

ASSEMBLY  
28th session  
Agenda item 10

A 28/10  
12 September 2013  
Original: ENGLISH

**CONSIDERATION OF THE REPORTS AND RECOMMENDATIONS  
OF THE MARITIME SAFETY COMMITTEE**

**Note by the Secretary-General**

**SUMMARY**

*Executive summary:* This document reports on the work of the Maritime Safety Committee since the twenty-seventh regular session of the Assembly

*Strategic directions:* Refer to resolution A.1038(27)

*High-level actions:* Refer to resolution A.1038(27)

*Planned outputs:* Refer to resolution A.1038(27)

*Action to be taken:* Paragraph 7

*Related documents:* MSC 90/28, MSC 90/28/Add.1/Rev.1 and Corr.1, MSC 90/28/Add.2 and Corr.1, MSC 90/28/Add.3 and Corr.1 and MSC 90/28/Add.4 and Corr.1; MSC 91/22 and Corr.1, MSC 91/22/Add.1 and Corr.1 and MSC 91/22/Add.2; MSC 92/26, MSC 92/26/Add.1, MSC 92/26/Add.2 and MSC 92/26/Add.3; C 108/9 and C 108/D (paragraphs 9.1 to 9.5); C 110/8, C 110/8/Add.1, and C 110/D (paragraphs 8.1 to 8.6); NAV 59/20, annexes 9 and 10

**General**

1 Since the twenty-seventh regular session of the Assembly, the Maritime Safety Committee has held its:

- .1 ninetieth session (MSC 90), from 16 to 25 May 2012;
- .2 ninety-first session (MSC 91), from 26 to 30 November 2012; and
- .3 ninety-second session (MSC 92), from 12 to 21 June 2013.

2 All three sessions of the Committee were held under the chairmanship of Mr. C. Breinholt (Denmark). The Vice-Chairman for the three sessions was Capt. M. Segar (Singapore). At its ninety-second session, the Committee unanimously re-elected Mr. C. Breinholt as Chairman and Capt. M. Segar as Vice-Chairman, both for 2014.

3 The reports of the ninetieth, ninety-first and ninety-second sessions (documents MSC 90/28 and addenda, MSC 91/22 and addenda, and MSC 92/26 and addenda) have been circulated to all Member Governments and were subsequently considered by the Council at its 108th and 110th sessions (documents C 108/9, C 110/8 and C 110/8/Add.1, respectively). The Assembly is requested to refer to those documents, which, for reasons of economy, will not be re-issued.

4 The following 14 draft Assembly resolutions were approved by the Committee for adoption by the Assembly:

- .1 Adoption of amendments to the International Convention on Load Lines, 1966 (MSC 90/28/Add.1/Rev.1, annex 5);
- .2 Adoption of amendments to the International Convention on Load Lines, 1966 (MSC 91/22/Add.1, annex 10);
- .3 Adoption of amendments to the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (MSC 91/22/Add.1, annex 11);
- .4 Adoption of amendments to the International Convention on Tonnage Measurement of Ships, 1969 (MSC 91/22/Add.1, annex 12);
- .5 Adoption of the IMO Instruments Implementation Code (III Code) (MSC 91/22/Add.1, annex 16) (jointly approved by MEPC 64);
- .6 *Revised Guidelines on the implementation of the International Safety Management (ISM) Code by Administrations* (MSC 91/22/Add.2, annex 23) (jointly approved by MEPC 64);
- .7 *Revised Guidelines for a structure of an integrated system of contingency planning for shipboard emergencies* (MSC 91/22/Add.2, annex 24) (jointly approved by MEPC 64);
- .8 Recommendation on the use of national tonnage in applying international conventions (MSC 92/26/Add.1, annex 22) (jointly approved by MEPC 65);
- .9 Notification and circulation through the Global Integrated Shipping Information System (GISIS) (MSC 92/26/Add.1, annex 26) (jointly approved by FAL 38 and MEPC 65);
- .10 *Guidelines to assist investigators in the implementation of the Casualty Investigation Code* (resolution MSC.255(84)) (MSC 92/26/Add.1, annex 27) (jointly approved by MEPC 65);
- .11 Amendments to the *Survey Guidelines under the Harmonized System of Survey and Certification* (HSSC), 2011 (MSC 92/26/Add.1, annex 28) (jointly approved by MEPC 65);
- .12 2013 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (MSC 92/26/Add.1, annex 29) (jointly approved by MEPC 65);

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- .13 IMO Ship Identification Number Scheme (MSC 92/26/Add.1, annex 30); and
  - .14 Recommendations for the training and certification of personnel on mobile offshore units (MOUs) (MSC 92/26/Add.2, annex 37).

