Introduction

The 90th session of the IMO Maritime Safety Committee (MSC) was held from 16 to 25 May 2012, at the IMO headquarters in London. This briefing summarises subjects discussed at the meeting which were relevant to the work of Lloyd’s Register.

Among the discussions that took place during MSC 90, the most high profile issues were piracy and passenger ship safety. For piracy, decisions were taken with regard to the use of privately contracted armed personnel. For passenger ship safety, some short term actions and a framework for further work was agreed. These are introduced under agenda item 20 and 27 below.

Summary of discussions

MSC 90 adopted various mandatory instruments. A list of resolutions is given in Annex 2 to this document. Please refer to the section ‘Adoption of the mandatory instruments’. In general, these instruments will enter into force on 1 January 2014, and unless specifically indicated, apply to passenger ships (regardless of tonnage) and non-passenger ships of 500 gross ton or above engaged on international voyages.

Most of the items that are relevant to ship structure and equipment are applicable only to new ships but there are requirements that are retroactively applicable to all ships, such as operational requirements and survey related requirements.

Stability

- Amendments to SOLAS regulation II-1/8-1 System capabilities after a flooding casualty on passenger ships - to introduce a mandatory requirement for either onboard stability computers or shore-based support to provide guidance to the master regarding the stability of the vessel after a flooding incident. The requirements will be applicable to passenger ships with a length of 120 m or more or having three or more main vertical fire zones constructed on or after 1 January 2014.

Fire Safety

Amendments to SOLAS prepared by FP 54 which had been subsequently approved by MSC 88 were not adopted at MSC 90 owing to the problem on the application clause, i.e, the way to express the intent of applicability in a clear manner. The adoption of the following requirements has been postponed to MSC 91.

- Amendments to SOLAS regulation II-2/1 – Application - to make clear application of regulation 9, 10, 20
- Amendments to SOLAS regulation II-2/9 – Containment of fire - Fire integrity of bulkheads and decks of ro-ro spaces, including special category spaces, and cargo ships.
- Amendment to SOLAS regulation II-2/10 – Fire fighting - the text clarifies local application of fixed fire-fighting systems.
- Amendment to SOLAS regulation II-2/19 - Carriage of dangerous goods - clarifying the application of the requirements for ships built between 1984 and 2002.
- Amendments to SOLAS regulation II-2/20 - Fixed gas and water spraying fire-extinguishing systems for vehicle spaces, ro-ro, container and general cargo spaces - Piping design requirements for fixed gas fire fighting systems for vehicle spaces and ro-ro spaces which are not special category spaces and for container and general cargo spaces. Relevant amendments to FSS Code Chapter 5 and 7 were also postponed.(see below)
• Amendment to the FSS Code Chapter 5 – Fixed Gas Fire – Extinguishing Systems - FSS Code Chapter 5 was amended to clarify arrangements for fixed gas fire fighting systems for vehicle spaces and ro-ro spaces which are not special category spaces shall ensure that at least 2/3 of the gas required for the relevant space shall be introduced within 10 min, and difference in the discharge time for the arrangements protecting containers and general cargo spaces (gas discharged within 10 min) and for solid bulk cargo (gas discharged within 20 min).

• Amendments to the FSS Code Chapter 7 - Fixed Pressure Water-Spraying and water-mist fire-extinguishing systems - New paragraphs 2.4 on Fixed pressure water-spraying fire-extinguishing systems for vehicle, ro-ro and special category spaces and 2.5 on Fixed water-based fire-fighting systems for ro-ro spaces and special category spaces equivalent to that referred to in resolution A.123(V) were added in conjunction with amendments made to the relevant SOLAS regulation II-2/20.

Amendments to the FSS Code which were not related to the amendments to SOLAS chapter II-2 were adopted.

• Amendment to the FSS Code Chapter 6 - Fixed high expansion foam fire-extinguishing systems - The new chapter 6 has been amended in its entirety and will introduce a number of options for fixed high expansion foam fire extinguishing systems, (e.g. inside air foam systems, systems using outside air; systems for the protection of vehicle, ro-ro, spaces, etc) and fixed low –expansion foam fire extinguishing systems.

• Amendment to the FSS Code Chapter 8 – Alternative extinguishing systems for control stations where water discharge from sprinklers may cause damage - these changes clarify the requirements of automatic sprinkler, fire detection system and fire alarm for passenger ships carrying more than 36 passengers for the protection of “control stations”

Carriage of dangerous goods (these requirements will be applicable to existing ships as well)

• Amendment to SOLAS regulation VII (Carriage of Dangerous Goods) - Part A (Carriage of dangerous goods in packaged form - regulation VII/4 - Documents – The primary change being introduced is a change in the requirements for the provision of information on the dangerous goods.

