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**DRAFT REPORT OF THE MARITIME SAFETY COMMITTEE
ON ITS NINETY-SECOND SESSION
(continued)**

**[For items 1, 2, 3 (part), 5 (part), 6 (part), 7, 8, 10, 11, 14 and 16
see MSC 92/WP.1]**

4 MEASURES TO ENHANCE MARITIME SECURITY

4.1 In considering the communication of security-related information to the Organization (MSC 92/4), the Committee noted the changes to the access to the GISIS Maritime Security Module and the responses received in relation to Circular letter No.3338 and that a number of Contracting Governments had yet to update their information and were, therefore, not fulfilling their obligations under SOLAS regulation XI-2/13 on Communication of information. Noting that this is a mandatory requirement and that the information contained in the module is increasingly being used for operational purposes, the Committee urged Contracting Governments to nominate a national point of contact to interface with the Organization on maritime security matters by following the procedures outlined in Circular letter No.3338.

4.2 The Committee further urged Contracting Governments to provide detailed and complete information on:

- .1 the date of the latest review of the port facility security plan;
- .2 the contact details for PFSOs of ISPS-compliant port facilities; and
- .3 the contact details for designated recipients of maritime security-related communications including:

- .1 national authorities responsible for ship security;
- .2 national authorities responsible for port facility security;
- .3 recipients of SSAS alerts; of maritime security-related communications from other Contracting Governments; and of requests for assistance with security incidents; and
- .4 names of recognized security organizations (RSOs), if any, approved by the State, and the terms of that approval.

4.3 The Committee noted the following outcomes of FAL 38 related to maritime security:

- .1 that the FAL Committee agreed it was desirable to harmonize the FAL Convention with the WCO SAFE Framework of standards, but without making provisions within the Framework compulsory in the Convention, and agreed to refer the matter to the Working Group on General Review and Implementation of the Convention, for its consideration;
- .2 that the same working group had also been tasked to consider possible revisions to Standard 3.44 of the FAL Convention, in order to reduce discriminatory treatment of seafarers in respect of shore leave and access to shoreside medical facilities based on their nationality or religious belief; and
- .3 with respect to stowaway incidents, that in order to address under-reporting of the scale of problem of stowaways when compared to figures provided by the P&I Clubs, the FAL Committee had agreed to encourage Member States (particularly flag States) and non-governmental organizations to provide information on stowaway cases to IMO, making use of the GISIS module, and had also agreed that further technical co-operation actions were needed to reduce the number of stowaways through adequate security measures within the ports of these countries.

4.4 The Committee considered the proposal in MSC 92/4/1 (Republic of Korea) to draft new guidelines for Companies performing security activities in accordance with the ISPS Code and concluded that there was no need for new guidance on the matter at this time.

9 RADIOCOMMUNICATIONS AND SEARCH AND RESCUE

REPORT OF THE SEVENTEENTH SESSION OF THE SUB-COMMITTEE

General

9.1 The Committee approved, in general, the report of the seventeenth session of the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR 17/17 and MSC 92/9) and took action as indicated hereunder.

Review and Modernization of the GMDSS

9.2 The Committee endorsed the action taken by the Sub-Committee to re-establish the Correspondence Group on the Review of the GMDSS under the coordination of the United States.

Revision of annex 7 to MSC.1/Circ.1382/Rev.1

9.3 The Committee approved the review of annex 7 to MSC.1/Circ.1382/Rev.1 containing the revised questionnaire on shore-based facilities in the GMDSS, and instructed the Secretariat to disseminate it as MSC.1/Circ.1382/Rev.2, after including the revised annex 7.

Amendments to resolution A.705(17)

9.4 The Committee approved the revised MSC circular on amendments to resolution A.705(17), as amended, on the *Promulgation of maritime safety information* and instructed the Secretariat to disseminate it as MSC.1/Circ.1287/Rev.1.

Amendments to resolution A.706(17)

9.5 The Committee approved the revised MSC circular on amendments to resolution A.706(17), as amended, on the *World-Wide Navigational Warning Service* and instructed the Secretariat to disseminate it as MSC.1/Circ.1288/Rev.1.

Draft MSC circular on Guidance on the validity of radiocommunications equipment installed and used on ships

9.6 The Committee, having considered document MSC 92/9/4 (Japan) and noting that the majority supported the proposals made, approved the draft circular MSC.1/Circ.[...] with the amendments proposed.

Joint IMO/ITU Experts Group

9.7 The Committee authorized the convening of the ninth meeting of the Joint IMO/ITU Experts Group, to be held at IMO Headquarters in London, from 14 to 18 October 2013.

9.8 The Committee also authorized the holding of a meeting of the Joint IMO/ITU Experts Group in 2014 and instructed the Secretariat to take action, as appropriate.

Liaison statements to ITU and CIRM

9.9 The Committee endorsed the action taken by the Sub-Committee in instructing the Secretariat to convey liaison statements to ITU and CIRM.

Guidance on the use of the graph relating to advice on survivor life expectancy

9.10 The Committee approved COMSAR.1/Circ.[...] on guidance on the use of the graph in figure N.14, appendix N of IAMSAR Manual, Volume II, which would finally be incorporated in the 2016 edition of the IAMSAR Manual.

IMO documents and publications which should be held by an MRCC

9.11 The Committee endorsed the action taken by the Sub-Committee in instructing the Secretariat to circulate SAR.7/Circ.11 on the list of IMO documents and publications which should be held by an MRCC.

Information on the display of AIS-SART, AIS Man Overboard and EPIRB-AIS devices

9.12 The Committee approved SN.1/Circ.[...] providing information to seafarers on the display of AIS-SART, AIS Man Overboard (MOB) and EPIRB-AIS devices.

ICAO/IMO Joint Working Group

9.13 The Committee authorized the holding of the twentieth session of the ICAO/IMO Joint Working Group, to be held in Amsterdam, the Netherlands, from 23 to 27 September 2013.

9.14 The Committee also authorized the holding of the twenty-first session of the ICAO/IMO Joint Working Group in 2014 and instructed the Secretariat to take action, as appropriate.

Audits of LRIT Data Centres and of the International LRIT Data Exchange

9.15 The Committee approved the revised COMSAR circular on Audits of LRIT Data Centres and of the International LRIT Data Exchange conducted by the LRIT Coordinator and instructed the Secretariat to disseminate it as COMSAR.1/Circ.54/Rev.1.