Furthermore, the Committee, at its ninetieth session, authorized NAV 59 to finalize and submit the following two draft Assembly resolutions directly to the twenty-eighth Assembly for adoption:

- .15 Recommendation on the use of adequately qualified deep-sea pilots in the North Sea, English Channel and Skagerrak (resolution A.486(XII)); and
- .16 Recommendation on the use of adequately qualified deep-sea pilots in the Baltic (resolution A.480(XII)).

5 The draft Assembly resolutions listed in paragraphs 4.1 to 4.4 above, concerning amendments to the International Convention on Load Lines, 1966; the Convention on the International Regulations for Preventing Collisions at Sea, 1972; and the International Convention on Tonnage Measurement of Ships, 1969, will be considered, with a view to adoption, under agenda item 15.

#### **Adoption of amendments to the General Provisions on Ships' Routeing (resolution A.572(14), as amended)**

6 MSC 91 adopted amendments to the *General Provisions on Ships' Routeing* (resolution A.572(14)), as amended, for dissemination by means of SN.1/Circ.319, which the Assembly is invited to confirm.

#### **Action requested of the Assembly**

- 7 The Assembly is invited to:
- .1 take note of the reports on the work of the Maritime Safety Committee at its ninetieth, ninety-first and ninety-second sessions and approve them in general terms;
  - .2 consider and adopt the 12 draft Assembly resolutions referred to in paragraphs 4.5 to 4.16, as set out in the annex with the corresponding item number in that paragraph preceding each title; and
  - .3 confirm the amendments to the *General Provisions on Ships' Routeing* (resolution A.572(14)), as amended) adopted by MSC 91.

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## ANNEX

### DRAFT ASSEMBLY RESOLUTIONS

#### **(5) ADOPTION OF THE IMO INSTRUMENTS IMPLEMENTATION CODE (III 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 concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO that, through resolution A.1018(26), it approved the time frame and schedule of activities for the consideration and introduction of an institutionalized IMO Member State Audit Scheme,

RECALLING ALSO that, by resolution A.1054(27), it adopted the Code for the Implementation of Mandatory IMO Instruments, 2011, that provides guidance for the implementation and enforcement of IMO instruments and forms the basis of the Voluntary IMO Member State Audit Scheme, in particular concerning the identification of the auditable areas,

BEING AWARE of the request of the seventh session of the UN Commission on Sustainable Development (CSD 7) that measures be developed to ensure that flag States give full and complete effect to the IMO and other relevant conventions to which they are party, so that the ships of all flag States meet international rules and standards,

RECOGNIZING 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 ALSO that States, in their capacity as 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 the prevention of pollution from ships, 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; and
- (c) reporting to the Organization, as required,

BEING DESIROUS to further assist Member Governments to improve their capabilities and overall performance in order to be able to comply with the IMO instruments to which they are party,

CONSCIOUS of the difficulties some Member States may face in complying fully with all the provisions of the various IMO instruments to which they are party,

MINDFUL of the need for any such difficulties to be eliminated to the extent possible; and recalling that the Organization has established an Integrated Technical Co-operation Programme for that reason and purpose,

NOTING FURTHER that the Maritime Safety Committee and the Marine Environment Protection 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 and 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, respectively, which will make compliance with the Code referred to in operative paragraph 1 mandatory,

RECALLING FURTHER its consideration of requirements for adoption by Contracting Governments to the International Convention on Load Lines, 1966, the International Convention on Tonnage Measurement of Ships, 1969 and the Convention on the International Regulations for Preventing Collisions at Sea, 1972, which will also make compliance with the Code referred to in operative paragraph 1 mandatory,

HAVING CONSIDERED the recommendations made by the Marine Environment Protection Committee, at its sixty-fourth session, and the Maritime Safety Committee, at its ninety-first session,

1. ADOPTS the IMO Instruments Implementation Code (III Code), set out in the Annex to the present resolution;
2. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Code under review and, in coordination with the Council, to propose amendments thereto to the Assembly.