• IMDG Code - Amendments 36-12 - This amendment harmonises the requirements with other UN requirements, in particularly with road transport so that the requirements are compatible and therefore movement more simple and logical across all transportation networks. A number of editorial changes have also been made.

Life saving appliances

• Amendments to SOLAS regulation III/20.11.2 - Operational readiness, maintenance and inspections - to introduce a new sub-paragraph 4 regarding operational test of free-fall lifeboats - A simulated launch will be permitted during all drills involving free-fall lifeboats. This applies to all SOLAS ships fitted with a freefall lifeboat.

Manning

• Amendments to SOLAS regulation V/14 - Ship’s manning - Despite of the efforts for the mandatory minimum uniform manning provision, the adopted text does not contain any fundamental difference from the current text.

Carriage of cargo (these requirements will be applicable to existing ships as well)

• Amendment to SOLAS regulation V/5-2 – Prohibition of the blending of bulk liquid cargoes and production processes during sea voyages - Blending of bulk liquid cargoes and carrying out production process during sea voyages will be prohibited. Where these activities are done to assist in the search and exploitation of seabed mineral resources then the prohibition will not apply. (MT Note - to see the discussion at the plenary)

Surveys (Applicable to oil tankers and bulk carriers including existing ships)

• Amendment to SOLAS regulation XI-1/2 – Enhanced surveys - Resolution A.744(18) is the mandatory IMO guidelines on the enhanced programme of inspections during surveys for bulk carriers and oil tankers. The resolution was revised and renamed as the ESP Code 2011, resolution A.1049(27).

High Speed Craft
- Amendment to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) Chapter 14 - Radiocommunication - These amendments will require annual testing of Satellite EPIRBs on all craft.

Load Line Convention and its Protocol (these requirements will be applicable to existing ships as well)
- Amendments to the 1966 Load Line Convention and its 1988 Protocol - Regulation 47- Southern Winter seasonal zone - The proposal will extend the Summer zone by about 50 nautical miles around Cape Agulhas. This change is applicable to all ships.

**Goal-based new ship construction standards (Agenda item 5)**

There are two aspects to IMO’s current work on goal-based standards (GBS), and MSC 90 considered both. One is the application of GBS to new construction of the hull structures of bulk carriers and oil tankers, in accordance with the new SOLAS regulation II-1/3-10 adopted by resolution MSC.290 (87). The other was consideration of how to develop the framework to apply GBS to a wider range of regulations, and in particular how to use the safety level approach. This is an alternative to verification against deterministic (prescriptive) requirements.

Regarding the IACS harmonised Common Structural Rules for hull structures of new oil tankers and bulk carriers, MSC 90 was updated on the project, and on various issues that the IMO Secretariat has identified which could potentially delay the process of implementation of the GBS verification scheme, as established in the Verification Guidelines.

With regard to the development of the safety level approach, initial definitions of a safety level and the safety level approach were developed in principle, for further discussions at MSC 91.

In addition, there was a proposal to develop a guideline for approval of risk-based ship designs, intended to replace current guidelines for alternative design and arrangements (MSC.1/Circ. 1002 and MSC.1/Circ. 1212). This matter will also be discussed in a correspondence group which MSC 90 agreed to set up. Readers are to note that these guidelines for alternative design and arrangements directly address ship design approval under SOLAS regulation II-1/55, II-2/17 and III/38, and possibly other alternative arrangements stipulated in SOLAS, MARPOL and Load Line conventions in generic manners.

**Flag State implementation (report of the nineteenth session of the Sub-Committee and urgent matters emanating from the twentieth session) (Agenda item 7)**

The urgent matters emanating from FSI 19 (held in March 2011) had been considered by MSC 89 (May 2011). MSC 90 considered non-urgent matters emanating from FSI 19 and urgent matters emanating from FSI 20 (March 2012).

One of the important issues emanating from the FSI Sub-Committee was “MSC Circular on Guidelines on exemptions for crude oil tankers solely engaged in the carriage of cargoes and cargo handling operations not causing corrosion” that is an essential element of the new SOLAS regulation II-1/3-11 taking effect from 1 January 2013. See agenda item 11 below for details.

**Radiocommunications and search and rescue (report of the fifteenth session of the Sub-Committee and urgent matters emanating from the sixteenth session) (Agenda item 8)**

The urgent matters emanating from COMSAR 15 (held in March 2011) was considered by MSC 89 (May 2011). MSC 90 considered non-urgent matters emanating from COMSAR 15 and urgent matters emanating from COMSAR 16 (March 2012).