Partial read-only access to the web interface of the DDP for GISIS users from Member Governments

9.16 The Committee endorsed the action taken by the Sub-Committee in instructing the Secretariat to implement the necessary changes in the web interface of the DDP, to allow GISIS users from Member Governments to access information on Application Service Providers (ASPs) and contact details of National Points of Contact and Data Centres, and to discontinue the publishing of revised versions of MSC.1/Circ.1377.

Operation of the International LRIT Data Exchange after 2013

9.17 The Committee adopted resolution MSC.[...](92) on *Operation of the International LRIT Data Exchange after 2013*.

Draft Polar Code

9.18 The Committee endorsed the action taken by the Sub-Committee to forward the advice on the parts of the draft Polar Code under the purview of the Sub-Committee to DE 57 for consideration.

INCLUSION OF "NEXT ENTITLED PORT" MESSAGE IN THE LRIT SYSTEM

9.19 Brazil (MSC 92/9/1) proposed the sharing of information about a ship's "next entitled port" between Data Centres (DCs), for inclusion in the LRIT system, by creating a new message which would allow data to be shared, only between DCs, with an aim to inform a Contracting Government that a ship had declared its intention to enter in a port, port facility or a place under its jurisdiction. In Brazil's view, it would improve the mechanisms for the use of a port State's entitlement to receive LRIT information as per SOLAS regulation V/19-1.8.1.2 and would increase the use of the system by port States.

9.20 In the ensuing discussions, the views expressed were that:

- .1 implementation of the proposal would place an additional burden on Administrations;

- .2 flag States should not get involved in the provision of Notice of Arrival (NoA) information;
- .3 there were cost implications for flag States in the preparation and transmitting of these messages;
- .4 it should not lead to additional costs to shipowners;
- .5 there was merit in the proposal, since flag States already gathered information on the ships flying their flag in order to provide information only to port States which were entitled to receive LRIT information;
- .6 it would standardize the NOA procedure; and
- .7 it could increase the use of the LRIT system.

9.21 After some discussion, the Committee did not agree with the proposal.

Recognition of the Iridium mobile-satellite system

9.22 The Committee considered the notification by the United States (MSC 92/9/2) of the application of the "Iridium" mobile-satellite system for recognition and use in the GMDSS. The United States informed the Committee that it intended to provide the competent Sub-Committee with the necessary information to enable the Sub-Committee to verify that the "Iridium" mobile-satellite system meets the criteria of resolution A.1001(25), and provide a recommendation to the Committee on the recognition of that system for use in the GMDSS.

9.23 In this context, the Committee also considered the information provided by IMSO (MSC 92/9/3) on actions undertaken by IMSO in preparation for the recognition of new mobile satellite communication system for the GMDSS.

9.24 After some discussion, the Committee decided:

- .1 that, in principle, there were no objections;
- .2 to refer the matter to the [NCSR] Sub-Committee for evaluation of the detailed information which would be provided to it in due course; and
- .3 to instruct the [NCSR] Sub-Committee to consider the issue under its agenda item "Developments in maritime radiocommunication systems and technologies".

9.25 Furthermore, the Committee noted that IMSO was prepared to assist the Organization in undertaking the technical and operational assessment to ensure full compliance with all the criteria and procedures, as set out in resolution A.1001(25), as well as the guidance provided in MSC.1/Circ.1414.

12 FLAG STATE IMPLEMENTATION

OUTCOME OF FSI 21

General

12.1 The Committee approved, in general, the report of the twenty-first session of the Sub-Committee on Flag State Implementation (FSI 21/18 and MSC 92/12) and, taking into account relevant decisions and comments made by MEPC 65 (MSC 92/2/2), took action as indicated hereunder.

List of certificates and documents required to be carried on board ships

12.2 The Committee concurred with the decision of FAL 38 and MEPC 65 and approved FAL.2/Circ.[...]-MEPC.1/Circ.[...]-MSC.1/Circ.[...] on List of certificates and documents required to be carried on board ships, including the amendment to the "Note" in the title of the annex to previous versions of the list (e.g. FAL.2/Circ.87-MEPC/Circ.426-MSC/Circ.1151) in order to remove the wording that "All certificates to be carried on board must be originals".

12.3 With regard to the Sub-Committee's recommendation to FAL 38 that certificates carried on board have to be valid and drawn up in the form corresponding to the model as required by the relevant international convention and that a certificate may also be considered as "original" or "authentic" while containing an "authorized" electronically applied signature or stamp, the Committee concurred with the decision of MEPC 65 and endorsed the recommendation.

12.4 In the same context, the Committee, having noted that FAL 38 had requested it to consider FAL.5/Circ.39 on *Interim Guidelines for use of printed versions of electronic certificates* and to advise FAL 39 of any additions or amendments required, and had established the Correspondence Group on Electronic Access to Certificates and Documents which should, inter alia, collect lessons learned through the implementation of the above-mentioned Interim Guidelines, instructed the Sub-Committee to consider FAL.5/Circ.39 in detail at its next session and to report to the Committee, as appropriate. Furthermore, the Committee noted the initiative taken by MEPC 65 to establish a correspondence group on the use of electronic record books under MARPOL.

Notification and circulation through GISIS

12.5 Having concurred with MEPC 65, as well as with FAL 38 which had agreed that a reference to the FAL Committee should be added to the text of the draft resolution, the Committee approved the draft Assembly resolution on notification and circulation through GISIS, for submission to the Assembly at its twenty-eighth session for adoption, as set out in annex [...].

Technical review of the set of GlobalReg standards

12.6 Having agreed, in principle, with the proposed method, process and principles for the technical review of the set of GlobalReg standards, as presented in document FSI 21/3/4 (France, Morocco and Vanuatu), for implementation after consideration of the full set of safety standards, the Committee considered the views expressed in document MSC 92/12/6 (Antigua and Barbuda et al.) that GlobalReg should not introduce lower levels of safety and manning compared to current national or regional standards. The co-sponsors also proposed that a full review of GlobalReg, including a gap analysis between GlobalReg and other existing codes and a clarification of the terminology "non-convention ships" should be undertaken.