## ANNEX

### IMO INSTRUMENTS IMPLEMENTATION CODE (III CODE)

[MSC 91/22/Add.1, annex 16]

**(6) REVISED GUIDELINES ON THE IMPLEMENTATION OF THE INTERNATIONAL SAFETY MANAGEMENT (ISM) CODE BY ADMINISTRATIONS**

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 resolution A.741(18) by which it adopted the *International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code)*,

RECALLING FURTHER resolution A.788(19) by which it adopted the *Guidelines on implementation of the International Safety Management (ISM) Code by Administrations*,

NOTING that the ISM Code became mandatory, under the provisions of chapter IX of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, for Companies operating certain types of ships, on 1 July 1998; and for Companies operating other cargo ships and mobile offshore drilling units propelled by mechanical means of 500 gross tonnage and upwards, on 1 July 2002,

NOTING ALSO resolution A.1022(26) by which it adopted the *Guidelines on implementation of the International Safety Management (ISM) Code by Administrations*,

NOTING FURTHER that the Maritime Safety Committee, at its ninety-second session, adopted, by resolution MSC.353(92), amendments to the ISM Code,

RECOGNIZING that an Administration, in establishing that safety standards are being maintained, has a responsibility to ensure that Documents of Compliance and Safety Management Certificates have been issued in accordance with the ISM Code taking into account the aforementioned Guidelines,

RECOGNIZING ALSO that there may be a need for Administrations to enter into agreements in respect of the issue of certificates by other Administrations in compliance with chapter IX of the 1974 SOLAS Convention and in accordance with resolution A.741(18),

RECOGNIZING FURTHER the need for uniform implementation of the ISM Code,

HAVING CONSIDERED the recommendations made by the Marine Environment Protection Committee, at its sixty-fourth session and the Maritime Safety Committee, at its ninety-first session,

1. ADOPTS the *Revised guidelines on implementation of the International Safety Management (ISM) Code by Administrations*, set out in the Annex to the present resolution;
2. URGES Governments, when implementing the ISM Code, to adhere to the Revised guidelines;
3. REQUESTS Governments to inform the Organization of any difficulties they may experience when using the Revised guidelines;

4. AUTHORIZES the Maritime Safety Committee and the Marine Environment Protection Committee to keep the annexed Revised Guidelines under review and to amend them as necessary;
5. REVOKES resolution A.1022(26) with effect from [1July 2014].

ANNEX

REVISED GUIDELINES ON THE IMPLEMENTATION OF THE ISM CODE BY  
ADMINISTRATIONS

[MSC 91/22/Add.2, annex 23]



**(7) REVISED GUIDELINES FOR A STRUCTURE OF AN INTEGRATED SYSTEM  
OF CONTINGENCY PLANNING FOR SHIPBOARD EMERGENCIES**

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 1994 International Conference of Contracting Governments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, adopted amendments to that Convention introducing, inter alia, a new chapter IX on Management for the Safe Operation of Ships, which makes compliance with the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code) mandatory,

BEING AWARE that shipboard emergency plans addressing different categories of emergencies are required under the provisions of the 1974 SOLAS Convention, as amended, and the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended,

RECALLING resolution A.852(20), by which it adopted the *Guidelines for a structure of an integrated system of contingency planning for shipboard emergencies*, containing guidance to assist in the preparation and use of a module structure of an integrated system of shipboard emergency plans,

BEING CONCERNED that the presence on board ships of different and non-harmonized emergency plans may be counterproductive in case of an emergency,

RECOGNIZING that many ships already make use of comprehensive and effective emergency plans, such as the Shipboard Oil Pollution Emergency Plan (SOPEP),

CONSCIOUS of the need that human element aspects are borne in mind when rules and recommendations affecting shipboard operations are considered for adoption,

WISHING to assist shipowners, ship operators and other parties concerned in, where this has not yet been done, transposing the provisions regulating emergency plans into a coherent contingency regime,

HAVING CONSIDERED the recommendations made by the Marine Environment Protection Committee at its sixty-fourth session and the Maritime Safety Committee at its ninety-first session,

1. ADOPTS the *Revised Guidelines for a structure of an integrated system of contingency planning for shipboard emergencies*, set out in the Annex to the present resolution;
2. INVITES Governments, in the interests of uniformity, to accept the aforementioned structure as being in conformity with the provisions for the development of the shipboard emergency plans required by various instruments adopted by the Organization;
3. INVITES Governments to refer to these Revised guidelines when preparing appropriate national legislation;

4. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Revised guidelines under review and amend them as necessary in the light of experience gained.
5. REVOKES resolution A.852(20) with effect from [1 July 2014].