MSC 90 approved MSC Circulars which will take immediate effect. Among others, circulars that affect ships and its operations are:

- **MSC.1/Circ.1413 - MSC circular on Basic safety guidance for yacht races or oceanic voyages by non-regulated craft** - The circular addresses various elements for safety of such races, including, construction of craft, safety equipment, radio communication, voyage planning, crew training and shore side preparations.
• MSC.1/Circ. 1040/Rev.1 - MSC circular on the Revised guidelines on annual testing of 406 MHz satellite EPIRBs - No substantial change has been made, only additional clarification is to check MMSI if that is used as ID
• MSC.1/Circ. 1415 - MSC Circular on Amendments to the IAMSAR Manual for inclusion in the 2013 edition of the IAMSAR Manual - This update reflects recent updates made to the carriage requirements of radio communication instruments to the ship and others elements - Readers are kindly reminded that there are significant updates to volume III of the manual. Ships are required to have the most updated version of this volume as required by SOLAS regulation VI/21

Ship design and equipment (reports of the fifty-fifth and fifty-sixth sessions of the Sub-Committee) (Agenda item 9)

MSC 90 reviewed the outcome of DE 55 and DE 56. The following instruments were approved/adopted. Please note

• Unless specifically mentioned, MSC Circulars and non-mandatory MSC resolutions introduced here do not specify application date. It is construed that they will take immediate effect.
• Draft amendment to the SOLAS will be formally adopted at MSC 91 (November 2012) under agenda item 3 (Consideration and adoption of mandatory instruments) for possible entry into force on 1 July 2014.

Among various instruments approved/adopted at this session, the most significant development was matters on “Noise” introduced under “Machinery” below and “Recovery system” introduced under “Life-saving Appliances”.

Machinery

• MSC.1/Circ.1416 - MSC Circular on Unified interpretation of SOLAS II-1/28 and II-1/29 - This unified interpretation provides interpretations of the SOLAS regulations which are not clear in their application to non-traditional steering systems such as azimuthing propellers or water jets.
• Draft amendment to SOLAS Chapter II-1/3-12 - Protection against noise - introduces a new regulation for Protection against noise. This proposed SOLAS Amendment (for final adoption at MSC 91 for possible entry into force on 1 July 2014) is associated with the following:
  ◦ Draft Code on noise levels on board ships
  ◦ Draft amendment to SOLAS Chapter II-1/36 - Protection against noise - to delete the regulation in view of the above new regulation
• MSC.1/Circ.1424 - MSC circular on Unified Interpretation of SOLAS regulation II-1/48.3 - This circular is intended to clarify the controls of valves serving the bilge injection system to the emergency bilge suction system as there is frequent confusion at PSC surveys.
• MSC.1/Circ.1425 - MSC circular on Unified Interpretation of SOLAS regulations II-1/29.3 and 29.4 - This interpretation offers a solution to the problem that arises when a ship cannot reach the deepest seagoing draught during sea trials.

Life-saving appliances

• MSC.1/Circ.1419 - MSC Circular on Guidelines for the standardization of lifeboat control arrangements - The guidelines include recommendations for the provision of an indicator to show when a lifeboat is waterborne, fitting a safety pin, an indicator to show the direction to release, and a recommendation that the release is a completely different colour to all other controls
• MSC.1/Circ.1420 - MSC Circular on Awareness of counterfeit and sub-standard life-saving appliances - The problems of counterfeit and substandard equipment are stated and all interested parties are advised to ensure that a proper examination of the equipment and associated documentation is made before purchasing
• Draft Amendments to SOLAS III/17-1 - Recovery of persons from the water – A requirement to have ship-specific plans and procedures for recovery of persons from the water is introduced. - This proposed SOLAS Amendment (for final adoption at MSC 91 for possible entry into force on 1 July 2014) is associated with the following:
  ◦ MSC resolution on Implementation of SOLAS regulation III-17-1 to ships other than those engaged in international voyages
  ◦ MSC circular on Guidelines for development of plans and procedures for recovery of persons from water
• MSC.1/Circ. 1411 - MSC Circular on Early implementation of the amendments to SOLAS regulation III/20.11.2 - please refer to regulation III/20 adopted under agenda item 3.

• MSC.1/Circ.1423 - MSC circular on Unified interpretation to paragraph 1.2.2.6 of the LSA Code concerning lifeboat exterior colour - This unified interpretation defines “highly visible colour” as only including colours of strong chromatic content. Pure achromatic colours such as white and all shades of grey are not acceptable.