12.7 Following the debate, the Committee reached the common understanding that GlobalReg should be developed as a model set of regulations for Member States to use as they deem appropriate; that the future GlobalReg should not be subject to routine and normal amendments as is the case with other IMO standards; and it is not intended to undermine existing regional, bilateral and national standards with respect to the safety levels achieved by them, as well as the relationships which form the basis for their implementation.

12.8 The Committee, having noted the potential magnitude of the work to be carried out, instructed the Sub-Committee to undertake the task as proposed, with possible assistance of consultants, and to develop a strategy for the completion of the review of the standards, including identifying any tasks that could involve other sub-committees, and to report to the Committee, prior to involving other sub-committees. In response to the request of the Committee for the possible use of consultants, the Secretary-General indicated his readiness to explore the provision of resources, through the Organization's Integrated Technical Co-operation Programme (ITCP), for this purpose.

12.9 Having further instructed the Sub-Committee to consider an alternative to the terminology "non-convention" as used in GlobalReg, the Committee agreed that making the GlobalReg standards compatible with other safety standards should not be achieved through

a full gap analysis, but that the review should take into account existing standards as referred to above.

Casualty-related matters

12.10 The Committee endorsed the Sub-Committee's decision to forward the reports on the incidents of the **Commodore Clipper** (GISIS incident C0008451) to the FP, DE and SLF Sub-Committees; **Lisco Gloria** (GISIS incident C0008391) and **Pearl of Scandinavia** (GISIS incident C0008286) to the FP and DE Sub-Committees; **CMA CGM Christophe Colomb** (GISIS incident C0008272-R01) to the DE Sub-Committee; **Deepwater Horizon** to the DE, FP, SLF and STW Sub-Committees; as well as their analyses and comments made by the correspondence group (FSI 21/5), for their consideration and action as appropriate.

12.11 Having concurred with MEPC 65, the Committee approved the draft Assembly resolution on Guidelines to assist investigators in the implementation of the Casualty Investigation Code (resolution MSC.255(84)) to revoke resolutions A.849(20) and A.884(21), for submission to the Assembly at its twenty-eighth session for adoption, as set out in annex [...].

12.12 The Committee further concurred with the decision of MEPC 65 and approved MSC-MEPC.3/Circ.4 on Revised harmonized reporting procedures – Reports required under SOLAS regulations I/21 and XI-1/6, and MARPOL, articles 8 and 12, to supersede MSC-MEPC.3/Circ.3.

Application of SOLAS regulations XII/3, XII/7 and XII/1

12.13 While considering the recommendation by the Sub-Committee based on a proposal to clarify the meaning of "periodical survey" which would have been used in SOLAS chapter XII with a meaning different from that in the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2011 or the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code), the Committee approved MSC.1/Circ.[...] on the application of SOLAS regulations XII/3, XII/7 and XII/11.

Survey Guidelines under the Harmonized System of Survey and Certification

12.14 The Committee concurred with the decision of MEPC 65 and approved the draft amendments to the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2011* (resolution A.1053(27)), which were derived from the amendments to the relevant IMO instruments entering into force up to and including 31 December 2013,

together with the text of the draft Assembly resolution, for submission to the Assembly at its twenty-eighth session for adoption, as set out in annex [...].

III Code-related matter

12.15 Having recalled that MEPC 64 and MSC 91 had instructed FSI 21 to develop a new non-mandatory instrument in the form of a draft Assembly resolution, solely containing the annexes to the *Code for the implementation of mandatory IMO instruments, 2011* (resolution A.1054(27)), the Committee concurred with the decision of MEPC 65 and approved the 2013 non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code), together with the text of the draft Assembly resolution, for submission to the Assembly at its twenty-eighth session for adoption, as set out in annex [...].

Building contract date, keel laying date and delivery date

12.16 Based on the recommendation by the Sub-Committee, which had considered a proposal by IACS that, in order to determine the application of the mandatory requirements of SOLAS and MARPOL Conventions, it would be more appropriate and reasonable to use the completion date of the initial survey that is entered on the relevant certificates, rather than the date of the protocol of delivery and acceptance signed by both the builder and owner, the Committee, taking into account the concurrent decision of MEPC 65, approved MSC-MEPC.5/Circ.[...] on the unified interpretation of the application of regulations governed by the building contract date, the keel laying date and the delivery date for the requirements of the SOLAS and MARPOL Conventions.

IMO Ship Identification Number Scheme

12.17 The Committee considered a draft Assembly resolution annexed to document MSC 92/12/1 (Australia et al.) to amend resolution A.600(15) to remove the exemption of fishing vessels in order to allow the voluntary application of the *IMO Ship Identification Number Scheme*, on the basis of existing tonnage criteria, to fishing vessels of 100 gross tons and above, for approval prior to submission to the Assembly at its twenty-eighth session for adoption.

12.18 Although some concerns were expressed regarding the possible impact on existing fishing vessels' databases and the security of the information to be held, the Committee concluded that the proposed draft Assembly resolution would be of assistance to the implementation of IMO, FAO and ILO instruments, as well as the conduct of Search and

Rescue missions and anti-criminal activities. In this context, the Committee approved the draft Assembly resolution on *IMO Ship Identification Number Scheme* to revoke resolution A.600(15), for submission to the Assembly at its twenty-eighth session for adoption, as set out in annex [...].

General cargo safety

12.19 Having considered the recommendations by the Sub-Committee regarding the risk control option (RCO) 19 on Extended survey and RCO 20 on port State control inspector training on general cargo ships, the Committee took relevant decisions as reflected in paragraph 19.[...].

Reporting requirements in the context of the marine casualties and incidents

12.20 Recalling that each Administration undertakes to conduct an investigation into any casualty occurring to ships under its flag, in accordance with SOLAS regulations I/21 and XI-1/6, MARPOL articles 8 and 12 and Load Lines, article 23, the provisions of which are supported by article 94 of the United Nations Convention on the Law of the Sea (UNCLOS), the Committee referred to the Sub-Committee for detailed consideration documents MSC 92/12/3 (ITF), MSC 92/12/4 (ICS and ITF) and MSC 92/12/5 (IFSMA) on the need to encourage flag States and substantially interested States to meet their international obligation to investigate and report on very serious casualties so as to bring about an increased level of safety, improve protection for the marine environment and to reduce the number of deaths at sea, as well as document MSC 92/INF.8 (INTERCARGO) relating to casualties involving bulk carriers.