ANNEX

REVISED GUIDELINES FOR A STRUCTURE OF AN INTEGRATED SYSTEM  
OF CONTINGENCY PLANNING FOR SHIPBOARD EMERGENCIES

[MSC 91/22/Add.2, annex 24]

**(8) RECOMMENDATION ON THE 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 Marine Environment Protection Committee, at its sixty-fifth session and the Maritime Safety Committee, at its ninety-second session,

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

[MSC 92/26/Add.1, annex 22]

**(9) 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 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 Facilitation Committee, at its thirty-eighth session, the Marine Environment Protection Committee, at its sixty-fifth session, and the Maritime Safety Committee, at its ninety-second session,

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;

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.

**(10) 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), 1974 (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 Marine Environment Protection Committee, at its sixty-fifth session, and the Maritime Safety Committee, at its ninety-second session,

1. ADOPTS the *Guidelines to assist investigators in the implementation of the Casualty Investigation Code (resolution MSC.255(84))*, as 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))

[MSC 92/26/Add.1, annex 27]



**(11) 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))

[MSC 92/26/Add.1, annex 28]

**(12) 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 the Voluntary IMO Member State Audit Scheme,

RECOGNIZING the need for the annexes to the 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; and
- (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 IMO Instruments Implementation Code, as 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

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

[MSC 92/26/Add.1, annex 29]

### **(13) IMO SHIP IDENTIFICATION NUMBER SCHEME**

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,

BELIEVING that the enhancement of maritime safety and pollution prevention and the prevention of maritime fraud could be facilitated if a permanent identification number were assigned to a ship which would remain unchanged upon transfer of its flag and would be inserted on ships' certificates,

RECALLING ALSO that, by resolution A.600(15), it adopted the *IMO Ship Identification Number Scheme*,

RECOGNIZING the need for the IMO Ship Identification Number Scheme to be revised to allow its voluntary application to ships of 100 gross tonnage and above, including fishing vessels,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee, at its ninety-second session,

1. ADOPTS the IMO Ship Identification Number Scheme, for implementation on a voluntary basis, as set out in the Annex to the present resolution;
2. INVITES Governments concerned to implement the scheme as far as it is practicable, and to inform the Organization of measures taken in this respect;
3. REQUESTS the Maritime Safety Committee to keep the scheme under review for further improvement as may be necessary;
4. REVOKES resolution A.600(15).

#### ANNEX

#### IMO SHIP IDENTIFICATION NUMBER SCHEME

[MSC 92/26/Add.1, annex 30]

**(14) RECOMMENDATIONS FOR THE TRAINING AND CERTIFICATION OF PERSONNEL  
ON MOBILE OFFSHORE UNITS (MOUs)**

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,

ALSO RECALLING resolution A.891(21) by which it adopted Recommendations on training of personnel on Mobile Offshore Units (MOUs),

CONSIDERING that personnel on MOUs are often required to work under potentially hazardous conditions, and will be in a better position to protect themselves and others in the event of an emergency with adequate training,

RECOGNIZING the need for maritime safety, security awareness, environmental protection and emergency preparedness training, competency and fitness for all personnel working on MOUs,

RECOGNIZING ALSO that the recommendations would provide an international standard for training for all personnel on MOUs complimentary to that required by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, and the Seafarers' Training, Certification and Watchkeeping (STCW) Code,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee, at its ninety-second session,

1. ADOPTS the Recommendations for the training and certification of personnel on mobile offshore units (MOUs), set out in the Annex to the present resolution;
2. URGES Governments concerned to implement the defined competencies in these Recommendations as soon as practicable and to issue certificates and all other appropriate documents to personnel who are qualified and have successfully completed the training recommended in these Recommendations;
3. URGES ALSO Governments to consider acceptance of relevant certificates and documents based on this resolution;
4. AUTHORIZES the Maritime Safety Committee to keep the annexed Recommendations under review and amend them as necessary;
5. REVOKES resolution A.891(21).

