IMO MSC 86 Report

Lloyd's Register on the 86th session of IMO Maritime Safety Committee

12th June

Hot topics:

- Adoption of Amendments to the SOLAS Convention (Section 2)
  - Total prohibition of asbestos
  - BNWAS (Navigation Bridge Watch Alarm System) and ECDIS (Electronic Chart Display and Information System)
  - Material Safety Data Sheet
- Goal Based Standard – draft amendments to SOLAS convention approved – subject to the formal adoption at a future session
- Various outcomes from FP, BLG, DE and FSI Sub-Committees approved. (Section 7 – 10)
  - Fire safety related draft SOLAS amendments, FSS Code amendments and resolutions and circulars
  - Lifeboat Safety (On load release hook, maintenance and training issues)
  - Oil tanker – cargo tank coating
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1. Introduction

The 86th session of the IMO Maritime Safety Committee was held from 26th May to 5th June, 2009 in London, the United Kingdom. The outcome relevant to the work of Lloyd's Register is summarised below. Due attention is to be made to “Implication” and “Application” given under each item.

2. Consideration and adoption of amendments to mandatory instruments (Agenda Item 3)

The following is the summary of the regulations that were adopted at this session. These were adopted as Resolution MSC. 282 (86).

(Amendments to SOLAS regulation II-1/3-5.2 – prohibition of all new installations of asbestos on board)

By a previous amendment made to the SOLAS Convention, the use of asbestos has been prohibited except for essential use. However, by this amendment any use of asbestos, including essential use, will not be allowed from 1 January 2011.

A question concerning the interpretation of “new installation” was raised by a member State. The question related to the installation of spares already stored on board ship after 1 January 2011. While the member provided a draft interpretation, the Committee could not agree with the proposed interpretation. The Committee instructed the DE Sub-Committee to consider this matter.

Implication: It is envisaged that the total prohibition applies both to new and existing ships. The availability of such replacement parts that do not contain asbestos as well as the status of the spare parts that are already purchased may require careful consideration.

Application: Any physical installation after 1 January 2011 onboard all passenger ships engaged on international voyages and cargo ships of 500 gt or more engaged on international voyages will not be allowed.

(Regulation II-1/35-1 - Bilge pumping arrangements)

As a consequence of the amendments made to the regulation II-2/20 by the resolution MSC. 256 (84), a new reference to the regulation has been inserted in this regulation.

Implication: This is just an editorial change. The substantial impact has been introduced by MSC. 256 (84).

Application: Passenger ships with Ro-ro space(s) engaged on international voyages regardless of tonnage and cargo ships (non-passenger ships) with Ro-ro space(s) engaged on international voyages of 500 gt or above.

(Amendments to SOLAS Reg. V/19 - Carriage requirements for a bridge navigational watch alarm system)
A bridge watch alarm system is a device which triggers an alarm if an Officer on Watch (OOW) becomes incapable of performing the OOW’s duties. IMO had adopted the performance standard as MSC. 128 (75) and there are ships which have already installed the equipment on a voluntary basis.

A reference to the performance standard MSC. 128 (75) has been inserted in the list of performance standards given in the footnote to regulation V/18.

Implication:
(Shipbuilders)
- Builders are encouraged to take these requirements into consideration when designing a ship keel of which will be laid on or after 1 July 2011.
- This is not stand alone equipment on the navigation bridge. The secondary alarm will be activated in the master’s cabin, thus wiring will be required in other parts of the crew accommodation area. Due attention is to be paid to wire penetration at fire-protection boundaries.
- BNWAS is required to meet the IMO’s performance standard (MSC.128 (75)).
- BNWAS is to be type approved by the flag Administration or its Recognized Organization (e.g., Classification Society).

(Shipowners)
- BNWAS will be required on the existing ships (at the first survey after the date specified) as well. Owners will need to be prepared to make retrofitting arrangements. Owners are encouraged to take the opportunity to make such arrangements at dry-docking, if there is such an opportunity.

(Flag Administrations & its recognized organizations)
- It will be necessary to type approve the system in a timely manner.
- Relevant survey guidelines should be prepared.

Application: The draft amendments stipulate as follows:
- All new ships passenger ships (regardless of size) and all other ships of 150 gt or over - on or after 1 July 2011 (keel lay date);
- ships constructed prior to 1 July 2011 will have to fit the BNWAS by the 1st survey after 1 July 2012 (cargo ships of 3000 gt or over and passenger ships), or 1 July 2013 (cargo ships of 500 gt or over but less than 3000 gt) or 1 July 2014 (cargo ships of 150 gt or over but less than 500 gt);
- The requirements will apply to ships not engaged on international voyages as well.

(Amendments to the SOLAS Reg. V/19 – Carriage requirements of ECDIS)

ECDIS (Electronic Chart Display and Information System) is shipborne navigational equipment, which is regarded as an equivalent to paper charts as per the SOLAS regulation V/27 and the regulation V/19.2.1.4. In other words, it is currently optional equipment. By the amendment adopted at this session, ECDIS will be mandatory for new ships in 2012 (passenger ships and oil tankers) or 2013/2014 (other ships). Existing ships will be required to retrofit the system.

Implication:
(Shipbuilders and manufacturers)
- Builders will be required to take these requirements into consideration when designing a ship which keel will be laid on or after 1 July 2012/2013/2014 dependent on ship type and size;
Manufacturers are to note that ECDIS is required to meet the IMO’s performance standard (A.817(19), as amended by the Resolutions MSC. 64 (67), MSC. 86 (70) and MSC. 232 (82));

**Owners/Ship management companies**

- As ECDIS will be required on the existing ships (at the first survey after the date specified in the table given below), owners will be required to make retrofitting arrangements. Owners are encouraged to take the opportunity to make such arrangements at dry-docking, if there is such an opportunity;
- Owners are to ensure that ships will be provided with the Electronic Navigational Charts (ENCs) issued by a Hydrographic Authority or its agents that cover the intended voyages;
- Ship managers are to ensure that appropriate training and familiarization will be incorporated into the company’s SMS for the use of ECDIS in accordance with paragraph 6.5 of the ISM Code. Deck officers must be fully familiar with the operation of ECDIS prior to the first voyage after the installation of ECDIS in accordance with paragraph 6.3 of the ISM Code. Due reference is to be made to SN.1/Circ. 276 - Transitioning from paper chart to electronic chart display and information systems (ECDIS) navigation.

**Flag Administrations & its recognized organizations**

- Relevant survey guidelines should be prepared, which should include appropriate back up arrangements & the location of ECDIS in case of retrofitting;
- ISM auditors are to be made aware of the new requirements and the need for companies to introduce the corresponding training and familiarisation.

### Application – to ships engaged on international voyages only

<table>
<thead>
<tr>
<th>Type of ships</th>
<th>Size limitation (of or over)</th>
<th>New ships (Construction – keel lay date)</th>
<th>Existing ships (Ships not new ships)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger ships</td>
<td>500 gt</td>
<td>1 July 2012</td>
<td>Not later than the first survey* on or after 1 July 2014</td>
</tr>
<tr>
<td>Tankers</td>
<td>3,000</td>
<td>1 July 2012</td>
<td>Not later than the first survey on or after 1 July 2015</td>
</tr>
<tr>
<td>Others</td>
<td>50,000</td>
<td>1 July 2013</td>
<td>Not later than the first survey* on or after 1 July 2016</td>
</tr>
<tr>
<td></td>
<td>20,000</td>
<td>1 July 2013</td>
<td>Not later than the first survey* on or after 1 July 2017</td>
</tr>
<tr>
<td></td>
<td>10,000</td>
<td>1 July 2013</td>
<td>Not later than the first survey* on or after 1 July 2018. No retrofitting requirements to existing ships less than 10,000 gt</td>
</tr>
<tr>
<td></td>
<td>3,000</td>
<td>1 July 2014</td>
<td>No retrofitting requirements to existing ships less than 10,000 gt</td>
</tr>
</tbody>
</table>
* The first survey means the first annual survey, the first periodical survey or the first renewal survey whichever is due first after the date. This means for a passenger ship, this is the first renewal survey for “Passenger ship safety survey”, and for a cargo ship (non-passenger ship), this means either “Cargo ship safety equipment survey” or “Cargo ship safety survey (combined survey – if the ship choose to combine all SOLAS certificates into one). It should be noted that for both passenger ships and cargo ships, if a ship is under construction, where the keel is laid before, but the ship is delivered after, the date specified in the relevant regulation, the initial survey is the “first survey”.

(Amendments to SOLAS chapter VI concerning Material Safety Data Sheet (MSDS) and related Guidance)

At MSC 84 it was noted that there was an anomaly in SOLAS chapter VI, i.e., while regulation 1 states that the chapter applies to “except liquids in bulk…” regulation 5-1 stipulates carriages of MARPOL Annex I substances and bunker fuel as cargo. In the course of the discussion, it came to the attention of the Committee that the original intent of the revised SOLAS regulation VI/5-1 is to require Marine Safety Data Sheets for the bunker fuel that is used onboard the ship for its own propulsion.

It should be noted that the previous amendment (MSC.239 (83)) comes into force on 1 July 2009, with an omission regarding application to the fuel carried onboard for a ship’s own propulsion. An MSC Circular (MSC.1/Circ.1303) was approved for circulation explaining the above situation.

Implications: Revised text includes bunkers. This has substantial impact on day to day ship’s operation for ship owners and bunker fuel suppliers.

Application: To all ships from 1 January 2011.

(Amendments to the forms)

As a consequence of the amendment made to SOLAS regulation V/19 concerning BNWAS, various record forms given as attachments to certificates are revised by the Resolution MSC. 283 (86).