12.21 The Committee further instructed the Sub-Committee to review the listing of very serious casualties to be investigated and outstanding reports, and to consider, in consultation with the International Civil Aviation Organization (ICAO), whether any lessons might be learnt from the approach taken towards the submission and dissemination of accident reports within the aviation industry.

12.22 The Committee noted the interventions by the delegations of Panama, regarding the progress made in the finalization of the report of investigation into the casualty of the livestock carrier **Danny F II** (IMO 7359462) and Indonesia on the carriage of solid bulk cargoes, particularly Nickel Ore. Furthermore, the delegation of the Cook Islands referred to the casualty of the general cargo ship **Swanland** (IMO 7607431) and, in particular, to the issue of the standardization of immersion suits and their compatibility with other buoyancy aids. The Committee was informed that the analysis of the full report of investigation into the

latter casualty would be expected to be reviewed by the Sub-Committee at its next session. The statements of the three above-mentioned delegations are set out in annex [...].

Intermediate and renewal survey windows

12.23 The Committee considered the proposal to align the survey regime for ships not subject to the Enhanced survey programme of inspections of bulk carriers and oil tankers (ESP ships) with that of ships subject to it, as contained in document MSC 92/12/2 (Liberia et al.), and noted that any changes to the existing arrangements might require the development of draft amendments to SOLAS chapter XI-1 regarding intermediate surveys and to the Survey Guidelines under the HSSC for renewal and intermediate surveys, taking into account the risk of potential conflict with provisions such as SOLAS regulation I/10(a)(iii).

12.24 Having taken a policy decision to align the two survey regimes, the Committee instructed the Sub-Committee to prepare all relevant material for the expeditious implementation of the above-mentioned alignment on the basis of the proposal contained in document MSC 92/12/2, while addressing fully the concerns raised about the potential of an adverse effect as a result of the extended period of renewal surveys on annually-based survey items.

13 SHIP DESIGN AND EQUIPMENT

REPORT OF THE FIFTY-SEVENTH SESSION OF THE SUB-COMMITTEE

13.1 The Committee approved, in general, the report of the fifty-seventh session of the Sub-Committee on Ship Design and Equipment (DE) (DE 57/25, DE 57/25/Add.1 and MSC 92/13) and took action as outlined in paragraphs 13.2 to 13.[...].

Unified interpretations

SOLAS chapters II-1 and XII, Technical provisions for means of access for inspections and Performance standards for water level detectors on bulk carriers

13.2 The Committee approved MSC.1/Circ.[...] on Unified interpretation of SOLAS chapters II-1 and XII, of the *Technical provisions for means of access for inspections* (resolution MSC.158(78)) and of the *Performance standards for water level detectors on bulk carriers* (resolution MSC.145(77)).

Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers

13.3 The Committee considered document MSC 92/13/4 (Greece, INTERTANKO, and INTERCARGO), suggesting modifications to the draft MSC circular on Unified interpretations of the *Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers* (resolution MSC.215(82)) (PSPC).

13.4 Having considered the suggested modifications, the Committee:

- .1 did not agree to the proposal (MSC 92/13/4, paragraph 4) to add additional text at the end of the interpretation concerning water-soluble salt limit;
- .2 did not agree to the proposal (MSC 92/13/4, paragraph 5) to add an additional sentence at the end of the interpretation concerning shop primer;
- .3 agreed to delete interpretation 1 to paragraph 3.4 of PSPC 4, table 1, section 3 (Secondary surface preparation) which DE 57 had left in square brackets for a decision by the Committee;
- .4 agreed to the proposal (MSC 92/13/4, paragraph 7) to modify paragraphs 4.1 and 4.3 of the interpretation concerning assistant coating inspectors to read as follows:

"4.1 If the coating inspectors require assistance from other persons to perform part of the inspections, those persons should perform the inspections under the coating inspector's supervision and should be trained to the coating inspector's satisfaction."

"4.3 Training records should be available for verification."; and
- .5 did not agree to the proposal (MSC 92/13/4, paragraph 8) to add an additional paragraph to the interpretation concerning verification of the application of the PSPC.

13.5 Consequently, the Committee approved MSC.1/Circ.[...] on Unified interpretations of the *Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers* (resolution MSC.215(82)).

13.6 The observer from IACS, referring to the decision of DE 57 not to include in the above-unified interpretation text referring to section 8 (Alternative systems) of the PSPC, pointed out that the alternative approval scheme was explicitly referred to in the mandatory provisions of the PSPC and that the deletion of the relevant interpretations, which aimed at facilitating consistent and global implementation of the scheme, would not stop its implementation. The interpretations would have clarified that any coating system not fully meeting the standard approval scheme of the PSPC was required to undergo the more rigorous alternative test procedure. Coating manufacturers had stated that their new products, some developed for health and environmental reasons, e.g. solvent free coating systems, others of a novel or innovative nature, were equivalent to products approved under the standard approval. The IACS observer, stressing that such products must be proven and approved under the more rigorous assessment criteria for alternative systems, urged the Committee to task the DE Sub-Committee to reconsider its decision not to include provisions relating to alternative systems in the unified interpretation.

13.7 Following consideration, and having noted differing views of delegations on whether relevant provisions should be included in the unified interpretations just approved, the Committee invited IACS to submit a relevant proposal to the next session of the DE Sub-Committee, under its agenda item on "IACS Unified interpretations".

Fall preventer devices

13.8 The Committee approved MSC.1/Circ.[...] on Unified Interpretations on fall preventer devices.

Redundancy of fuel oil pumps for the normal operation of propulsion systems

13.9 The Committee approved MSC.1/Circ.[...] on Unified Interpretations of SOLAS regulation II-1/26.3.

Greatest launching height for a free-fall lifeboat

13.10 The Committee approved MSC.1/Circ.[...] on Unified Interpretations of paragraph 1.1.4 of the LSA Code.

Measures to prevent accidents with lifeboats

Requirements for periodic servicing and maintenance of lifeboats and rescue boats

13.11 The Committee, having considered paragraph 6.2.3 of the draft MSC resolution on *Requirements for periodic servicing and maintenance of lifeboats and rescue boats*,

concerning the possibility of an extension for the annual examination, which DE 57 had left in square brackets for a decision by the Committee, agreed to delete the paragraph.