Corrosion protective coatings
• MSC.1/Circ.1421 - MSC circular on Guidelines on exemptions for crude oil tankers solely engaged in the carriage of cargoes and cargo handling operations not causing corrosion - the circular provides guidelines for flag Administration in granting an exemption in accordance with SOLAS regulation II-1/3-11.4 which will take effect on 1 January 2013 - see also agenda item 7 above.

• Draft amendments to the performance standard for protective coatings for cargo oil tanks of crude oil tankers & Draft amendments to the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers - Editorial changes in relation to the introduction of mandatory ESP code - Please refer to agenda item 3 above.

Hazardous materials
• MSC.1/Circ.1426 - MSC circular on Unified Interpretation of SOLAS regulation II-1/3-5 - The unified interpretation requires Recognized Organizations to review asbestos-free declarations and supporting documentation as provided by the manufacturer, ship yard or repair yard.

Passenger ships
• MSC.1/Circ.1417 - MSC Circular on Guidelines for passenger ship tenders - The guidelines gives standards for the structural arrangements, freeboard and stability, propulsion and manoeuvrability, fire detection and extinction, life-saving appliances, pyrotechnics, navigational and communication equipment, and further equipment which should be provided on tenders which are not certified as lifeboats.

• MSC.1/Circ.1418 - MSC Circular on Guidelines for the design and installation of a visible element to the general emergency alarm on passenger ships - The guidelines ask for a visual signal in all interior public accommodation spaces, e.g. dining rooms, lounges, showrooms, restaurants, stairways etc., which should flash when the general alarm is activated.

Special Purpose ships
• MSC.1/Circ.1422 - MSC Circular on Unified interpretations of the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code) - a comprehensive set of interpretations on the application of various chapters of the code.

Safety of navigation (report of the fifty-seventh session of the Sub-Committee) (Agenda item 10)

MSC 90 reviewed the outcome of NAV 57. The following instruments were approved/adopted

• MSC.333(90) - MSC resolution on the revised Performance standards of Voyage Data Recorders (VDRs) - Following the development of various technology of data storage and lessons learned from casualty investigation, the performance standards are updated for the recorder installed onboard from 1 July 2014.

• MSC.1/Circ.1427 - MSC Circular on Unified Interpretation of COLREG 1972, as amended - This provides interpretation on Horizontal sector and Vertical sector regulated in Annex 1, Section 9 and 10 of the 1972 COLREG Convention. It is intended to apply new interpretation from 1 July 2013.

• MSC.334(90) - MSC resolution on the amendments to performance standards for devices to measure and indicate speed and distance (resolution MSC.96 (72)) & MSC.1/Circ.1429 - MSC Circular on Clarification of SOLAS Regulations V/19/2/3 and V/19.2.9.2 - Clarification on the carriage requirements of devices for measuring speed and distance - NAV 57 agreed to require two separate devices for ships of 50,000 gt and upward. This interpretation will be applicable to ships of 50,000 gross tons and above from 1 July 2014.

• MSC.1/Circ.1428 - MSC Circular on pilot transfer arrangements - This circular provides illustrated poster for the arrangements.

MSC 90 did not approve the proposed Draft amendments to SOLAS regulation V/22 - bridge visibility.

Delegations expressed:
• there are still many ambiguities in the text, including “computerized dynamic loading program or other methods” given in paragraph 5
• a delegation expressed strong concerns over allowing permanent storage of containers above line of sight. The text was sent back to the NAV Sub-Committee for re-consideration.

Further, MSC 90 embarked on intensive discussions on observed anomalies of ECDIS (Electronic Chart Display and Information System), and proposed countermeasures provided by the Hydrographic Authority, member government and industry members. The NAV Sub-Committee will further address the matter.

Fire protection (report of the fifty-fifth session of the Sub-Committee) (Agenda item 11)

MSC 90 reviewed the outcome of FP 55. The following instruments were approved/adopted. Please note
• Unless specifically mentioned, MSC Circulars and non-mandatory MSC resolutions introduced here which do not specify application date will take immediate effect.
• Draft amendment to the SOLAS convention and the FSS Code will be formally adopted at MSC 91 (November 2012) under agenda item 3 (Consideration and adoption of mandatory instruments) for possible entry into force on 1 July 2014.
• Draft amendment to the SOLAS convention and the FSS Code will be formally adopted at MSC 91 (November 2012) under agenda item 3 (Consideration and adoption of mandatory instruments) for possible entry into force on 1 July 2014.