Implication: The new forms will be used upon the replacement of the certificates after the entry into force of the requirements.

Application: All ships that are required to hold SOLAS certificates (passenger ships regardless of size and cargo ships (non-passenger ships) of 500 gt or over both engaged on international voyages).

(Clarification of the application date and application to existing ships)

It came to the attention of the Committee that some of the regulations of the SOLAS Convention and the LSA Code that entered into force recently, or will enter into force shortly are not clear regarding the application dates, and the application to existing ships.

While the IMO Secretariat tried to render assistance by introducing interpretation of the SOLAS Convention Article VIII, nevertheless, the Committee recognized that there is still ambiguity left behind, and also noted that the interpretation based upon the
Article could be different from the intent of the experts who developed the requirement.

The Committee agreed that the matter will be addressed by the DE Sub-Committee, under a new dedicated agenda for this matter to discuss original intent of the regulations.

- Application of the revised SOLAS regulation III/7
Meanwhile, with regard to the SOLAS regulation III/7 that will enter into force on 1 January 2010, the Committee clarified that the requirement for the carriage of infant life-jackets will be applicable to all passenger ships regardless of the date of construction, and agreed to circulate this clarification as MSC.1/Circ.1304.

- Application of the revised FSS Code
Further, clarification of the application of the FSS Code (MSC.206 (81) and MSC. 217 (82)) was also approved for circulation as an MSC Circular. The final outcome of the discussion is given in Section 7 of this report as “(Application of the revised Chapters 4, 5, 6, 7 and 9 of the FSS Code, as adopted by resolution MSC.206 (81) and MSC. 217 (82))”

One delegation expressed the opinion that the whole drafting problem of the requirements should be discussed further at a future session of the Committee, which was supported by several delegations.

3. Measures to enhance maritime security (Agenda Item 4)

The Committee took the following decision. Shipowners and ship managers are invited to inform ships’ masters as appropriate.

(IMO Company ID number in the electronic messages for the transmission of security-related information) (MSC.1/Circ.1305)

The Committee agreed to revise existing MSC.1/Circ. 1130 – Guidance to Masters, Companies and Duly Authorized Officers on the Requirements Relating to the Submission of Security-Related Information Prior to the Entry of a Ship into Port, to include company ID number.

(Continuous Synopsis Record (CSR))

The Committee noted the problem associated with inaccurate entries in the CSR. It was decided to discuss this issue further, including amalgamation of existing circulars, at the next session.

4. Goal-based new ship construction standards (Agenda Item 5)

GBS consists of the following 5 tiers
I. Goals
II. Functional requirements
III. Verification of compliance (detailed costly verification vs practical self-assessment with a possibility to drill into specific Rule requirements)
IV. IMO requirements, national requirements, classification rules
V. Industry standards and practices

It is considered that IMO’s involvement will be Tiers I – III. The work on Tier I and II has been completed. Currently, IMO is looking at Tier III, i.e., verification process and relevant matters, including amendments to the SOLAS Convention.

(Proposed amendment to the SOLAS Convention – new paragraph 27 of regulation II-1/2 and new regulation II-1/3-10)

A new regulation “Goal-based ship construction standards for bulk carriers and oil tankers” was approved for subsequent adoption at the next session of the Committee. The regulation requires compliance with GBS and carriage of Ship Construction File. A number of possible amendments were raised which would need to be considered at the next session, e.g. environmental conditions, environmentally friendly materials.

Implication: Classification rules applicable to these types of ships will be subject to the verification process given in the MSC Resolution. This means that a classification society wishing to act as a recognised organisation for a flag as far as Safety Construction is concerned will have to undergo a verification of its rules as well as a continuous verification of subsequent amendments to these rules in order to establish conformity with the functional requirements.

Application: Oil tankers of 150m, bulk carriers of 150m in length and above, constructed with single deck, top-side tanks and hopper side tanks in cargo spaces, excluding ore carriers and combination carriers.

(Draft (Mandatory) MSC resolution on International Goal-Based Construction Standards for bulk carriers and oil tankers)

The Committee approved this resolution for adoption at the next session of the Committee. This resolution gives details of the functional requirements which the rules should address. These were not revised at this session.

A new paragraph 6.3 was added to make sure that rules changes can be applied to ships without undergoing verification by IMO. This will allow changes to the rules introduced for safety reasons to be applied without delay. Also, any rules changes introduced as a result of IMO verification can be applied to new ships only, unless there is a specific decision by MSC.

(Draft MSC resolution on Guidelines for verification of conformity with Goal-Based Ship Construction Standards for bulk carriers and oil tankers)

This resolution gives details of verification process. This session of MSC has reviewed the process and established a more practical one which is based on “self-assessment and audit”. This means that IMO auditors can choose the depth of sampling based on the quality of the self-assessment report produced by a classification society. It can be anything from a single sampling up to the full verification.

Considering that this is a new approach which was discussed only at this session MSC decided to allow members to consider it in future with a view of making it more efficient and effective.
5. **LRIT-related matters (Agenda Item 6)**

(Amendments to MSC.1/Circ.1296 - Guidance on the survey and certification of compliance of ships with the requirements to transmit LRIT information) (MSC.1/Circ.1306)

Amendments to the circular were approved, advising flag Administrations not to cause undue delay of ships even when the conformance testing failed.

**Implications:** Possible modification on the survey and recoding (reporting) scheme.

**Application:** To ships required installing LRIT (all passenger ships and cargo ships of 300 gt or above engaged on international voyages as well as MODUs and High Speed Craft).

6. **Dangerous goods, solid cargoes and containers (Agenda Item 7)**

The Committee considered matters emanating from the thirteenth session of the DSC Sub-Committee not considered by MSC 85.

The following survey/inspection related instruments were approved.

**(IMSBC Code amendment procedure)**

Similar to the amendment procedure for the IMDG Code, the future amendments to the IMSBC Code (the International Maritime Solid Bulk Cargo Code) will be, in principle;
- Entering into force every two year – 1 January of the odd year (e.g., 1 January 2013)
- Governments are invited to apply the amendments one year ahead of the entering into force date on voluntary basis.

**(Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective)**

The Committee, in conjunction with the mandatory implementation of the IMSBC Code, decided to instruct the DSC Sub-Committee to review the list currently given as MSC/Circ. 1146.

**(Amendments to the Guidance on serious structural deficiencies in containers - (CSC.1/Circ.137))**

The Committee approved the text prepared by the DSC Sub-Committee. The amended text defines the serious structural deficiency for corner and intermediate fitting (Castings) of containers as follows:

“Missing corner fittings, any through cracks or tears in the fitting, any deformation of the fitting that precludes full engagement of securing or lifting fittings, any deformation of the fitting beyond 5 mm from its original plane, any aperture width greater than 66 mm, any aperture length greater than 127 mm, any reduction in thickness of the plate containing the top aperture that makes it less than 23 mm thick or any weld separation of adjoining components in excess of 50 mm in length.”

**Implications:** Inspection of containers
Application: To containers

7. Fire Protection (Agenda Item 10)

The Committee considered matters emanating from the fifty-third session of the Sub-Committee.

Draft amendments to the SOLAS Convention (Subject to final adoption at MSC 87)

(Draft amendments to SOLAS II-2 regulation 1 – application)

An amendment to the SOLAS Convention was approved, subject to the final adoption at MSC 88 (not 87) in conjunction with the amendments to the FTP Code given below.

(Draft amendments to SOLAS II-2 regulation 4.5.7 - Probability of ignition - Gas measurement and detection)

The Committee approved the draft amendments to SOLAS II-2 regulation 4.5.7 regarding gas measurement and detection for subsequent adoption at MSC 87.

The amendments will require fixed hydrocarbon gas detection systems in double-hull and double-bottom spaces of oil tankers of 20,000 dwt and above.

Implications: Manufacturers of fixed hydrocarbon gas detection systems, ship designers, shipbuilders, ship owners and Flag Administrations (and their recognized organizations).

Application: Intended for new double hull oil tankers of 20,000 dwt and above. (Further drafting improvement may be required prior to the final adoption to clarify the application).

Proposed amendment to the FSS Code (Subject to the final adoption at MSC 87)

(Draft amendment to chapter 1 of the FSS Code)

In order to make it clear those amendments to the Code, which relate to the structure of ships, adopted after 1 July 2002, should, unless expressed otherwise, apply only to ships constructed on or after the date on which the amendments entered into force.

Implication: This clause provides the same principle that is given in the SOLAS Convention Article VIII(e). However, retroactive application of the interpretation of the code might cause confusion.

Application: All ships and fire-fighting equipment subject to the FSS Code.

(Draft amendment to chapter 10 of the FSS Code (sample extraction smoke detection systems))

This is a total revision of the chapter 10 of the FSS Code - Sample Extraction Smoke Detection Systems, including a definition of a component used in the detection system, a clearer definition of the system, introduction of formula for interval for sampling, introduction (referencing) of relevant standards, introduction of requirements for
smoke accumulators etc. The changes are exhaustive but primarily are of an editorial nature.

**Implication:** Changes made to the Code are primarily clarifying current practices. Therefore, it is considered that impact to the design/installation of the currently produced is nominal.

**Application:** Entry into force is yet to be decided. It is intended that new ships will be required to meet the new requirements for sample extraction smoke detection systems.

*(Draft FSS Code new chapter 16 - Fixed hydrocarbon gas detection systems)*

Amendment to the FSS Code has been proposed in conjunction with the amendment proposed to SOLAS regulation II-2/4.5 7. After agreeing the number and location of sampling points and maximum hydrocarbon gas concentration limit, the FP Sub-Committee developed the draft new chapter 16 of the FSS Code on matters related to fixed hydrocarbon gas detection systems which was approved by the Committee subject to the formal adoption.