13.12 Having considered document MSC 92/13/3 (Dominica), commenting on the requirements for operational testing of davit-launched lifeboat and rescue boat on-load and off-load release gear and proposing to add two new subparagraphs 6.2.6.5 and 6.2.7.5, the Committee agreed that more information was necessary to take a decision on the matter and invited relevant submissions to MSC 93, to be considered at that session in conjunction with the adoption of the Requirements.

13.13 Consequently, the Committee approved the draft MSC resolution on *Requirements for periodic servicing and maintenance of lifeboats and rescue boats*, as set out in annex [...], with a view to adoption at MSC 93 in conjunction with the adoption of the associated draft SOLAS amendments (see paragraph 13.16).

Guidelines on safety during abandon ship drills using lifeboats

13.14 The Committee approved, in principle, the draft MSC circular on *Guidelines on safety during abandon ship drills using lifeboats*, for final approval at MSC 93 in conjunction with the adoption of the associated draft MSC resolution (see paragraph 13.13).

13.15 In this connection, the Committee considered document MSC 92/13/1 (ITF), suggesting that the draft Guidelines should be considered by the STW Sub-Committee, taking into account all other guidance and amendments relevant to measures to prevent accidents with lifeboats, to give advice on the standardization of drills and the possibility of making the Guidelines mandatory, and, having noted that the next session of the STW Sub-Committee was scheduled to take place before MSC 93, instructed the Sub-Committee to consider the draft Guidelines, taking into account document MSC 92/13/1, so that any comments may be taken into account for their final approval at MSC 93.

Associated draft amendments to SOLAS chapter III

13.16 Subsequently, the Committee approved draft amendments to SOLAS chapter III, as set out in annex [...], to make the aforementioned *Requirements for periodic servicing and maintenance of lifeboats and rescue boats* mandatory (see paragraph 13.13), and requested the Secretary-General to circulate the draft amendments in accordance with SOLAS article VIII, with a view to adoption at MSC 93.

Goal-based guidelines on the framework of requirements for ships' life-saving appliances

13.17 The Committee noted that the Sub-Committee had referred parts of the draft *Goal-based Guidelines on the framework of requirements for ships' life-saving appliances* (DE 57/WP.5, annex 1) to the COMSAR, FP and STW Sub-Committees for consideration, as appropriate.

Acceptable arrangements for the positioning and operation of lights fitted to lifejackets

13.18 The Committee recalled that MSC 91, following consideration of document MSC 91/18 (IACS) regarding acceptable arrangements for the positioning and operation of lights fitted to lifejackets, had referred the document to DE 57 for consideration.

13.19 The Committee noted the comments of the Sub-Committee on the matter, as set out in the report of DE 57 (DE 57/25, paragraphs 8.6 to 8.9) and that DE 57 had invited IACS to prepare a relevant unified interpretation.

Development of a mandatory Polar Code

13.20 The Committee noted the progress made at DE 57 in the development of the mandatory Polar Code.

13.21 In this connection, the Committee noted the outcome of MEPC 65 in the matter, in particular that MEPC had considered draft chapter 15 (Environmental protection) of the Polar Code, as requested by DE 57, and had taken the following decisions:

- .1 agreed that the DE Sub-Committee should await the outcome of the BLG Sub-Committee on the impact on the Arctic of emissions of Black Carbon from international shipping before considering the issue further;
- .2 agreed to exempt cargo ships having ice-breaking capability from the EEDI requirements and approved relevant draft amendments to regulations 2 and 19 of MARPOL Annex VI;
- .3 with regard to additional requirements to those of MARPOL Annex I, agreed that any discharge into the sea of oil or oily mixtures from any ship should be prohibited;

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- .4 agreed that it was premature to regulate the use of heavy fuel oil (HFO) on ships operating in Arctic waters;
 - .5 noted DE 57's agreement that proposals concerning the introduction of regulations on grey water discharge should first be considered by MEPC as grey water is currently not regulated under MARPOL;
 - .6 with regard to additional requirements to those of MARPOL Annex V, agreed that the discharge of food waste into the sea should be allowed under certain conditions;
 - .7 with regard to a proposal (MEPC 65/11/5) to include a provision in the draft Polar Code prohibiting shipboard incineration in polar regions within 12 nautical miles from the nearest land, ice shelf, land-fast ice, or area of ice concentration in excess of 10 per cent ice coverage, did not support the proposal;
 - .8 instructed the DE Sub-Committee to take into account the temperature testing requirements for ballast water management systems, as contained in the revised Methodology for information gathering and conduct of work of the GESAMP-BWWG (BWM.2/Circ.13/Rev.1), when considering relevant recommendations on ballast water management systems; and
 - .9 approved, subject to concurrent decision of MSC 92 (see paragraph 23...), the holding of an intersessional meeting of the Polar Code Working Group in the autumn of 2013, pending endorsement by C 110.

Status of nautical charting in polar waters

13.22 The Committee considered the unsatisfactory status of nautical charting in polar waters and the impact this has on navigation (DE 57/11/24), having noted that DE 57 had referred this matter to the NAV Sub-Committee for further consideration.

13.23 In this connection, the Committee noted a statement by IHO, advising the Committee that the chart coverage for Arctic and Antarctic areas at an appropriate scale was generally inadequate for coastal navigation and that, where charts did exist, they had limited usefulness because of the lack of any reliable depth or hazard information. Consequently, they urged Member States to meet their surveying and charting obligations as set out in SOLAS chapter V. The full text of the statement is set out in annex [...].

13.24 Having considered the information provided by IHO, the Committee stressed the utmost importance of adequate charting, not only for the polar regions, but also for all other areas and, recognizing that a collective effort was necessary to improve the situation, encouraged Member States to collect relevant information, especially for remote areas, in support of IHO activities in this regard. Having recalled that DE 57 had already requested the NAV Sub-Committee to consider the matter for polar regions (see paragraph 13.22), the Committee instructed the NAV Sub-Committee to also take the comments made at this session into account in their considerations.

13.25 Concerning the request for an intersessional meeting of the Polar Code Working Group in the autumn of 2013, the Committee agreed to consider the matter under agenda item 23 (Work programme), together with the other requests for intersessional working groups (see paragraph 23...).