• MSC.1/Circ.1430 - MSC circular on revised guidelines for the design and approval of fixed water-based fire fighting systems for ro-ro spaces and special category spaces - The new MSC circular supersedes MSC.1/Circ.1272, except that fire and component tests previously conducted in accordance with MSC.1/Circ.1272 remain valid for the approval of new systems
• MSC.1/Circ.1431 - MSC circular on Guidelines for the approval of helicopter facility foam fire-fighting - The new guideline will take effect 1 year after date of approval by MSC 90. The Guidelines should be used for the approval of Helicopter Facility Foam Fire-Fighting Appliances for the protection of Helicopter facilities in accordance with SOLAS regulation II-2/18.5.1.3 to 5.1.5, Chapter 9 of the 2009 MODU Code and the Recommendation on helicopter landing areas on ro-ro passenger ships.
• Approve draft amendments to Chapters 3, 5, 8, 9, 12, 13 and 14 of the FSS Code - Following the formal adoption at MSC 91, the amendment will enter into force on 1 July 2014. Summaries of changes are:
  ◦ Chapter 3 - Chapter 3 Fire-fighters outfits – new requirements for fitting of a low pressure warning alarm in the breathing apparatus. This requirement is applicable to all ships, including existing ships with 5 years’ period of grace.
  ◦ Chapter 5 - Fixed gas fire extinguishing system – requirements for the spaces to be protected by carbon dioxide system.
  ◦ Chapter 9 - Fixed fire detection and fire alarm system – to clarify the location of the control panel and indicating unit in cargo ships.
  ◦ Chapter 14 Fixed deck foam fire-extinguishing systems – The whole chapter has been revised to clarify foam solution and foam concentrate component requirements for tankers.
• MSC.1/Circ.1432 - MSC circular on Revised guidelines for the maintenance and inspection of fire-protection systems and appliances - Guidelines should be applied when performing maintenance, testing and inspections in accordance with SOLAS II-2/14.2.2.1 aimed for application to all ships, including existing ships from May 2013.
• MSC.1/Circ.1433 - MSC circular on Unified interpretations of SOLAS regulation II-2/10.6.4 and Chapter 9 of the FSS Code - Footnote of regulation II-2/10.6.4 referring to the recommendations by the ISO 15371:2009 was amended to allow flexibility when using the updated version and a reference to ISO 15371:2000 was introduced to allow the application of this test to ships constructed before 1 July 2013
• MSC.1/Circ.1434 - MSC circular on Unified interpretations of SOLAS Chapter II-2 - Closing appliances and stopping devices of ventilation Regulation II-2/19.3.4 – Ventilation and Regulation II-2/20.3.1.4.1 – Closing appliances and ducts, aimed for application from May 2013.
• MSC.1/Circ.1435 - MSC circular on Unified interpretations of the FTP Code - It was agreed to have a UI for FTP Code, Part 3, and for SOLAS II-2/3.2.3 to achieve consistency between tested “A” class materials with actual structures to be installed on board ships. It is intended to apply this interpretation from the date of approval of this circular.
• Draft amendments to SOLAS regulation II-2/15 - Instructions, on-board training and drills - New regulation II-2/15.2.2.6 requires re-charge the air cylinders that was depleted during training exercises. Following the formal adoption at MSC 91, the amendment will enter into force on 1 July 2014.

• Draft amendments to SOLAS regulation II-2/10.10.4 - Fire fighter’s communication - The amendment requires a minimum of two-way radios for use by fire-fighters. Following the formal adoption at MSC 91, the amendment will enter into force on 1 July 2014.

• MSC.1/Circ.1436 - MSC circular on Amendments to the unified interpretations of SOLAS chapter II-2, the FSS Code, the FTP Code and related fire test procedures (MSC/Circ.1120) - It was agreed to amend the unified interpretations of SOLAS chapter II-2/3.1 and 3.45 contained in MSC/Circ.1120 to exclude coffee automats, dish washers and water boilers, irrespective of their electrical power, from the list of electrical devices in ship pantries representing higher fire risk.

• MSC.1/Circ.1437 - MSC circular on Amendments to the Interim explanatory notes for the assessment of passenger ship systems capabilities after a fire or flooding casualty (MSC.1/Circ.1369) - FP 55 agreed to disseminate the information of the acceptance of portable radio communication equipment; and charging capability for any portable devices should be available in more than one main vertical zone (MVZ) by amending MSC.1/Circ.1369 (“Interim explanatory notes for the assessment of passenger ship systems capabilities after a fire or flooding casualty”). FP agreed a Unified interpretation which should be used in conjunction with MSC.1/Circ.1369 related to SOLAS II-2/21.4 (Fire and flooding casualty, pipes and vent ducts); II-2/21.4 (Fire and flooding casualty, electrical cables); II-2/21.4.4 (Systems for fill, transfer and service of fuel oil); II-2/21.4.6 (External communications).