**Implications:** Manufacturers of fixed hydrocarbon gas detection systems, shipbuilders, ship owners and flag Administrations (and their recognized organizations) are to develop/fit product in accordance with the new requirements.

**Application:** New double hull oil tankers of 20,000 dwt and above.

*(Proposed amendments to the FTP Code – 2010 FTP Code)*

A comprehensive revision to the FTP Code is under way by the FP Sub-Committee. The Committee at this session, approved in principle the Code so far developed by the Sub-Committee, subject to the final refinement at the next session of the Sub-Committee and formal approval at MSC 87 for final adoption at MSC 88.

**MSC Resolutions**

*(Clarification on the implementation of resolution MSC.265(84) on Amendments to the revised Guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (Resolution A.800(19)) (Resolution MSC.284 (86)))*

The Committee approved draft amendments to the revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12 (Resolution A.800(19)).

This is the rectification of the resolution adopted at MSC84, which contained inconsistencies among sections regarding the application date and retroactive application.

The validity of the product certified and / or being developed under previous standards is clarified, in other words, in certain circumstances, the product developed under the previous standards can be still certified as meeting the IMO standard until 1 July 2009 and the certified product can be still installed onboard while its certificate is still valid.
Implication: Manufacturers of sprinkler systems, fire test laboratories, ship designers, shipyards, ship owners, ship managers and flag Administrations (and their recognized organizations) are to note the clarification made by this revised resolution.

Application: Clarification is provided that the guidelines are applicable to equivalent sprinkler systems tested on or after 9 May 2008. Systems undergoing testing and approval in accordance with resolution A.800 (19) may be approved until 1 July 2009. Existing type approval certificates remain valid, and may be renewed to remain valid until 1 July 2015. Existing systems approved and installed on board are permitted to remain in service as long as serviceable.

MSC Circulars

(Revised Guidelines for the performance and testing criteria, and surveys of foam concentrates for fixed fire-extinguishing systems) (MSC.1/Circ.1312)

The Committee approved the revised guidelines for the performance and testing criteria and surveys of foam concentrates for fixed fire-extinguishing systems. This circular supersedes MSC/Circ.582 and Corr.1, and MSC/Circ.799.

Of particular note are the changes to the reference test and periodic re-test for protein-based alcohol-resistant foam concentrates.

Existing type approvals will remain valid until 1 July 2012.

Implication: Manufacturers of fire fighting systems, fire test laboratories, shipyards, ship owners, ship managers and flag Administrations (and their recognized organizations) are to use the new Guidelines for testing.

Application:
- These Guidelines apply to the foam concentrates used for fixed deck foam fire-extinguishing systems required for tankers by SOLAS regulations II-2/10.8 and chapter 14 of the International Code for Fire Safety Systems (FSS Code), and chemical tankers as specified by SOLAS regulation II-2/1.6.2.1.2 and the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), i.e. oil tankers of 20,000 dwt or above and chemical tankers engaged on international voyages regardless of the size.
- These Guidelines also apply to foam concentrates for fixed foam fire-extinguishing systems in machinery spaces according to chapter 6 of the FSS Code and to portable foam applicators according to chapter 4 of the FSS Code.
- These Guidelines do not apply to the foam generating equipment, only the foam concentrate.

(Application of the revised chapters 4, 5, 6, 7 and 9 of the FSS Code, as adopted by resolutions MSC.206 (81) and MSC. 217 (82))) (MSC.1/Circ.1313)

The FP Sub-Committee developed draft MSC circular on guidance on the application of revised chapter 5 (fixed gas fire-extinguishing systems) of the FSS Code, as adopted by the resolution MSC.206 (81). The Committee, taking into account the document submitted for the interpretation of the other chapters of the Code, combined it as a single circular. The clarification is given as follows:
- Chapters 4.5.7 and 9 (Annex 1 to MSC. 217 (82)) – only to ships constructed on or after 1 July 2008
- Chapter 5 (MSC. 206 (81)) and Chapter 9 (Annex 2 to MSC 217 (82)) – only to ships constructed on or after 1 July 2010

**Implication:** This circular endorses the industry practice, so should not have any substantial impact.

**Application:** To fire fighting appliances that will be required by SOLAS chapter II-2 (used onboard passenger ships, regardless of tonnage, engaged on international voyages, and cargo ships of 500 gt or more, engaged on international voyages).

(Interpretation of application of SOLAS regulation II-2/10 and the chapter 12 of the FSS Code related to emergency fire pump capacity) (MSC.1/Circ.1314)

The FP Sub-Committee noted ambiguities regarding capacity of emergency fire pumps when arranged to provide additional services (i.e. a fixed high-expansion foam system, a fixed pressure water-spraying fire-extinguishing system, or equivalent system) beyond the basic service as required by the FSS Code following the revision of SOLAS chapter II-2 and introduction of the FSS Code.

The Sub-Committee developed a draft MSC circular on Interpretation of application of SOLAS regulation II-2/10 and the chapter 12 of the FSS Code related to emergency fire pump.

**Implication:** The interpretation clarifies the case where emergency fire pump is required to produce additional capacity for protecting machinery spaces. It may result in reduction or increase of the emergency pump capacity depending upon the interpretation previously used by the flag Administration or its recognized organizations.

**Application:** All new ships with an emergency fire pump. (Cargo ships of 500 gt or more engaged on international voyages and passenger ships less than 1,000 gt engaged on international voyages)

(Guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk) (MSC.1/Circ.1315)

The FP Sub-Committee developed the draft guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk and an associated draft MSC Circular. Under these Guidelines, discharge testing and vibration testing are omitted because of the verification done as a component test.

**Implication:** Although these Guidelines will affect primarily the manufacturers of emergency fire pumps, fire test laboratories, ship designers, shipyards, ship owners, ship managers, and flag Administrations (and their recognized organizations). No substantial impact has been envisaged.

**Application:** Approval of fixed dry chemical powder fire-extinguishing systems for the protection of on-deck cargo areas of ships carrying liquefied gases in bulk engaged on
international voyages, regardless of its size. Applicable to all ships carrying liquefied gases in bulk constructed on or after the approval date of the MSC circular.

**Guidelines on determining the no observed adverse effect level (NOAEL) and lowest observed adverse effect level (LOAEL) values for halocarbon fire-extinguishing agents** (MSC.1/Circ.1316)

These Guidelines have been developed to give guidance concerning an acceptable method to determine NOAEL and LOAEL referred to in MSC.1/1267 Amendments to the Revised Guidelines for approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS, for machinery spaces and cargo pump-rooms (MSC/Circ.848), it clarifies test standard (standard protocol) that has been used in practice.

**Implication:** In principle, the guidance puts industry practice into the Guidelines; therefore, no significant impact is expected. Nevertheless, manufacturers of fixed fire-extinguishing systems using halocarbon agents, fire test laboratories, ship designers, shipyards, ship owners, ship managers, and flag Administrations (and their recognized organizations) should be aware of these Guidelines.

**Application:** Approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS, for machinery spaces and cargo pump-rooms.

**Application for existing approvals according to the Revised Guidelines for the approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces and cargo pump-rooms** (MSC.1/Circ.1317)

The Committee approved an MSC circular on application for existing approvals according to the Revised Guidelines for approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces and cargo pump-rooms (MSC/Circ.848).

The circular clarifies that type approvals conducted in accordance with the Revised Guidelines for approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS, for machinery spaces and cargo pump-rooms (MSC/Circ.848) should remain valid until 1 July 2012.

**Implication:** Although the circular will not be resulted in a significant change to the present practice, manufacturers of fixed gas fire-extinguishing systems, fire test laboratories, ship designers, shipyards, ship owners, and flag Administrations (and their recognized organizations) are to note the circular.

**Application:** Type approval certificates for the equivalent fixed gas fire-extinguishing systems.

**Guidelines for maintenance and inspections of fixed carbon dioxide fire-extinguishing systems** (MSC.1/Circ.1318)

The Committee approved an MSC circular on Guidelines for maintenance and inspections of fixed carbon dioxide fire-extinguishing systems. These Guidelines provide the minimum recommended level of maintenance and inspections for fixed carbon dioxide systems. One delegation proposed an amendment not to allow “batch” inspection (hydrostatic testing) of the CO2 bottle, i.e., inspect all CO2 bottle at once,
however, it was agreed not to open the discussion at this stage. This question will be further discussed at FP 54 as a possible further amendment to this circular.

Implication: Although the circular will not result in a significant change to the present practice, manufacturers of fixed gas fire-extinguishing systems, fire test laboratories, ship designers, shipyards, ship owners, and flag Administrations (and their recognized organizations) are to note the circular.

Application: All ships with a fixed carbon dioxide fire-extinguishing systems.

(Recommendation for the evaluation of fire performance and approval of large fire doors) (MSC.1/Circ.1319)

The FP Sub-Committee developed that fundamental requirements for the testing and evaluation of large fire doors (e.g. two- or four-leaf fire doors, very high (two or more deck heights) and wide (equal to the width of a large atrium) fire doors and wide shutter-type fire doors used in car carriers) were necessary. It considered the requirements for large doors (larger than those specified in MSC/Circ.1273) and agreed it was premature to include the proposed analysis method into the draft revised Code as a mandatory part and so prepared recommendatory text.

Implication: Fire testing laboratories and manufacturers are to take due consideration in carrying out such testing. As there was previously no such testing standard, it is expected that this recommendation will contribute standardization of such testing.