Guidelines addressing the carriage of more than 12 industrial personnel on board vessels engaged on international voyages

13.26 With regard to the request of DE 57 to approve a new output on *Guidelines addressing the carriage of more than 12 industrial personnel on board vessels engaged on international voyages*, taking into account the associated justification, with a view to including the new output in the 2014-2015 biennial agenda of the Sub-Committee and in the provisional agenda for DE 58, the Committee agreed to consider the matter under agenda item 23 (Work programme), together with the other requests for intersessional working groups, also taking into account document MSC 92/13/2 (United Kingdom) on the issue (see paragraph 23.[...]).

Lifejacket reference test devices (RTDs)

13.27 The Committee approved:

- .1 draft amendments to the LSA Code concerning lifejacket RTDs, as set out in annex [...], and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 93;
- .2 draft amendments to the *Revised Recommendation on testing of life-saving appliances* (resolution MSC.81(70)), as set out in annex [...], with a view to adoption at MSC 93 in conjunction with the adoption of the aforementioned associated LSA Code amendments; and

- .3 in principle, a draft MSC circular on *Guidelines for validating the construction of a completed adult reference test device (RTD)*, for final approval at MSC 93 in conjunction with the adoption of the associated amendments to the LSA Code and the *Revised Recommendation on testing of life-saving appliances*.

Requirements for lifting appliances and winches

13.28 The Committee noted that DE 57 had requested the Secretariat to liaise with ILO to inform them of the ongoing work with regard to the development of requirements for lifting appliances and winches and invite their participation. In this connection, the Committee also noted that the Secretariat, in the meantime, had contacted ILO and had received confirmation that they would welcome participating in the work.

Requirements for steering gear trials

13.29 The Committee approved draft amendments to SOLAS regulation II-1/29 concerning requirements for steering gear trials, as set out in annex [...], and requested the Secretary-General to circulate the draft amendments in accordance with SOLAS article VIII, with a view to adoption at MSC 93.

Draft revised IGC Code

13.30 The Committee noted that DE 57 had considered the parts of the draft revised IGC Code referred to it by the BLG Sub-Committee and had concurred with the draft text as set out in documents BLG 17/9 and BLG 17/WP.6.

Amendments to the 2011 ESP Code

13.31 The Committee concurred with the procedure for regular updates to the 2011 ESP Code agreed by DE 57, as set out in the report of that session (DE 57/25, paragraph 24.5).

13.32 With regard to the consideration of amendments to the ESP Code prepared by DE 57, the Committee considered proposed new text in square brackets in paragraph 1.3.3 of annexes A and B of parts A and B of the 2011 ESP Code and agreed that the paragraph should read as follows:

"1.3.3 Where the damage found on structure mentioned in paragraph 1.3.1 above is isolated and of a localized nature which does not affect the ship's structural integrity (as for example a minor hole in a cross-deck strip), consideration may be given by the surveyor to allow an appropriate temporary repair to restore watertight or weathertight

integrity after evaluation of the surrounding structure and impose an associated condition of classification or recommendation with a specific time limit to complete the permanent repair and retain classification."

13.33 Consequently, the Committee approved the draft amendments to the 2011 ESP Code, as set out in annex [...], and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 93.

Deferment of agenda items

13.34 The Committee noted that, due to lack of time, DE 57 had deferred consideration of agenda items 9 (Development of amendments to the LSA Code for thermal performance of immersion suits), 10 (Development of amendments to the LSA Code for free-fall lifeboats with float-free capabilities), 14 (Development of guidelines for wing-in-ground craft), 15 (Revision of the *Recommendation on conditions for the approval of servicing stations for inflatable liferafts* (resolution A.761(18)) and 19 (Review of general cargo ship safety) to DE 58.

SHIP SPECIFIC PLANS AND PROCEDURES FOR RECOVERY OF PERSONS FROM THE WATER

13.35 The Committee recalled that MSC 91 had adopted new SOLAS regulation III/17-1 concerning the recovery of persons from the water which is expected to enter into force on 1 July 2014 and requires ship-specific plans and procedures for such recovery (MSC.1/Circ.1447 on *Guidelines for the development of plans and procedures for recovery of persons from the water* refers).

13.36 In this connection, the Committee noted with thanks document MSC 92/INF.7 (Japan), providing information on a sample form, as set out in the annex to the document, to facilitate the preparation of plans and procedures for the recovery of persons from the water, developed in consultation with stakeholders such as class, shipowners and the Japanese Administration. The sample form does not imply any minimum requirements for all ships to follow, for example, rescue equipment listed in the form may not be needed on all ships.

15 TECHNICAL CO-OPERATION ACTIVITIES RELATING TO MARITIME SAFETY AND SECURITY

Developments concerning technical co-operation activities and model courses

15.1 The Committee noted document MSC 92/15 (Secretariat), reporting on the 31 regional and 45 global safety- and security-related activities implemented for the period January to December 2012 and the 29 regional and 34 global activities planned for 2013 under the Integrated Technical Co-operation Programme (ITCP) for the biennium.

15.2 The Committee also noted document MSC 92/15/2 (Singapore), containing information on a four-day workshop, which was held from 12 to 15 March 2013, for 31 maritime security personnel from the region. The workshop was hosted by Singapore, in collaboration with IMO and Maritime Security Experts Sub-group (MEG-SEC) from the Asia-Pacific Economic Cooperation (APEC), and was based on a Manual developed in 2008 by the Sub-group as part of technical assistance to aid APEC Member Economies' port facilities in complying with the ISPS Code requirements for maritime security drills and exercises. The guidelines in the manual had proven to be a useful tool and could be adapted as a basis for future collaboration on maritime capacity-building initiatives.

15.3 The Committee noted document MSC 92/15/1 (Secretariat), containing information that 66 model courses have been published in English of which 32 have been translated into French and 35 into Spanish. Of the translated courses, 27 have been published in French and 25 in Spanish, while the translation of other courses is being undertaken in a phased manner within existing resources.

15.4 In appreciating the information provided towards the implementation of technical co-operation activities and the development of model courses, the Committee urged Governments and industry to contribute to the Technical Co-operation Fund and requested the Secretariat to keep the Committee informed of future activities.

17 FORMAL SAFETY ASSESSMENT

General

17.1 The Committee recalled that MSC 91 had approved, subject to the concurrent approval of MEPC 65, the draft Revised FSA Guidelines and the draft HEAP Guidelines. In this regard, the Committee noted that MEPC 65 had approved them, which would be issued as MSC-MEPC.2/Circ.12 on *Revised Guidelines for Formal Safety Assessment (FSA)*

for use in the IMO rule-making process and MSC-MEPC.2/Circ.13 on Guidelines for the application of Human Element Analysing Process (HEAP) to the IMO rule-making process.

