennium.					

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
7.1.3.2	Follow-up to the implementation of the Action Plan on port reception facilities	MEPC	FSI		2013
Notes: Work on this output is completed.					
7.1.4.1	Action Plan, as required, on prevention and control of marine pollution from small craft, including development of appropriate measures	MEPC			Continuous
7.2.1.2	Input to the review of the guidelines on the identification of places of refuge with regard to marine environment protection	MEPC			Continuous
7.2.2.2	Environmental aspects of alternative tanker designs	MSC / MEPC	BLG	DE	Continuous
Notes: To be deleted and move to post-biennial agenda.					
7.2.2.3	Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments	MEPC	BLG		Continuous
7.2.3.1	Increased activities within the ITCP regarding the OPRC Convention and the OPRC HNS Protocol	MEPC / TCC	Secretariat		Annual
Notes: To be included in 2014-2015 biennium.					
7.3.1.1	Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NO_x Technical Code	MEPC	BLG		2013
Notes: To be included in the 2014-2015 biennium.					

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
7.3.2.1	Further development of mechanisms needed to achieve the limitation or reduction of CO_2 emissions from international shipping	MEPC			Annual
Notes: To be included in the 2014-2015 biennium.					
7.3.2.2	Keep under review IMO measures and contributions to international climate mitigation initiatives and agreements (including CO_2 sequestration and ocean fertilization as well as consideration of the impact on the Arctic emissions of Black Carbon from international shipping)	MEPC		BLG	Annual
Notes: To be included in the 2014-2015 biennium.					
7.4.1.1	Follow-up to the updated Action Plan on the Organization's strategy to address human element (MSC-MEPC.7/Circ.4)	MEPC			Continuous
8.0.3.2	Electronic access to, or electronic versions of, certificates and documents including record books required to be carried on ships	FAL	MSC / MEPC / LEG	LEG / FSI	2013
Notes: Target completion year extended to 2015.					
8.0.4.3	Identification and assessment of administrative requirements in mandatory IMO instruments that are perceived as being a burden	Council	MSC / MEPC / FAL / LEG	BLG / COMSAR / DE / DSC / FP / FSI / NAV / SLF / STW / Secretariat	2013

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
9.0.1.3	Provision of reception facilities under MARPOL in SIDS	MEPC			Continuous
10.0.1.2	Development of goal-based ship construction standards for all types of ships, including safety, security and protection of the marine environment	MSC / MEPC			2013
Notes: Target completion year extended to 2015.					
11.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the MDGs	Assembly	Council	MSC / MEPC / FAL / LEG / TCC / Secretariat	Continuous
11.1.1.6	Measures to promote the "IMO Children's Ambassador" concept, in collaboration with junior marine environment protection associations worldwide	MEPC			2013
12.1.2.1	Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations	MSC / MEPC	FSI	BLG / DE / FP / NAV / STW	Continuous
Notes: Output to be renamed "Analysis of casualty reports and related trends". Proposal to change High-level Action (12.1.2) text to "Undertake review of casualty reports submitted to IMO with a view to improving safety based on the lessons learned".					
12.2.1.1	Guidelines and associated training to assist companies and seafarers in improving the implementation of the ISM Code	MSC / MEPC	STW		2012
Notes: Work on this output is completed.					

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
12.2.1.2	Revised guidelines for Administrations (resolution A.913(22)) to make them more effective and user-friendly	MSC / MEPC	STW		2012
Notes: Work on this output is completed.					
12.2.1.3	Enhancing the efficiency and user-friendliness of ISM Code	MSC / MEPC	STW		2013
Notes: Work on this output is completed.					
12.3.1.1	Guidance on the development of GISIS and on access to information	MSC / MEPC	FSI	BLG / DSC / FP / NAV / STW	Continuous
Notes: Output to be renamed "Collection and analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations".					
12.3.1.3	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	MSC / MEPC	DSC	FSI	Continuous
Notes: FSI 21: It was suggested that the DSC Sub-Committee review the need for this output which may be covered by amended 12.3.1.1.					
12.3.1.4	Maintain an updated web-based inventory of OPRC/HNS-related information, including R&D projects and best practices	MEPC			Continuous
Notes: To be included in 2014-2015 biennium..					
12.4.1.1	Guidelines and MEPC circulars	MEPC			Continuous

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)					
PLANNED OUTPUTS 2012-2013 WITH STATUS NOTES		**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Target completion year**
Number	**Description**				
13.0.2.1	Guidance for the Secretariat on the development of GISIS and on access to information	MEPC	FSI		Continuous
13.0.2.2	Databases as part of GISIS and other means, including electronic ones	MSC / MEPC / FAL / LEG	Secretariat		Continuous
Notes: FSI 21: Duplication. To be deleted and keep only output 4.0.2.1.					
13.0.3.1	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution	MEPC	BLG		Annual
Notes: To be included in 20-14-2015 biennium.					