Application: Testing of such doors.

(Guidelines for the drainage of fire-fighting water from closed vehicle and ro-ro spaces and special category spaces for passenger and cargo ships) (MSC.1/Circ.1320)

The FP Sub-Committee developed the draft Guidelines for the drainage of fire-fighting water from vehicle and ro-ro spaces and special category spaces for passenger and cargo ships and the associated draft MSC circular.

The Committee, having considered the outcome of the FP Sub-Committee and proposal made at this session of the Committee, approved the Guidelines.

Implications: Shipbuilders, ship owners and flag Administrations (and their recognized organizations) are note that drainage arrangement, which is free from blockage, is required on Ro-ro deck. This arrangement must be a fixed permanent structure. As a result, there will be reduction of the carrying capacity.

Application: All new ships with vehicle, special category and ro-ro spaces, and in addition the protection of drain openings on board existing ships with such spaces. The Guidelines will assist with the implementation of new amendments to SOLAS expected to enter into force on 1 January 2010.

(Guidelines for measures to prevent fires in engine-rooms and cargo pump-rooms) (MSC.1/Circ.1321)

The Committee approved the Guidelines for measures to prevent fires in engine-rooms and cargo pump-rooms for circulation as an MSC Circular. The purpose of these
Guidelines is to provide uniform and harmonized guidance in a single document to shipowners, ship designers, shipmasters, inspectors and surveyors. Also this minimizes the deviation of interpretation or application standards among inspectors, surveyors and Member States.

These non-mandatory Guidelines are intended for the application of fire safety engineering design to provide technical justification and installation guidance on measures to prevent fire in engine-rooms, cargo pump-rooms and other fire-prone spaces. Gas fuels used for turbines, engines or boilers are not mentioned in this Guidelines thus should satisfy relevant regulations and Codes developed by the IMO.

Implications: Although the Guidelines being developed will be non-mandatory, there will be an impact on ship designers, shipbuilders, ship managers and flag Administrations (and their recognized organizations).

Application: As non-mandatory Guidelines, the application is not specified but clearly indicated that they are not for gas fuel.

(Location of oil tanks in engine rooms – clarification of SOLAS regulation II-2/4.2.2.3.2) (MSC.1/Circ.1322)

The Committee approved interpretations for SOLAS II-2 regulation 4.2.2.3.2 – Oil Fuel tanks. It states that the following arrangements are acceptable.

Implications: Ship builders and designers are to pay due attention to the above interpretation as it will govern the tank location in way of engine room.

Application: To ships which MARPOL Annex I Regulation 12A applies to (All new ship types delivered on or after 1st August, 2010, having an aggregate oil fuel capacity of 600 m3 and above.).

FP Circular (for Endorsement)

(Explosion of an engine mock-up during test)
The Committee endorsed an FP Circular informing of the explosion hazard associated with the test procedure contained in the Revised Guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms (MSC/Circ.1165).

**Implications:** This is just information for the industry, however, fire test laboratories should pay due attention to this circular.

**Application:** When undertaking testing to the Revised Guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms (MSC/Circ.1165) and other machinery space fire tests.

8. **Bulk liquids and gases (Agenda Item 11)**

The Committee considered urgent matters emanating from the thirteenth session of the Sub-Committee.

The following instruments were finalized at this session.

**MSC Resolutions**

(Interim Guidelines on safety for natural gas-fuelled engine installations in ships) (Resolution MSC.285(86))

The use of gas as fuel in many types of ships, both passenger ships and cargo ships (other than gas tankers using cargo boil off), is becoming increasingly more interesting as an alternative to conventional fuel. The BLG Sub-Committee developed a text of the Interim Guidelines on Safety for Natural Gas Fuelled Engine Installations in Ships. A footnote will be inserted for regulation II-1/26 to the IMO publication of the SOLAS Convention making reference to this resolution.

**Implications:** These Interim Guidelines would be non-mandatory but are intended to provide an international standard for ships with natural gas-fuelled engine installation. It is the intention that these guidelines are an interim measure until the IMO fully develop an International Code for the Safety Gas Fuel Ships which it is expected would be mandatory.

**Application:** To all ships using natural gas as fuel except those regulated by the IGC Code.

(Recommendations for material safety data sheets (MSDS) for MARPOL Annex I cargoes and marine fuel oils) (Resolution MSC.286(86))

A MSDS is to be made available to ships prior to loading MARPOL Annex I cargoes or loading fuel for ships use as required by SOLAS regulation VI/5-1 (see section 4 (agenda item 3) above).

The Committee adopted the recommendations for material data safety sheets for MARPOL Annex I cargoes and fuel oils which contain the format of the information to be included in every MSDS developed by the BLG Sub-Committee, taking into account discussions that took place at this session.
**Implications:** The requirement to carry MSDS will become mandatory under SOLAS from 1 July 2009 and will affect the owners and shippers of all ships using oil as fuel and all ships carrying MARPOL Annex I cargoes

**Application:** All ships

**Draft MSC-MEPC Circular**

(Prohibition of blending MARPOL cargoes on board during the sea voyage)

In conjunction with the discussion on the carriage of bio-fuel blend, the Committee approved a circular on the prohibition of blending operation onboard during the sea voyage, subject to concurrence of the MEPC 59.

The Committee encouraged members to further consider definition of “during the sea voyage” at MEPC 59 prior to the final approval.

**Implication:** a practice of blending bio-fuel off a port will be prohibited in order to ensure the safety of a ship. This decision might have implication on the taxations as such practice was aimed at this purpose.

**Application:** While the original intent of the circular was to provide guidance to chemical tankers carrying bio fuel blends, the circular, as it stands now it may have wider scope of application.

**MSC Circulars**

(Unified interpretations of the IBC Code) (MSC.1/Circ.1323)

The Committee approved the Unified Interpretation originally proposed by IACS on fire protection and fire extinction relevant to the IBC Code, paragraphs 11.1.1.3 and 11.1.1.4 as an MSC circular. The interpretations given in the circular are:

- Paragraphs 11.1.1.3 and 11.1.1.4 of the IBC Code will be applied as follows with effect from 1 January 2009:
- SOLAS regulations II-2/10.2 and 10.4 apply to cargo ships of 500 gross tonnage and over under SOLAS and to chemical carriers, regardless of size, under the IBC Code.
- SOLAS regulation II-2/10.5, except for sub-paragraph 10.5.6, applies to chemical tankers, regardless of size, constructed on/after 1 July 1986.
- SOLAS regulation II-2/10.5.6 applies only to chemical tankers constructed on/after 1 July 2002 and of 2,000 gt and above.

**Implications:** While this is just a clarification (interpretation) of the requirement, it may change application of fire safety requirements significantly. Owners and builders are invited to pay due attention to this interpretation.

**Application:** Chemicals carriers certified under the IBC Code.

(Amendments to the Revised Standards for the design, testing and location of devices to prevent the passage of flame into cargo tanks in tankers (MSC/Circ.677, as amended by MSC/Circ.1009)) (MSC.1/Circ.1324)
The Committee approved an MSC Circular which will further amend MSC/Circ 677 as amended by MSC/Circ 1009. According to the revised circular, devices are now required to be tested to ensure that the Maximum Experimental Safe Gap (MESG) is appropriate for the products certified to carry under the IBC Code.

The appropriate MESG for a product will be based on the information assigned in the column i" in chapter 17 of the IBC Code. There is a proposed MSC Circular to be sent out with a list of the Chemicals that are missing the required information. This will be fed into the next changes to the chemical code expected to come into force 1 January 2013.

**Implications:** Manufactures of devices to prevent the passage of flame into cargo tanks will need to retest the devices they manufacture for compliance with the revised test standard. Owners, managers and operators of tankers certified for cargoes under the IBC Code will be required to ensure the devices to prevent flame entering cargo tanks are correctly certified and where necessary replace the devices. Owners, managers and operators should therefore liaise with the manufacture of these devices regards certification and supply of replacement devices when necessary.

Chemical Manufacturers will need to supply the missing data to the IMO via their Flag Authorities, estimated by 31 December 2010. Otherwise there may be a disruption to trade of chemicals.

Due consideration is to be made for fitting newly certified devices onboard existing ships retroactively.

**Application:** The Revised Guidelines will apply to chemical tankers constructed on or after 1 January 2013 and to ships constructed before 1 January 2013 on later than the first scheduled dry dock carried out on or after 1 January 2013

*(MSC Circular on missing information on apparatus group in column “I” of chapter 17b of the IBC Code) (MSC.1/Circ.1325)*

In conjunction with the above circular, another circular addressing that the fact that information on apparatus groups in column “I” is missing in relation to a large number of products listed in chapter 17 of the IBC Code, as set out in annex 1 to this circular.

**Implication and application** – see above MSC Circular on Amendments to the Revised Standards for the design, testing and location of devices to prevent the passage of flame into cargo tanks in tankers (MSC/Circ.677, as Amended by MSC/Circ.1009).

9. **Ship design and equipment (Agenda Item 12)**

The Committee considered urgent matters emanating from the fifty-second session of the DE Sub-Committee.

The following instruments were finalized at this session.

**Draft amendments to the SOLAS Convention (Subject to the final adoption at MSC 87)**

*(Draft amendments to the SOLAS regulation III/1 – on load release mechanisms)*
The Committee approved the amendments prepared by the DE Sub-Committee. These amendments to SOLAS regulation III/1 will require the lifeboat on-load release mechanisms of all ships to be replaced if they are assessed and identified as being of a “poor and unstable design” (as described above).