17.2 The Committee also recalled that, with regard to the FSA study on the safe sea transport of dangerous goods and the FSA study on crude oil tankers, MSC 91, having considered the report of the FSA Experts Group, had forwarded the recommendations contained in those FSA studies to the relevant sub-committees.

FSA study on the safe sea transport of dangerous goods

17.3 The Committee noted the outcomes of FP 56 and STW 44 on the safe sea transport of dangerous goods (MSC 92/17 and Add.1) as follows:

- .1 FP 56 noted that the draft SOLAS amendments to regulation II-2/10 and the associated draft MSC circular, prepared by the Sub-Committee, were consistent with Recommendation 2 of the FSA study and, therefore, the intent of the aforementioned recommendation had been achieved, offering a considerable improvement of safety; and
- .2 STW 44 agreed that the scope of the competence to fight and extinguish fires could be extended to address problems concerning water-reactive materials which, in most cases, could be extinguished with water, noting that the contents of model courses were based on the competences identified in the tables in the STCW Code, which would need to be amended; and, subsequently, STW 44 invited interested Member States and international organizations to submit proposals to MSC 93 for a new unplanned output to amend the STCW Code to extend the scope of the competence "fight and extinguish fires" to address fire-fighting involving water-reactive materials.

FSA study on crude oil tankers

17.4 The Committee noted the outcomes of FP 56 and STW 44 on crude oil tankers (MSC 92/17 and Add.1) as follows:

- .1 FP 56 concluded that, with regard to RCO 8 (hot work procedures training) in the FSA study, the work on that output had been completed for matters under the purview of the Sub-Committee, and that work related to RCO 9 (double sheathed low-pressure fuel pipes for fuel injection systems in

engines) had been included in the list of items on the Committee's post-biennial agenda; and

- .2 STW 44 noted that RCO 8 (hot work procedures training) had already been included in the Committee's post-biennial agenda, as agreed by MSC 91.

18 PIRACY AND ARMED ROBBERY AGAINST SHIPS

Piracy and armed robbery against ships in the Gulf of Guinea

18.1 In welcoming the submissions of Greece and the Secretariat (documents MSC 92/18/1 and MSC 92/18, respectively), the Committee recognized the gravity of the issue of piracy and armed robbery against ships in the Gulf of Guinea and the extreme violence exhibited, and expressed its deep concern for, and condemnation of, such activities. In addition to the information provided in these documents, the Committee also noted that a study on the "Human Cost of Piracy" had just been released and was available at www.oceansbeyondpiracy.org.

18.2 The Committee noted that the maritime safety, security and law enforcement challenges in the region, all have broadly similar solutions, including: comprehensive legal frameworks; maritime situational awareness; maritime law enforcement capability; and inter-agency cooperation on both the national and regional levels. The Committee further noted that the Secretariat had developed a series of national, subregional and regional workshops on the ISPS Code, maritime security and stowaways in the region, currently funded under the International Maritime Security Trust Fund.

18.3 Having noted the statements made by Angola, Côte d'Ivoire, Ghana and Nigeria (copies of which are attached in annex [...] to the report), the Committee expressed its appreciation for the increased commitment and efforts of a number of coastal States in the region to address these issues through the implementation of a range of measures including better cooperation, coordination, communication and development of their capacity to enforce the law at sea. The Committee welcomed the regional initiative by ECCAS, ECOWAS and the Gulf of Guinea Commission, pursuant to United Nations Security Council resolutions 2018 (2011) and 2039 (2012), to develop a Code of Conduct on the repression of piracy, armed robbery against ships and other illicit activities at sea. This Code of Conduct, which complemented the integrated coastguard function network project, launched by IMO and MOWCA in 2006, and the African Union's Integrated Maritime Strategy 2050, was adopted at a Ministerial meeting in Cotonou, Benin, in March 2013 and was expected to

be opened for signature at the meeting of the Heads of State and Government of Central and West African States, in Yaoundé, Cameroon, on 24 and 25 June 2013.

18.4 The Committee called upon flag States to reiterate the need for proper and comprehensive reporting of incidents by ships operating in the area and to reinforce the need for the full implementation of IMO guidance (MSC.1/Circs.1333 and 1334) and other guidelines developed by industry. As this guidance included recently developed interim guidance specific to the region, the Committee requested the Secretariat to circulate relevant details by means of a circular letter.

18.5 The Committee noted the calls for some States, regional bodies and the United Nations to redouble their efforts to implement effective maritime law enforcement solutions.

18.6 The Secretary-General advised the Committee that he would write to the Secretary-General of the United Nations, Mr. Ban Ki-moon, keeping him informed of developments with respect to the situation in the Gulf of Guinea, including the development of guidance by the industry and the establishment of a multi-donor trust fund for the implementation of IMO projects for maritime security for west and central Africa; and the need for continued close cooperation between members of the United Nations system.

18.7 The Secretary-General further advised the Committee that he had attended the Tokyo International Conference on African Development (TICAD V) in Yokohama in June 2013. The Secretary-General had participated in a session chaired by Mr. Ban on the Post-2015 Development Agenda for Africa and had stressed that maritime development should find a proper position in African development and that maritime infrastructure development and maritime security were fundamentally important to achieving this.

18.8 The Secretary-General reiterated his determination to eradicate piracy and armed robbery against ships, noting that the new Code of Conduct was an important factor within a regional mechanism for cooperation. The Secretariat had been active in promoting the implementation and coordination of coastguard functions nationally and regionally, and had contributed to developing the Code of Conduct. African countries needed to take action and all Member States were encouraged to support these activities.

18.9 The Committee concluded by urging Member States to contribute to the Maritime Security Trust Fund and the multi-donor trust fund for the implementation of IMO projects for maritime security for west and central Africa.

Piracy and armed robbery against ships in waters off the coast of Somalia

18.10 The delegation of Japan stated that, although the numbers of piracy attacks in the Gulf of Aden and western Indian Ocean had significantly reduced, it remained a significant threat and there was no cause to relax. The Committee noted with gratitude reports from the Islamic Republic of Iran and Turkey on their activities to counter piracy. A copy of the statement of the Islamic Republic of Iran is attached in annex [...].