ANNEX

RECOMMENDATIONS FOR THE TRAINING AND CERTIFICATION OF PERSONNEL ON  
MOBILE OFFSHORE UNITS (MOUs)

[MSC 92/26/Add.2, annex 37]

**(15) RECOMMENDATION ON THE USE OF ADEQUATELY QUALIFIED DEEP-SEA PILOTS IN THE NORTH SEA, ENGLISH CHANNEL AND SKAGERRAK**

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,

RECOGNIZING that navigational safety plays an important part in reducing the risk of incidents at sea likely to cause loss of life, personal injury, marine pollution or damage to property,

RECOGNIZING FURTHER that, in appropriate circumstances, competent deep-sea pilots can make an effective contribution to the safety of navigation in confined and busy waters such as the North Sea, the English Channel and Skagerrak,

NOTING the Rules and Regulations for the Good Government of Deep-Sea Pilotage in the North Sea, English Channel and Skagerrak drawn up by the North Sea Pilotage Commission in 1976,

CONSIDERING that the contents of resolution A.486(XII) adopted on 19 November 1981 on this subject is now in need of revision to reflect the changes and developments that have taken place since its adoption,

HAVING REGARD to the Directive EC/79/115 adopted by the Council of the European Communities on 21 December 1978 concerning pilotage of vessels by deep-sea pilots in the North Sea and English Channel,

HAVING CONSIDERED the recommendation made by the Sub-Committee on Safety of Navigation at its fifty-ninth session, based on the authorization by the Maritime Safety Committee at its ninetieth session,

1. RECOMMENDS Member Governments to take all necessary and appropriate measures to encourage the Masters and owners of ships entitled to fly the flag of their State transiting the North Sea, English Channel and Skagerrak, when choosing to avail themselves of a deep-sea pilot, to make use of only the services of adequately qualified and licensed deep-sea pilots;

2. INVITES the Governments of the coastal States of the North Sea, English Channel and Skagerrak:

- .1 to provide information on how to obtain the services of adequately qualified and licensed deep-sea pilots;
- .2 to take all necessary and appropriate measures to ensure that only adequately qualified and licensed pilots are available through the Pilotage Services;
- .3 to take all necessary and appropriate measures to ensure that all adequately qualified deep-sea pilots are in possession of a deep-sea pilot's identity card, in the form shown in the Annex to the present resolution and issued by a competent pilotage authority;

3. REVOKES resolution A.486(XII).

ANNEX

EXAMPLE OF THE DEEP-SEA PILOT'S IDENTITY CARD FOR THE NORTH SEA,  
ENGLISH CHANNEL AND SKAGERRAK

[NAV 59/20, annex 9]



**(16) RECOMMENDATION ON THE USE OF ADEQUATELY QUALIFIED  
DEEP-SEA PILOTS IN THE BALTIC SEA**

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,

RECOGNIZING that navigational safety plays an important part in reducing the risk of incidents at sea likely to cause loss of life, personal injury, marine pollution or damage to property,

RECOGNIZING that the Baltic Sea, with the exception of the Russian Federation waters and the Russian Federation economic zone, was designated a Particularly Sensitive Sea Area (PSSA) by the Organization in 2005 (resolution MEPC.136(53)),

RECOGNIZING that the Baltic Sea is defined as a "special area" according to several annexes to the International Convention for the Prevention of Pollution from Ships (MARPOL, as amended), which means stricter requirements for maritime transport in this area,

RECOGNIZING FURTHER that, in appropriate circumstances, competent deep-sea pilots can make an effective contribution to the safety of navigation in confined and busy waters such as the Baltic Sea,

CONSIDERING that the contents of resolution A.480(XII), adopted on 19 November 1981, on this subject is now in need of revision to reflect the changes and developments that have taken place since its adoption,

HAVING CONSIDERED the recommendations made by the Sub-Committee on Safety of Navigation at its fifty-ninth session, based on the authorization by the Maritime Safety Committee, at its ninetieth session,

1. RECOMMENDS Member Governments to take all necessary and appropriate measures to encourage the Masters and owners of ships entitled to fly the flag of their State transiting the Baltic Sea, when choosing to avail themselves of a deep-sea pilot, to make use of only the services of adequately qualified and licensed deep-sea pilots;

2. INVITES the Governments of the coastal States of the Baltic Sea:

- .1 to provide information on how to obtain the services of adequately qualified and licensed deep-sea pilots;
- .2 to take all necessary and appropriate measures to ensure that only adequately qualified and licensed pilots are available through the Pilotage Services;
- .3 to take all necessary and appropriate measures to ensure that all adequately qualified deep-sea pilots are in possession of a deep-sea pilot's identity card, in the form shown in the Annex to the present resolution and issued by a competent pilotage authority;

3. REVOKES resolution A.480 (XII).

ANNEX

EXAMPLE OF THE DEEP-SEA PILOT'S IDENTITY CARD FOR THE BALTIC SEA

[NAV 59/20, annex 10]

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