Recognising that the evaluation, identification and replacement of existing “poor and unstable design” release mechanisms is a complex issue, the Sub-Committee agreed that suitable guidelines in the form of an MSC Circular should be developed at the next session, including sharing of information between Administrations by means of an envisioned central database.

In conjunction with these initiatives given in SOLAS regulation III/1 and an MSC circular under development, amendments to the relevant part of the LSA Code were also approved. Please refer to the section of this report on the LSA Code.

Implications:

Shipowners & Ship managers:
- Existing ships: Identify whether existing lifeboats on-load release mechanisms have been evaluated and identified as being of a “safe design/have a good safety record”. If not, replacement of release mechanisms will be required.
- New ships: On-load release mechanisms on lifeboats installed on/after the entry into force of the amendments to the LSA Code will be required to comply with the new requirements in full.

Manufacturers: Ensure that past and existing lifeboats on-load release mechanism designs have been evaluated as being a “safe design/have a good safety record”. If not then clients will require replacement mechanisms. New mechanisms will be required to comply with the new requirements of the LSA Code in full and be suitably type approved.

Flag Administration and its RO (classification society): Ensure that past and existing lifeboats on-load release mechanism designs are evaluated to verify whether they are of a “safe design/have a good safety record” and share this information with other Administrations.

Application: to onboard release hooks used for ships required by SOLAS chapter III (passenger ships regardless of tonnage engaged on international voyages and cargo ships (non-passenger ships) of 500 gt or over engaged on international voyages)

(Draft SOLAS regulation II-1/3-X – Corrosion protection of cargo oil tank of crude oil tankers)

The Committee approved the draft SOLAS regulation developed by the DE Sub-Committee for adoption at a future session. It is intended that the SOLAS regulation and the mandatory performance standard would be adopted simultaneously as a package.

This regulation makes the performance standard mandatory. The date of entry into force of this requirement is not yet decided at this stage. The following are the key points of the draft SOLAS regulation:
- It sets up entry into force date by building contract, keel lay date and delivery date (in the same manner current SOLAS reg. II-1/3-2 defines);
- It refers to mandatory coating standard, which is under development at present;
- It accepts alternative measures – i.e., use of the corrosion resistant steel, subject to compliance with the mandatory standard that will be developed by the IMO.
- The requirements do not apply to combination carriers and chemical tankers.

**Implications:**

**Owner and builders:** the coating standard will affect fabrication process of crude oil tanker and to some extent, design itself. Builders would be required to have a qualified paint inspector for the job.

**Flag Administrations and their ROs (classification societies):** to be ready for the appropriate implementation once this discussion is concluded in the IMO.

**Application:** To new crude oil tankers of 5000 dwt or above engaged on international voyages.

**Proposed amendment to the LSA Code (Subject to the final adoption at MSC 87)**

**(Draft amendments to the LSA Code – paragraph 4.4.7.6 – on load release hooks)**

The Committee approved the outcome of the DE Sub-Committee, i.e, new criteria for safer lifeboats on-load release hooks, and agreed that existing hooks with “poor and unstable design” are to be replaced, but existing hooks which “are of a safe design/have a good safety record” may continue in service.

The following is the criteria for judging “poor and unstable design“:

1. Hooks that transfer loads to the release cables;
2. Hooks that have locking devices that may turn open due to forces from the hook load; and
3. Hooks made of material requiring paint or galvanizing in the hook/hook attachment or the release mechanism.

(Note it was agreed that only new hooks should be fully corrosion resistant, as the Sub-Committee recognized the practicable difficulty of implementing the replacement of the majority of existing hooks which would not meet this criterion.)

In addition to the first two criteria above, the lack of automatic reset of hydrostatic interlock device (if fitted) should be added as an additional criterion for replacement or modification due to “poor and unstable design”.

Further, there are new requirements for lifeboats on-load release mechanisms based on the following elements:

- durable corrosion resistant construction materials;
- safe operation not reliant on maintenance of critical manufacturing tolerances; and
- Provided with means to enable release only at a safe height (on or immediately above the water).

For application and implication, reference is to be made to amendment to SOLAS chapter III regulation 1 given above.

**(Draft amendments to the LSA Code Section 4.2 and 4.3)**
As a consequence of changing the assumed weight of the individual from 75kg to 82.5kg, necessary amendments were approved by the Committee.

The DE Sub-Committee had agreed that the launching appliances for liferafts onboard passenger ships need not be replaced.

Implications:
- Manufacturers: May need to develop new designs for the future liferafts and their launching appliances
- Owner & builder: may need to acquire system meeting new standards
- Flag Administrations and their ROs (classification societies): need to be ready for the implementation.

Application: to liferafts and launching appliances required by SOLAS chapter III & the LSA Code used onboard cargo ships of 500 gt or over engaged on international voyages.

Assembly Resolutions

(Draft Assembly Resolution on adoption of the Code on Alerts and Indicators 2009)

The Committee approved the draft assembly resolution for further approval at MEPC 59 and the final adoption at the 25th session of the Assembly. This is the comprehensive revision of the Assembly resolution A.830 (19) - the Code on Alarms and Indicators, 1995.

Implications: While this code is a stand alone non-mandatory instrument, in general, the code will be widely used for the design and approval of all shipborne controls. Therefore, manufacturers and builders should be aware of these developments and take into consideration when designing new equipment and system onboard.

Application: to all shipboard alerts (alarms) and indicators which are required by the 1974 SOLAS Convention, as amended, including the performance standards referred to, MARPOL 73/78 as amended and associated instruments (IBC, BCH, IGC, Gas Carrier, 2000 HSC, [2009] MODU (being adopted at 26th Assembly), Nuclear Merchant Ships, Diving, IMDG, FSS and LSA Codes; 1993 Torremolinos Protocol, Guidelines for IGS, Standards for VEC).

(Draft Assembly resolution on the Revised MODU Code)

The Committee approved the text by the DE Sub-Committee, taking into account opinions expressed at this session of the Committee. A proposal relating the 2008 IS Code was not agreed.

It should be noted that the degree of the revision is very exhaustive. The revised Code has substantial impact on the design and construction of the MODUs, e.g., the requirements of PSPC (Performance Standard for Protective Coating).

Implications:
- Builders: This will affect design of the MODU, e.g.:
  - Reference to MSC.215 (82) – Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, will have significant impact in the fabrication process.
Reference to MSC.1/Circ.1212 – Guidelines on alternative design and arrangements for SOLAS Chapter II-1 and III, will provide considerable freedom. Owners & Operators: The code also includes operational aspects, which affect MODU’s SMS as per ISM Code. Flag Administration and its ROs (classification societies): As many flag Administrations incorporate the current MODU Code into their national legislation, this amendment will have impact on them.

Application: to new MODUs, keels of which are laid on 1 January 2012 and thereafter, is suggested at present.

(Draft Assembly resolution on Guidelines for ships operating in polar waters)

The Committee, taking into account comments expressed at this session of the Committee, approved the draft Assembly resolution for adoption by the 26th session of the Assembly.

The key amendments include the following items:

1. Amendment of the title to “Guidelines for ships operating in polar waters” in recognition of additional challenges in polar waters other than ice-coverage and to reflect the recommendatory nature of the provisions;
2. Amendments to the preamble to emphasise the need to consider the nature of the operations that are anticipated and provisions for environmental protection;
3. Amendments to the provisions to the propulsion power to include the icebreaking capability and risk of structural damage. In addition, the IACS URs for Polar Class ships were extensively discussed and the equivalency between other standards, taking into account the Russian experience of operating Arctic ships;
4. Amendments to the damage stability provisions to consider SOLAS chapter II-1;
5. Amendments to the life saving and fire fighting arrangements to take into account the temperatures during seasonal operation;
6. Amendments to incorporate greater flexibility in the provision of survival kits;
7. Amendments to specify totally enclosed or partial lifeboats depending on the anticipated operation;
8. Amendments to specify that the provisions for navigational equipment are applicable to all ships operating in polar waters;
9. Amendments to the provisions for operational manuals for clarity and removal of provisions that may conflict with drill requirements contained in other IMO instruments;
10. Amendments to include provisions for environmental protection and damage control to take into account any applicable National and International rules and regulations and industry best practice;

Implications: Although this is a non-mandatory instrument, it may affect design and operation of ships operating in the polar region. The Code includes a wide range of design/equipment related issues, such as damage stability, life-saving appliances etc.

Application: Although these Guidelines are voluntary they are intended for the ships constructed on or after 1 January 2011. There is no size limitation. It is intended to apply to ships operating in the Antarctic and the Arctic waters (definition of these
waters are given in the Guidelines). Existing ships are encouraged to comply with the Code as far as reasonable and practical.

**Draft MSC Resolutions**

*(Amendments to the Revised Recommendation on testing of life-saving appliances (Resolution MSC.81(70)))*

Necessary changes have been proposed in section 5 and 6 in conjunction with changes proposed to the LSA Code.

For application and implication, reference is to be made to amendments to the LSA Code (Section 4.2.2 and 4.2.3) given above.

The resolution will be formally adopted at MSC 87 in conjunction with the amendments to the LSA Code.

**MSC Circulars**

*(MSC Circular on Guidelines for the fitting and use of fall preventer devices (FPDs)) (MSC.1/Circ.1327)*

The following is the summary of the circular:

- Use of locking pin is accepted but not to modify existing equipment by drilling a hole;
- Use of FPDs should be clearly given in the ships SMS documentation required by the ISM Code;
- As this is an interim measure, until the launching mechanism (hook) is re-assessed and replaced, if necessary, the type approval of FPD is not required. Although the type approval of FPD is not mandatory, it is expected that FPD will satisfy the design criteria as specified in the circular and may be issued by a company acceptable to an Administration. The circular also specified the requirement for inspection and testing. As this is an interim measure, until the launching mechanism (hook) is re-assessed and replaced, if necessary, the type approval of FPD is not required.
- As an interim measure ISM auditors may be required to review the training documentation as it relates to the use of FPDs as it is expected that guidelines be incorporated in the ISM documentation with regards to the use of FPDs which as per the proposed MSC circular.