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ACCEPTED POST-BIENNIAL OUTPUTS PROPOSED FOR INCLUSION IN THE HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES FOR THE 2014-2015 BIENNIUM FOR THE MARINE ENVIRONMENT PROTECTION COMMITTEE[2]

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Coordinating organs(s)	Associated organ(s)	Timescale (sessions)	References
Number	Biennium (when the output was placed on the post-biennial agenda)	Reference to High-level Actions	Description					
1	2012-2013	7.1.2	Production of a manual entitled "Ballast Water Management – How to do it"	MEPC	BLG		3	
2	2012-2013	7.2.2	Safety aspects of alternative tanker designs assessed	MSC / MEPC	BLG		2	BLG 3/18, paragraph 15.7, work on this output is to be carried out when a proposal for an alternative tanker design is submitted to the Organization. BLG 17: To be deleted
3	2012-2013	7.2.2	Environmental aspects of alternative tanker designs	MEPC	BLG		2	BLG 3/18, paragraph 15.7
4	2012-2013	7.1.2	Revision of Section II of the Manual on Oil Pollution –	MEPC			2	MEPC 65/22, paragraph 8.4.8

[2] Outputs to be included in the 2014-2015 biennial agenda and proposed target completion years.

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Coordinating organs(s)	Associated organ(s)	Timescale (sessions)	References
Number	Biennium (when the output was placed on the post-biennial agenda)	Reference to High-level Actions	Description					
			Contingency Planning					
5	2012-2013	7.2.3	Review and update of the OPRC Model training courses	MEPC			4	MEPC 62/24, paragraph 8.3.6

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ANNEX 47

ITEMS TO BE INCLUDED IN THE AGENDAS OF MEPC 66, MEPC 67 AND MEPC 68

No.	Item	MEPC 66 March-April 2014	MEPC 67 October 2014	MEPC 68 [May] 2015
1	Harmful aquatic organisms in ballast water	RG X	[RG] X	[RG] X
2	Recycling of ships	WG X	[WG] X	X
3	Air pollution and energy efficiency	WG X	WG X	[WG] X
3.1	Further technical and operational measures for enhancing the energy efficiency of international shipping	WG X	[WG] X	[WG] X
4	Reduction of GHG emissions from ships	X	[WG] X	[WG] X
5	Consideration and adoption of amendments to mandatory instruments	DG X	DG X	[DG] X
6	Interpretations of, and amendments to, MARPOL and related instruments	X	RG X	X
7	Implementation of the OPRC Convention and the OPRC-HNS Protocol and relevant Conference resolutions	X	X	X
8	Identification and protection of Special Areas and PSSAs	X	X	X
9	Inadequacy of reception facilities	X	X	X
10	Reports of sub-committees	X	X	X
11	Work of other bodies	X	X	X
12	Harmful anti-fouling systems for ships	X	X	X

No.	Item	MEPC 66 March-April 2014	MEPC 67 October 2014	MEPC 68 [May] 2015
13	Promotion of implementation and enforcement of MARPOL and related instruments	X	X	X
14	Technical Co-operation Sub-programme for the Protection of the Marine Environment	X	X	X
15	Role of the human element	X		
16	Noise from commercial shipping and its adverse impacts on marine life	X	[X]	[X]
17	Work programme of the Committee and subsidiary bodies	X	X	X
18	Application of the Committees' Guidelines	X	X	X
19	Election of the Chairman and Vice-Chairman		X	X
20	Any other business	X	X	X

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ANNEX 48

RESOLUTION MEPC.241(65)

Adopted on 17 May 2013

APPRECIATION OF THE SERVICES TO THE MARINE ENVIRONMENT PROTECTION COMMITTEE BY MR. ANDREAS CHRYSOSTOMOU

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

WISHING to record with deep appreciation the outstanding contribution made by Mr. A. Chrysostomou of Cyprus to the work of the Committee during his ten-year Chairmanship from 2003 to 2013,

1. PUTS ON RECORD its deep gratitude and sincere appreciation to Mr. A. Chrysostomou for his commitment, dedication, enthusiasm and contribution to successfully furthering the overall purposes of the Committee in its efforts to prevent and control of marine pollution from ships; and

2. EXPRESSES its best wishes to his endeavours in the future.