18.11 The Committee further noted the concerns expressed by the delegation of Bangladesh on the fate of 15 seafarers from Bangladesh, India and Sri Lanka on the M.V. **Albedo**, still being held captive since November 2010. The seafarers and their families were under tremendous pressure due to their enforced captivity. Bangladesh sought help from any quarter and, in particular, from the flag State and other IMO Member States for the release of those 15 seafarers.

Activities of ReCAAP-ISC and Canada related to piracy

18.12 The Committee noted the update on the activities of the ReCAAP Information Sharing Centre (MSC 92/INF.12), and the information provided by Canada (MSC 92/INF.4) on the Dalhousie Marine Piracy Project intersectoral working group workshop on global maritime piracy.

Private armed security and rules on the use of force

18.13 The Committee recalled its decision at MSC 90 that ISO would be best placed to develop standards on Private Maritime Security Companies (PMSC) with guidance from IMO, and that MSC.1/Circ.1443 on *Interim Guidance to private maritime security Companies providing privately contracted armed security personnel on board ships in the High Risk Area*, which included guidance on rules on the use of force, was accordingly provided to ISO to assist in development of the new ISO standard. Recalling also that, at MSC 91, ISO reported on progress on the new ISO Publicly Available Specification (PAS) 28007, which was published in November 2012, the Committee noted that the Rules for the Use of Force (MSC 92/INF.14) has been accepted as an input to ISO TC 8. The Committee had thanked ISO for its continuing work and had once again encouraged Member States to bring the PAS to the attention of their national standards bodies; and PMSCs, shipowners and other stakeholders to study and use this PAS as appropriate, noting also that any delegation wishing to discuss either the process or content related to the ISO PAS is invited to contact ISO.

18.14 In considering the submission of the Marshall Islands (MSC 92/INF.14) on the inclusion of rules for the use of force in ISO PAS 28007, a matter to be addressed by next annual general meeting of ISO Technical Committee No.8, the Committee noted an intervention by BIMCO, supported by ICS and others, calling for Governments to implement ISO PAS 28007 as the sole standard. BIMCO expressed concern that some Governments may be considering using the International Code of Conduct as a standard for the approval of PCASPs, as opposed to ISO PAS 28007. The statement by BIMCO is in annex [...].

Outcomes of FAL 38 on Information related to the questionnaire on information on port and coastal State requirements related to PCASP

18.15 The Committee recalled that, following discussions during MSC 89 and FAL 37, an intersessional working group developed MSC-FAL.1/Circ.2 on Questionnaire on information on port and coastal State requirements related to PCASP, and that responses to the questionnaire and any related national legislation, policies and procedures provided have been posted by the Secretariat, in the language received, on IMO's public website (www.imo.org).

18.16 The Committee noted that FAL 38, in order to address the low level of responses, had requested the Secretariat to write to Member States reminding them of the need to supply the information requested. This had been done by means of Circular letter No.3366 dated 14 May 2013. The Committee urged Contracting Governments which had not yet done so to complete the questionnaire annexed to MSC-FAL.1/Circ.2 and to submit the information to the Organization at their earliest convenience.

19 GENERAL CARGO SHIP SAFETY

19.1 The Committee recalled that MSC 90, having considered part of the report of the GBS/FSA Working Group (MSC 90/WP.7), had forwarded the final recommendations for risk control options (RCOs) included in the FSA study on General Cargo Ship Safety (MSC 88/19/2) to relevant sub-committees for advice.

19.2 The Committee noted the outcomes of FP 56, FSI 21 and STW 44 on the matter (MSC 92/19 and Add.1) as follows:

- .1 FP 56, in considering RCO 28 (i.e. measures to prevent fire and explosion accidents caused by inadequate repair and maintenance procedures and work during harbour stays), concluded that that the regulatory basis was already in place and that relevant measures should be effected by Administrations through strict implementation of the requirements of the

ISM Code, including further strengthening of SMS procedures, and invited the Committee to note this view; and, consequently, FP 56 agreed that no further action on RCO 28 was needed;

- .2 FSI 21, with regard to RCO 19 (extended survey on general cargo ships) and RCO 20 (port State control inspector training for general cargo ships), agreed that further consideration is required at its next session; and
- .3 STW 44, having considered RCOs 8, 23 and 26 on operational/training matters, agreed that the STCW Convention and Code adequately covered training requirements relating to these RCOs and recommended to the Committee that no further action be taken.

19.3 In this regard, the delegation of IACS, noting that a full set of responses from the relevant sub-committees, relating to the detailed technical evaluation of the RCOs from the IACS FSA study, is not likely to be available until MSC 93, stated that, in order to facilitate a holistic overview of the work the sub-committees have done, IACS intended to submit to MSC 93 a status report and analysis of the RCOs as referred from the Committee.

20 IMPLEMENTATION OF INSTRUMENTS AND RELATED MATTERS

Clarification on the definition of "new ship" in LL 66/88

20.1 The Committee considered document MSC 92/20 (Democratic People's Republic of Korea), seeking clarification on the definition of "new ship" in article 2 of the International Convention on Load Lines, 1966, as modified by the 1988 Protocol relating thereto.

20.2 In considering the proposal, the Committee noted, among other things, the "no more favourable treatment" provision in the Protocol and the responsibilities of flag State Administrations accepting ships on their registers; and decided that an interpretation of the term "new ship" was not required.

Bridge Navigational Watch Alarm System (BNWAS) auto-function

20.3 The Committee considered document MSC 92/20/1 (Marshall Islands, et al.), seeking its view on the need for the automatic function as specified in resolution MSC.128(75) – *Performance Standards for a Bridge Navigational Watch Alarm System (BNWAS)*.

20.4 Having recalled the views of NAV 55 that the automatic mode of the performance standard was not usable on a ship compliant with the SOLAS Convention and, in particular, with the requirements of SOLAS regulation V/19.2.2.3, the Committee instructed NAV 59 to further consider document MSC 92/20/1 under its agenda item "Any other business" and develop necessary guidance on the issue and, in addition, advise MSC 93 on the way forward.

21 RELATIONS WITH OTHER ORGANIZATIONS

21.1 The Committee noted the decisions of C 109 (MSC 92/21) relating to the review of the Rules Governing the Relationship with Non-Governmental International Organizations, the Guidelines on the Grant of Consultative Status and the questionnaire.

[MORE TO COME]