**Dangerous goods, solid cargoes and containers (report of the sixteenth session of the Sub-Committee) (Agenda item 12)**

MSC 90 considered matters emanating from DSC 16 held in September 2011 and approved the following MSC Circulars. These circulars are intended to take effect together with IMDG Code amendment 36-12 on 1 January 2012.

• MSC.1/Circ.1438 - MSC circular on Amendments to the Emergency response procedures for ships carrying dangerous Goods (EmS Guide) - Some minor amendments for some UN Number cargoes were agreed including information about flammable gases, corrosive substances and other gases.

• MSC.1/Circ.1439 - MSC circular on Conversion table (record of amendments) for part 7 requirements concerning transport operations - This is a simple cross reference list of sections which were in amendment 35-10 and the relevant new section in 36-12. As such it is a useful reference tool but does not add any new knowledge.

• MSC.1/Circ.1440 - MSC circular on Illustrations of segregation of cargo transport units on board container ships and ro-ro ships- This is an illustrative text designed to assist relevant personnel in applying the IMDG code. It is only indicative – it does not provide an interpretation and nothing in it can influence an interpretation or application of the relevant IMDG text which is the only legally binding document.

And the following will take immediate effect

• MSC.1/Circ.1442 - MSC circular on Inspection programmes for cargo transport units carrying dangerous goods - This is an output from DSC 16 agenda item 8; ‘Consideration For The Efficacy Of Container Inspection Programme’, where it was agreed to produce a new circular which would supersede the existing MSC Cir1202 - The new circular includes operational safety requirements as well as entering containers which may have a dangerous atmosphere, but the scope does go beyond dangerous goods. The inspections are to be carried out in accordance with relevant provisions of the IMDG code or the CSC.

In addition, based upon the submission under this agenda item, MSC 90 approved an MSC.1/Circ.1441 - MSC circular Interim measures for early implementation of the draft amendments (02-13) to the IMSBC code to urge concerned parties an early actions to prevent liquefaction of bulk cargoes during sea transportation. Readers are to note that, this draft amendment of the IMSBC code has not yet been finalized by the DSC Sub-Committee.

**Stability, load lines and fishing vessel safety (report of the fifty-fourth session of the Sub-Committee) (Agenda item 13)**

IMO MSC 90 Report
(Overview)
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MSC 90 reviewed the outcome of SLF 54. The following instruments were approved/adopted. Please note that Draft amendment to the 88 Protocol to the Load Line Convention will be formally adopted at MSC 91 (November 2012) under agenda item 3 (Consideration and adoption of mandatory instruments) for possible entry into force on 1 July 2014.

Among various instruments approved/adopted at this session, the most significant development was matters on the amendments to the Guidelines for the design and construction of offshore supply vessels, 2006. The proposed amendments clearly define the damage stability requirements for larger offshore supply vessels and make the date of application clear.

- **Draft amendments to regulation 27 of the 1966 Load Lines Convention, as modified by the 1988 Protocol - Types of ships** - Clarification is provided on the filling of ballast tanks, also that damage stability calculations are not required to be carried out for service loading conditions only for the assumed loading condition as given in the regulation.
- **MSC.335(90) - MSC resolution on Amendments to the Guidelines for the design and construction of offshore supply vessels (resolution MSC.235(82)) and note that the amendments apply to new ships as stipulated in paragraph 1.1.1 of the Guidelines** - The damage stability requirements of the OSV Code (resolution MSC.235(82) were originally applicable only to offshore supply vessels with a length of less than 80 metres. The damage stability requirements have now been amended to cover ships longer than this. The amendment will be effective from November 2013.
- **LL.3/Circ 208 - LL.3 circular on Unified interpretations of the 1966 Load Lines Convention and the 1988 Protocol as amended by resolution MSC.143(77)** - This unified interpretation provides guidance on alternative arrangements which can be accepted instead of stays for guardrails. This interpretation will take immediate effect.

In addition, MSC 90 approved the expansion of the current work on guidelines for the verification of damage stability requirements on tankers to include the development of requirements for the mandatory carriage of stability instruments on board tankers.

There were some discussions on the proposed Agreement to implement the Convention for the Safety of Fishing Vessels (Torremolinos Convention). MSC agreed that the Convention would be binding 12 months after the date of adoption. This was followed by extensive discussions over the entry into force criteria. The FAO had provided figures for fishing vessels which they had been notified about under the compliance agreement to fish on the high seas. It was noted that this data was not comprehensive and member States were encouraged to provide up to date figures to the IMO before the 4 September 2012 (see circular letter No. 3264). No conclusion was reached over the entry into force criteria. There is to be a diplomatic conference on the subject in Cape Town in October 2012.