**Implications:**

Shipowners & Ship managers: Consider the temporary use of FPDs to prevent accidents, ensure any modifications to existing hooks are approved by the type approval authority and a flag Administration. Train crew in the use of FPDs.

Manufacturers: Consider the design of past/existing hooks for the fitting of FPDs, and where modifications are required seek approval from the type approval authority and flag Administration.

Flag Administration: Ensure that any modifications to existing hooks are approved as appropriate.

**Application:** Lifeboats with on-load release mechanisms
(Amendments to MSC.1/Circ.1206 - authorization of independent service providers to lifeboats) (MSC.1/Circ.1206/Rev.1)

The Committee approved the revision to the previous circular, taking into account the opinion expressed at the Committee, i.e. deleting paragraph 2.3 of the appendix to annex 1 of the draft prepared by the DE Sub-Committee. This circular updates MSC.1/Circ.1206 taking into account various development since the approval of the circular. As the circular is given in the footnote of SOLAS regulation III/20, therefore, it was agreed to keep the same circular number and issue it as Rev.1.

While the amendments to MSC.1/Circ.1206 enabled the application of MSC.1/Circ.1277, there was still a problem with the enforcement of requiring manufacturers to provide certain information to service agents.

The elements of making this circular as mandatory requirements will be further discussed by the DE Sub-Committee.

Implications:
- **Shipowners & Ship managers**: Revise procedures and training of staff regarding periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear.
- **Manufacturers**: Ensure that periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear is in accordance with revised guidelines.
- **Flag Administration**: Ensure that periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear is in accordance with revised guidelines.

Application: All ships to which SOLAS chapter III applies (All passenger ships engaged on international voyages and cargo ships of 500 tons or above engaged on international voyages)

(MSC Circular on the interpretation of SOLAS regulation III/19.3.3.3) (MSC.1/Circ.1326)

The Committee approved the circular developed by the DE Sub-Committee concerning guidance on abandon ship drills clarifying the requirements of SOLAS regulation III/19.3.3. The circular will clarify the requirement that each lifeboat is to be manoeuvred in the water by its assigned operating crew but that lifeboat is not required to be launched with the assigned operating crew on board. Having crew on onboard during lifeboat launches would be left to the master’s full discretion.

Implications:
- **Shipowners & Ship managers**: To review abandon ship drill procedures.
- **Flag Administration**: To ensure that port state control officers no longer require crew to be on board lifeboats during abandon ship drills.

Application: All ships to which SOLAS chapter III applies (All passenger ships engaged on international voyages and cargo ships of 500 tons or above engaged on international voyages)

(MSC Circular on the Guidelines for the approval of inflatable liferafts subject to extended service intervals not exceeding 30 months) (MSC.1/Circ.1328)
The Committee approved the circular developed by the DE Sub-Committee, taking into account the opinions expressed at this session of the Committee.

One of the key discussions was the way to handle dated items stored in the containers. It was agreed that the dated items should have validity until the next servicing date, but the items kept outside of the sealed container will not be required to be arranged so as they can be replaced by crew.

An Industry member expressed concern on this decision. The Committee invited to further propose any consideration on this issue at the DE Sub-Committee under new work programme, if such a programme is approved by a future session of the Committee.

Implications:
- **Manufacturers & service suppliers**: the decision will affect servicing arrangements of the liferaft that is designed for extended service period.
- **Shipowners and ship managers**: to take into account when arranging maintenance/servicing of liferaft
- **Flag Administrations and their ROs (classification societies)**: consider preparing instructions for surveyors.

**Application**: liferafts with extended service period under SOLAS reg. III/20.8.3.

(MSC Circular on Guidelines for uniform operating limitations of high-speed craft) (MSC.1/Circ.1329)

The Committee approved the guidelines developed by the DE Sub-Committee.

In approving the text, the Sub-Committee agreed to delete Appendix C - RISK ASSESSMENT IN RELATION TO WAKE WASH WAVES.

Implications: to operational limitation which may result as a design change of the HSC to overcome the limitation. (e.g., to comply with SOLAS, rather than the HSC Code, if the ship is intended to be used beyond these operation limits)

**Application**: High-speed craft as per SOLAS chapter X if the flag Administration of the craft decided to implement it.

(MSC Circular on the Guidelines for maintenance and repair of protective coatings) (MSC.1/Circ.1330)

The purpose of these Guidelines is to assist surveyors, shipowners, shipyards, flag Administrations and other interested parties involved in the survey, assessment and repair of protective coatings in ballast tanks.

The following is the contents of the Guidelines:

1. General
2. Application
3. Survey recommendation
4. Coating conditions
4.1 GOOD, FAIR, POOR
4.2 Areas under consideration
4.3 In-service condition monitoring

5 Coating maintenance
5.1 Process consideration for maintenance
5.2 Principles for maintenance
5.3 Recommended maintenance

6 Coating repairs
6.1 Process considerations for repairs
6.2 Principles for repairs
6.3 Recommended repair

7 Coating Technical File (CTF)

8 Reference

Implications:
Shipowners & ship managers: to note and to take into account the Guidelines for onboard maintenance as a part of shipboard SMS.
Flag Administrations and their ROs (classification societies): to take into account the Guidelines in conducting a survey of coatings of seawater ballast tank of a ship.

Application: This is designed as non-mandatory Guidelines but will be of assistance for the maintenance, repair and survey of protective coating as required by SOLAS regulation II-1/3-2 and XII/6.

(MSC Circular on Guidelines for construction, installation, maintenance and inspection/survey of accommodation ladders and gangways) (MSC.1/Circ.1331)

The Committee, while reviewing the text prepared by the DE Sub-Committee, spotted the following problem.

1. Inconsistencies of life buoy requirement
   While the Guidelines state as
   “A lifebuoy equipped with a self-igniting light and a buoyant lifeline should be available for immediate use in the vicinity of the embarkation and disembarkation arrangement when in use. This paragraph does not intend to prescribe additional lifebuoys other than those required under SOLAS chapter III.”
   The SOLAS requirements clearly states that buoy with self-igniting light shall not have lifeline. Therefore, the Committee decided to delete “This paragraph does not intend to prescribe additional lifebuoys other than those required under SOLAS chapter III.”

2. Conflict with pilot transfer arrangement
   Accommodation ladder will be used as a part of pilot transfer arrangement for a ship when freeboard exceeds 9 m. While an accommodation ladder is required to be “clear of the working area” (that implies to be aft of the ship), the pilot transfer arrangement reacquired to be at the amidships of a ship. The Committee decided to separate the issues and left the text as it is.
10. Flag state implementation (Agenda Item 13)

The Committee considered the urgent matters emanating from the seventeenth session of the Sub-Committee.

(EU regulation on common rules and standards for ship inspection and survey organizations)

Many member States (US, Panama, China, Liberia, Marshall Islands, the Russian Federation, the Bahamas, Japan) expressed concerns over this EU regulation entering into force on 17 June 2009, which requires any classification society recognized by an EU member State to mutually recognize each other’s certificate. In many cases such classification societies are also acting for a non-EU States. This will force non-EU member States to recognized certificate of classification societies which they have not recognized via this mutual recognition scheme.

These States were of the view that the EU regulation should be applicable only to EU Member States flagged ships, otherwise, it will infringe article 94 of the UNCLOS – flag State’s obligation.

The matter may be further discussed at the next session, if a member were to submit a document on this issue, in conjunction with the development of the RO Code currently undertaken by the FSI Sub-Committee.

(Amendments to the Survey Guidelines under the Harmonized System of Survey and Certification)

IMO Resolution A.997(25) – Survey Guidelines Under the Harmonized System of Survey and Certification – supersedes the guidelines adopted by the resolution A.948(23) and takes account of the Harmonised System of Survey and Certification in such instruments as SOLAS, Load Lines Convention, MARPOL Convention, IBC Code, IGC Code, BCH Code. The Guidelines are non-mandatory, however, widely implemented. They are mandatory in EU countries.

With regard to the dry docking requirements of passenger ships, FSI 17 noted that DE 52 could not conclude on alternative arrangements for bottom inspection requirements for passenger ships other than ro-ro passenger ships for the preparation of appropriate amendments to the Survey Guidelines, and deferred the further discussion to the next session as delegations’ opinions were not fully concurred with the in-water survey for passenger ships.

After a lengthy discussion, FSI 17 decided to insert a paragraph in the survey guidelines allowing a ship to undergo dry docking only once every five years, subject to compliance with the guidance developed by the DE Sub-Committee for approval at the Maritime Safety Committee. The extract of the new paragraph is re-produced hereunder:

“where acceptable to the Administration, the minimum number of inspection in dry-dock of the outside of the bottom of a passenger ship (which is not a ro-ro passenger ship) in any five-year period may be reduced from two to one*. In such cases the interval between consecutive inspections in dry-dock shall not exceed 60 months.

* In accordance with guidance to be developed by the Organization”
During the deliberation at the Committee, one member States expressed concerns over the relaxation of bottom survey, and insisted to wait for the completion of the technical guideline being developed by the DE Sub-Committee. While NGO members explained the technical justification, current practices and the need of approval at this session, no member States supported the approval. Subsequently, the Committee decided to wait for the outcome of the DE Sub-Committee, rather than approving this revision on the dry docking requirements for passenger ships.

Other parts of the draft guidelines were approved by the Committee for the concurrence of the MEPC 59 and the subsequent adoption at the 26th session of the Assembly.

**Implications:**
- **Shipowners/Managers:** verification will be needed to ensure that the latest requirements are being complied with
- **Flag Administrations/ROs:** To ensure that survey checklists are up to date and flag States surveyors and PSC officers are aware of the new requirements

**Application:** to all ships (as survey requirements)

*(MSC-MEPC circular on Guidance on the timing of replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates in IMO instruments)*

The Committee approved the circular subject to the concurrence of the MEPC 59. The circular clarifies as follows:

1. In cases where the ship does not have to comply with new requirements, the certificate (and its supplement, if any) is not to be reissued until its expiry
2. In cases where the ship has to comply with new requirements, the certificate (and its supplement, if any) is to be re-issued at the opportunity of the first survey occurring after the date of entry into force of the amendment; and
3. Where a ship is subjected to a modification or conversion which involved an additional survey, the certificate (and its supplement, if any) is re-issued.

**Implication:** Owners of the ship and the flag Administration and recognized organizations acting on its behalf (e.g., classification societies) should be aware of this clarification.

**Application:** all ships.

*(Draft amendments to the Code for the implementation of mandatory IMO instrument (resolution A.996 (25)))*

The Committee approved the amendment subject to concurrence of the MEPC 59 and the subsequent adoption at the 26th Session of the Assembly.

Under the provisions of the United Nations Convention on the Law of the Sea, 1982 (UNCLOS) and of IMO conventions, flag State Administrations are responsible for promulgating laws and regulations and for taking all other steps which may be necessary to give these instruments full and complete effect so as to ensure that, from the point of view of safety of life at sea and protection of the marine environment, a
ship is fit for the service for which it is intended and is manned with competent maritime personnel.

The code was developed to enhance global maritime safety and protection of the marine environment. The revised code contains mandatory requirements entering into force up to July 2010.

**Implications:** Flag State implementation scheme.

**Application:** Not to ship/equipment but to the governments.

11. **Role of human element (Agenda Item 16)**

(Joint IMO/ILO Working Group)
In principle, the Committee agreed to hold such joint Working Group on ad-hoc basis. The details of the terms of reference of the group will be discussed by the MSC-MEPC Joint Working Group on Human Elements to be held during the MEPC 59.

While ILO Rules of the meeting (consists of representative of Government, Employer and Employee), it was agreed that NGOs are allowed to participate in the Working Group as observers.

12. **Formal safety assessment (Agenda Item 17)**

During this session of the Committee, various submissions made at this and the past session of the meetings were reviewed by the nominated Experts.

As the submission did not contain any concrete recommendation or proposal, there is no specific recommendation by the Expert Group. The matter will be further considered in a future session.

An intersessional meeting is scheduled from 2 to 6 November 2009.

13. **Piracy and armed robbery against ships (Agenda Item 18)**

The Committee took following decision under this agenda item. Shipowners and ship managers are invited to pay due attention to the following and convey them to the attention of ship masters where appropriate.

**(Switching off AIS)**
The Committee noted that the current guidance offered by navies via the Maritime Security Centre – Horn of Africa (MSC-HOA) was that ships operating in the Gulf of Aden should leave AIS switched on, however, as a precautionary measure; ships operating in the Western Indian Ocean should switch AIS Off.

**(Piracy and the ISPS and ISM Codes)**
While some members were of the view that anti-piracy measures are to be covered by the ISPS Code, the Committee did not decide on this point. It will be further discussed in future.

**(Carriage and use of fire arms and security personal)**
There was a lengthy and exhaustive discussion on the carriage and use of fire arms, including use of privately contracted armed security personnel. While the IMO in principle maintained its previous position, i.e., strongly discourage fire arms on board a merchant ship, it was also agreed to leave the final judgement to flag Administrations. It should be noted that India and Egypt expressed strong concerns over a ship entering their territorial water or their EEZ with fire arms, including presence of the privately contracted armed security personnel", advance consultation with those littoral States would be imperative. The reason for these concerns was, simply because these States would have difficulties to differentiate such armed personnel from terrorists.

(Surviving as a hostage)
Revision to MSC/Circ. 623/Rev. 3 – inclusion of “Surviving as a hostage“ was approved.

(Off Somali Piracy) (MSC.1/Circ.1333)
An MSC Circular on piracy and armed robbery against sip in waters off the coast of Somalia was approved for circulation.

(Guidance to shipowners) (MSC.1/Circ.1334)
Guidance to shipowners, companies, ship operators, shipmasters, and crews on preventing and suppressing acts of piracy and armed robbery against ships was approved for circulation.

14. General cargo ship safety (Agenda Item 19)
The Committee noted that IACS is conducting FSA. Flag Administrations were encouraged to open casualty data to IACS.

15. Implementation of instruments and related matters (Agenda Item 20)
The question on the application of regulations and codes were discussed under agenda item 3.

16. Work programme (Agenda item 23)
The following new work programme was approved:

<table>
<thead>
<tr>
<th>Item</th>
<th>Summary</th>
<th>Sub-Committee</th>
<th>No. of session (Target completion)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIS-EPIRB</td>
<td>To revise performance standards for Float-Free Satellite EPIRB to allow signal for AIS in lieu of 121.5 MHz homing capability. (There will be further discussion at the Sub-Committee, whether this AIS capability is in addition to 121.5 MHz or in lieu of 121.5 MHz)</td>
<td>COMSAR</td>
<td>2 (2011)</td>
</tr>
<tr>
<td>Mandatory code</td>
<td>To develop a mandatory code</td>
<td>DE (as co-</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Item</td>
<td>Summary</td>
<td>Sub-Committee</td>
<td>No. of session (Target completion)</td>
</tr>
<tr>
<td>---------------------------------------------------------------------</td>
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</tr>
<tr>
<td>for ships operating in polar waters</td>
<td>for the safety of ships operating in polar regions. (There were discussion to make voluntary code then made it mandatory or to develop mandatory code – but agreed to develop a mandatory code)</td>
<td>coordinating Sub-Committee), and NAV, SLF (if requested)</td>
<td>(2012)</td>
</tr>
<tr>
<td>Review of Load Line Convention</td>
<td>To ship summer/winter seasonal zone of Cape Agulhas (Tip of South Africa)</td>
<td>SLF and NAV</td>
<td>2 (2011)</td>
</tr>
<tr>
<td>New Symbols for AIS</td>
<td>To develop new symbols for AIS-AtoN taking user-recognizability into consideration and to amend SN/Circ.243 and, if necessary, related documents.</td>
<td>NAV</td>
<td>4 (2013)</td>
</tr>
<tr>
<td>Installation of proper equipment for detection of radioactive sources or radioactive contaminated objects</td>
<td>To detect the radioactive sources or radioactive contaminated objects that have not been declared by consigners, before entrance to the countries in their seaports</td>
<td>DSC</td>
<td>2 (2011)</td>
</tr>
<tr>
<td>Visible aids to the general emergency alarm</td>
<td>Develop a non-mandatory guideline for visible elements to the general alarm to assist person who has hearing problem</td>
<td>DE and FP</td>
<td>(2012)</td>
</tr>
<tr>
<td>Scoping exercise to establish the need for a review of elements and procedures of the GDMSS</td>
<td>To review GMDSS requirement, taking into account the development in technology</td>
<td>COMSAR</td>
<td>2</td>
</tr>
<tr>
<td>Review of the principles for establishing safe Manning levels of ships</td>
<td>Under request by the STW Sub-Committee</td>
<td>NAV</td>
<td>(2010)</td>
</tr>
<tr>
<td>WWRNS</td>
<td>To develop amendment to the World-wide Radio Navigation System</td>
<td>NAV</td>
<td>2 (2011)</td>
</tr>
<tr>
<td>Testing of watertight compartment</td>
<td>To review hydrotorstic testing and other leak testing taking into account the development of ship building and testing technologies</td>
<td>DE and SLF</td>
<td>2</td>
</tr>
</tbody>
</table>
### Item Summary Sub-Committee

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<thead>
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<th>Item</th>
<th>Summary</th>
<th>Sub-Committee</th>
<th>No. of session (Target completion)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electrical requirement</td>
<td>To review IEC standards with a view to addressing fire hazard</td>
<td>DE</td>
<td>2</td>
</tr>
<tr>
<td>Application of SOLAS Chapter III and te LSA Code</td>
<td>To clarify application of existing requirements, including application to new/existing ships</td>
<td>DE</td>
<td>1 (2010)</td>
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<tr>
<td>Means for recharging breathing air cylinders</td>
<td>To expand recharging requirements for ships other than passenger ships</td>
<td>FP</td>
<td>2 (2012)</td>
</tr>
<tr>
<td>Helicopter landing facilities</td>
<td>To review SOLAS and MODU code taking into account the development in ICAO</td>
<td>DE</td>
<td>2</td>
</tr>
</tbody>
</table>

### 17. Any other business (Agenda Item 25)

**Satellite detection of AIS**

As there is an opportunity to have radio new frequency allocation may be used for satellite detection of AIS signals nu ITU, the Committee was requested whether to support this initiative. After an exhaustive discussion, the Committee agreed to request to support the study, without any commitment for introduction of such equipment by the IMO.