**Bulk liquids and gases (report of the sixteenth session of the Sub-Committee) (Agenda item 14)**

MSC 90 reviewed the outcome of BLG. The following instruments were approved.

- **Draft Amendment for SOLAS regulation VI/5-3** - MSC 90 agreed to incorporate this requirement into proposed amendment to regulation VI/5-2 - Please refer to agenda item 3 above.
- **Draft amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)** - This is another review of chapter 17 - 19, MSC 90 approved the text with a view to subsequent adoption at MSC 91. It is expected that the amendments will enter into force on 1 July 2014.

Further, MSC 90 endorsed BLG 16’s view that the prohibition of the blending of cargoes, as set out in MSC-MEPC.2/Circ.8, does not apply where cargo is re-circulated within its cargo tank or through an external heat exchanger during the voyage for the purpose of maintaining cargo homogeneity or temperature control, including when two or more different products have previously been loaded into the same cargo tank within port limits and agree to take this view into account when considering the adoption of new draft SOLAS regulation VI/5-2.
Formal safety assessment (Agenda item 19)

Formal Safety Assessment (FSA) is a structured methodology which the IMO uses to enhance maritime safety through risk analysis and cost benefit assessment. MSC 90 reviewed draft revisions to the Guidelines for FSA, and to the Guidance for the use of the human element analysis process (HEAP) and FSA in the IMO rule-making process, which were started at MSC 89 and developed further by a correspondence group since then.

MSC 90 also considered initial criteria which have been developed by MEPC 62 in order to allow environmental risk to be considered within an FSA. The criteria are based on oil lost from a vessel.

A joint FSA/GBS working group was formed during MSC 90 and the following was agreed in principle for finalization as consolidated text at MSC 91.

- Amendments to the guidelines for Formal Safety Assessment (FSA for use in the IMO Rule-making process (MSC.1/Circ.1023-MEPC/Circ. 392, as amended)
- Guidelines on the use of human element analysing process (HEAP) and Formal safety Assessment (FSA) amended by MSC-MEPC.2/Circ. 6, which incorporates amendment to the Interim Guidelines on HEAP (MSC/Circ. 878-MEPC/Circ 346)

As these are in general process/procedural guidelines for future FSA works used in IMO for regulatory development there is no direct impact on ship.

Piracy and armed robbery against ships (Agenda item 20)

Since the issue of privately contracted armed security personnel (PCASP) on board ships is of utmost sensitivity and requires detailed consideration of the policy issues involved, the Secretary-General of IMO arranged a high-level (Ministerial-level representation) debate on the opening day and on the second day of the MSC 90 on this topic. The issue was then followed by a 4 day long discussion on technical details in the working group. There was a separate meeting on the day before MSC 90 at IMO on the same subject.

Starting from use of privately contracted armed security personnel (PCASP) and Private Maritime Security Companies (PMSC), a number of issues including guidance on the use of PCASP, as well as accreditation of such companies, ship master’s authorization, relation (notification) of ships which have PCASP onboard and coastal States were on the table for discussions.

It revealed that, owing to the differences of national legislations on acceptances and use of PCASP and carriage of fire-arms onboard as well as differences in various domestic security circumstances, it was very difficult to reach consensus among member States concerned. Nevertheless, with tireless efforts of those participating members, MSC 90 came up with the following agreement.

- MSC.1/Circ. 1443 - Interim guidance to private maritime security companies providing privately contracted armed security personnel on board ships in the High Risk Area - The document provides guidance on the development of appropriate documented procedures governing operational competence, recruitment, vetting and training of PCASP, command and control, handling, storage and deployment of firearms and ammunition, shipboard familiarisation, reporting and record-keeping
- MSC.1/Circ.1405. Rev 2 - Revised Interim Guidance to Shipowners, Ship Operators and Shipmasters on the use of Privately Contracted Armed Security Personnel on Board Ships in the High Risk Area - This addresses consequential amendments resulting from the above MSC Circular..
- MSC.1/Circ. 1444 – Interim Guidance for Flag States on Measures to Prevent and Mitigate Somalia-based Piracy - This document reinforces, and serves as a single point of reference for, all the codes, standards, guidelines and best practices, developed by the IMO and relating to Somalia-based piracy.
- Updates of existing guidance, guidelines. i.e MSC.1/Circ.1406/Rev.1, MSC.1/Circ.1408, MSC.1/Circ.1333 or MSC.1/Circ.1334 - No substantive amendments were made to these circulars, however, references to the new Draft Interim Guidance will be inserted into all of these documents.
MSC 90 agreed that ISO would be best placed to develop standards. MSC 90 instructed the IMO Secretariat to liaise with ISO, to provide ISO with the documents, and to participate in the ISO process for standards development. Secretariat was also instructed to include MSC 90 decision that IMO does not support self-certification or self-regulation in this area.