During the discussion, the following concerns are expressed regarding introduction of the satellite detection technologies:

- security of the information
- financial impact on the LRIT operation (LRIT needs third party data users to keep the financial burden of flag administration down)
- possible interference
- possible replacement of existing equipment

**Review of the SPS Code**

A member states pointed out the possible errors in paragraph 5.1 and 8.3 of the 2008 SPS Code – Code of Safety for Special Purpose Ship, 2008 (MSC.266 (84). Similarly, the number of other delegation also pointed out errors in the other parts of the Code. The Committee decided to review these identified errors at the next session of the DE Sub-Committee under "Any other Business”. The result will be released as another MSC resolution.

### 18. Date of future sessions

The next session of the Maritime Safety Committee (MSC 87) is scheduled to take place from 12 to 21 May 2010.

MSC 88 is tentatively scheduled in December 2010.
19. Summary of the decisions

List of the mandatory resolutions adopted at the MSC 86

<table>
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<tr>
<th>Resolution No.</th>
<th>Title</th>
<th>Entry into force date</th>
<th>Section in this report</th>
</tr>
</thead>
<tbody>
<tr>
<td>MSC.282 (86)</td>
<td>Adoption of amendments to SOLAS Convention (Note this resolution contains amendments to: - regulation II-1/3-5 - II-1/35 - V/19 - VI/1 and VI/5-1)</td>
<td>1 January 2011</td>
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</tr>
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List of the Non mandatory Resolutions and & Circulars adopted/approved at the MSC 86 introduced in this report

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<tr>
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<th>Title</th>
<th>Intended application date</th>
<th>Section in this report</th>
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<tbody>
<tr>
<td>MSC.1/Circ. 1303</td>
<td>Guidance on the Provisions for Material Safety Data Sheets when Carrying Oil or Oil Fuel, in accordance with SOLAS Regulation VI/5-1</td>
<td>1 July 2009</td>
<td>2</td>
</tr>
<tr>
<td>MSC.1/Circ. 1304</td>
<td>Guidance for application of SOLAS regulation III/7, as amended by resolution MSC.201 (81)</td>
<td>1 January 2010</td>
<td>2</td>
</tr>
<tr>
<td>MSC.1/Circ. 1305</td>
<td>Revised guidance to the masters, Companies and duly authorized officers on the requirements relating to the submission of security-related information prior to the entry of a ship into port</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>MSC.1/Circ. 1306</td>
<td>Amendments to MSC.1/Circ. 1296 - Guidance on the Survey and Certification of Compliance of Ships with the Requirements to Transmit LRIT Information</td>
<td>1 July 2009</td>
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</tr>
<tr>
<td>CSC.1/Circ. 137</td>
<td>Amendments to the Guidance on serious structural deficiencies in containers - (CSC/Circ.134)</td>
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</tr>
<tr>
<td>MSC. 284 (86)</td>
<td>Clarification on the implementation of resolution MSC.265(84) on amendments to the revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS II-12</td>
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<td>7</td>
</tr>
<tr>
<td>MSC.1/Circ. 1312</td>
<td>Revised guidelines for the performance and testing criteria, and surveys of foam concentrates for fixed fire-extinguishing systems</td>
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<tr>
<td>MSC.1/Circ. 1313</td>
<td>Application of the revised Chapters 4, 5, 6, 7 and 9 of the FSS Code, as adopted by resolution MSC.206 (81) and MSC. 217 (82)</td>
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<tr>
<td>MSC.1/Circ. 1314</td>
<td>Interpretation of application of SOLAS II-2/10 and the chapter 12 of the FSS Code related to emergency fire pump capacity</td>
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<tr>
<td>MSC.1/Circ. 1315</td>
<td>Guidelines for the approval of dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in</td>
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<tr>
<td>Document Code</td>
<td>Description</td>
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<tr>
<td>MSC.1/Circ. 1316</td>
<td>Guidelines on determining the no observed adverse effect level (NOAEL) and lowest observed adverse effect level (LOAEL) values for halocarbon fire-extinguishing agents</td>
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<tr>
<td>MSC.1/Circ. 1317</td>
<td>Application for existing approvals according to the revised guidelines for approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS, for machinery spaces and cargo pump-rooms (MSC/Circ.848)</td>
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<tr>
<td>MSC.1/Circ. 1318</td>
<td>Guidelines for maintenance and inspections of fixed carbon dioxide fire-extinguishing systems</td>
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<td>MSC.1/Circ. 1319</td>
<td>Recommendation for the evaluation of fire performance and approval of large fire doors</td>
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<tr>
<td>MSC.1/Circ. 1320</td>
<td>The Guidelines for the drainage of fire-fighting water from vehicle and ro-ro spaces and special category spaces for passenger and cargo ships</td>
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<tr>
<td>MSC.1/Circ. 1321</td>
<td>Guidelines for measures to prevent fires in engine-rooms and cargo pump-rooms</td>
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<tr>
<td>MSC.1/Circ. 1322</td>
<td>Clarification of SOLAS Reg. II-2/4.2.2.3.2</td>
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<tr>
<td>MSC.285 (86)</td>
<td>Interim Guidelines on Safety for Natural Gas-Fuelled Engine Installations in Ships</td>
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<tr>
<td>MSC.286 (86)</td>
<td>Revised Recommendation for Material Safety Data Sheets (MSDS) for MARPOL Annex I Cargoes and Marine Fuel Oils</td>
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<tr>
<td>MSC.1/Circ. 1323</td>
<td>Unified interpretation of the IBC Code</td>
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<tr>
<td>MSC.1/Circ. 1324</td>
<td>Amendments to the Revised Standards for the Design, Testing and Location of Devices to Prevent the Passage of Flame into Cargo Tanks in Tankers (MSC/Circ.677, as Amended by MSC/Circ.1009))</td>
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<tr>
<td>MSC.1/Circ. 1325</td>
<td>Missing Information on Apparatus Group in Column “I” of Chapter 17b of the IBC Code</td>
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<td>MSC.1/Circ. 1326</td>
<td>The fitting and use of fall preventer device</td>
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<td>MSC.1/Circ. 1206/Rev. 1</td>
<td>Authorization of independent service providers to lifeboats</td>
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<tr>
<td>MSC.1/Circ. 1327</td>
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<tr>
<td>MSC.1/Circ. 1328</td>
<td>The Guidelines for the approval of inflatable liferafts subject to extended service interval not exceeding 30 months</td>
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<tr>
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<td>Guidelines for uniform operating limitations of High-Speed Craft</td>
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<td>MSC.1/Circ. 1330</td>
<td>The guideline for Maintenance and Repair of Protective Coatings</td>
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<tr>
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<td>The Guidelines for construction, installation, maintenance and inspection/survey of accommodation ladders and gangways</td>
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<td></td>
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<tr>
<td>MSC.1/Circ. 1333</td>
<td>Piracy and armed robbery against sip in waters off the coast of Somalia</td>
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<tr>
<td>MSC.1/Circ. 1334</td>
<td>Guidance to shipowners, companies, ship operators, shipmasters, and crews on preventing and suppressing acts of piracy and armed robbery against ships</td>
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</table>
List of the draft amendments to the mandatory instruments approved at the MSC 86, which will be adopted at the MSC 87 introduced in this report

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<tr>
<th>Instrument</th>
<th>Regulation/Title/Contents</th>
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<tbody>
<tr>
<td>SOLAS</td>
<td>Regulation II-1/2 and II-1/3-10 concerning Goal-based standard for bulk carriers and oil tankers</td>
</tr>
<tr>
<td>New MSC Resolution</td>
<td>International Goal-Based Construction Standards for Bulk Carriers and Oil Tankers</td>
</tr>
<tr>
<td>SOLAS</td>
<td>Regulation II-2/1 – application (2010 FTP Code)</td>
</tr>
<tr>
<td>SOLAS</td>
<td>Regulation II-2/4.5.7 - Probability of ignition - Gas measurement and detection</td>
</tr>
<tr>
<td>FSS Code</td>
<td>Chapter 1 (Clarification of the application of the amendment to the code)</td>
</tr>
<tr>
<td>FSS Code</td>
<td>Chapter 10 - Sample extraction smoke detection systems</td>
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<tr>
<td>FSS Code</td>
<td>New Chapter 16 - Fixed hydrocarbon gas detection systems</td>
</tr>
<tr>
<td>SOLAS</td>
<td>Draft amendments to the SOLAS Regulation III/1 – on load release mechanisms</td>
</tr>
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<td>SOLAS</td>
<td>Regulation II-1/3-X – Corrosion protection of cargo oil tank of crude oil tankers</td>
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<tr>
<td>LSA Code</td>
<td>Section 4.4.7.6 – on load release hook</td>
</tr>
<tr>
<td>LSA Code</td>
<td>Section 4.2 and 4.3 – Weight of the personnel</td>
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List of the draft Assembly Resolution subject to the approval by the MEPC 59 and the final adoption at the 26th Session of the Assembly, introduced in this report

<table>
<thead>
<tr>
<th>Regulation/Title/Contents</th>
</tr>
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<tbody>
<tr>
<td>The code on alerts and indicators 2009</td>
</tr>
<tr>
<td>The Revised MODU Code</td>
</tr>
<tr>
<td>The guidelines for Ships Operating in Polar Waters</td>
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<tr>
<td>The Survey Guidelines under the Harmonized System of Survey and Certification</td>
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List of the draft MSC-MEPC circular subject to the approval by the MEPC, introduced in this report

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<th>Regulation/Title/Contents</th>
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<tbody>
<tr>
<td>Prohibition of Blending MARPOL Cargoes on board during the sea voyages</td>
</tr>
<tr>
<td>Guidance on the timing of replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates in IMO instruments</td>
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</table>
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