General cargo ship safety (Agenda item 21)

At the previous MSC (MSC 89), the results of the FSA study of general cargo ships which IACS conducted was reviewed and a set of risk control options (RCOs) were recommended. MSC 90 agreed to send out these RCOs to various Sub-Committees for consideration.

The risk control options primarily relate to operational and ship management issues, but now that they have been distributed for detailed discussion within relevant Sub-Committees, it is possible that there will ultimately be some impact for the future design of general cargo ships.

Implementation of instruments and related matters (Agenda item 22)

MSC 90 reviewed the status of safety and security related conventions, i.e., progress of the ratification and status of entry into force. Proposed interpretation and concerns in relation to implementation of the conventions were addressed under this agenda item.

The following interpretations were discussed under this agenda item and approved as MSC Circular:

- MSC.1/Circ.1375/Rev.1 - Clarification of SOLAS regulation V/23 Installation date of pilot transfer equipment and arrangements - this provides interpretation on “installed”.
- MSC.1/Circ.1445 - Clarification of the term "first scheduled dry-docking" as contained in SOLAS regulation III/1.5, as amended by resolution MSC.317(89) - this provides clearer deadline for the retroactive installation of lifeboat release and retrieval systems that meets new standards.

Work programme (Agenda item 25)

MSC 90 approved the new proposed work programmes. Work items that are relevant to the work of Lloyd’s Register is given hereunder. Readers are to note that some of agreed new work programme may not be included in the agenda of the next meeting of relevant sub-committee(s) owing to the current workload of that sub-committee.

- Amendments to the Guidelines on alternative design and arrangements for fire safety (SOLAS Regulation II-2/17 and MSC/Circ.1002)
- Amendments to the Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation (MSC.1/Circ.1331)
- Clarification of SOLAS requirements for steering gear trials
- Clarification (Amendment) of SOLAS requirements for steering gear trials (Regulation II-2/29)
- ECDIS relating proposals, including requirements for nautical charts and nautical publications that relate to ECDIS contained in SOLAS regulation V/27 (to add explanatory note - not revising the regulation)
- Interpretation of SOLAS regulation II-2/13.6 on means of escape from ro-ro spaces
- Amendments to the Guidelines for vessels with dynamic positioning (DP) systems (MSC/Circ.645)
- Development of guidelines for verification of damage stability requirements for tankers (see discussions under agenda item 13)
- Amendments to the provisions of SOLAS chapter II-2 relating to the secondary means of venting cargo tanks
- Review and modernize the Global Maritime Distress and Safety System (GMDSS)

Passenger ship safety (Agenda item 27)
Following the unfortunate capsize of the large cruise ship Costa Concordia in January 2012, this agenda item was created to enable focused activity by the IMO on this topic.

The Italian Administration provided some preliminary findings from their incident investigations, and recommendations from CLIA’s Cruise Industry Operational Review were reviewed along with other proposals.

MSC 90 agreed to consider any immediate measures of an operational nature, but decided that IMO would postpone consideration of any actions relating to ship structures or equipment until the Costa Concordia investigation report is available.

MSC 90 agreed that member States should recommend to companies which own and/or operate (i.e., manage) passenger ships that they conduct a review of operational safety measures to enhance the safety of passenger ships. Several operational measures were identified which could be implemented by the industry immediately after conducting such a review, on a voluntary basis. These were outlined in an MSC circular which was approved at this session, entitled “MSC.1/Circ.1446 - Recommended interim measures for passenger ship companies to enhance the safety of passenger ships.”

An MSC resolution (MSC.336(90)) was produced to draw attention to the circular and encourage member States to recommend to passenger ship companies that they follow the circular by conducting a review of operational safety measures and following the recommendations as appropriate. The resolution also reminds member States and the industry to ensure that existing standards and procedures are fully and effectively implemented.

MSC 90 also developed an action plan for long-term work on passenger ship safety which suggests various potential structural and equipment issues which IMO might decide to take forward in future.

There was a discussion about whether to speed up development of the mandatory Polar Code in IMO in light of concerns about passenger ships which operate in these remote polar regions, but this was not supported so no action will be taken in this regard.

IMO does not have a standard definition of a cruise ship in comparison to other types of passenger ship. Recommendations arising from this session were therefore often worded so as to apply to all passenger ships, but some specific exceptions were noted.

For details, please refer to Annex 1 to this document.

**Advice to clients**

The details of mandatory instruments will be introduced at the next update (scheduled in July 2012) of Lloyd’s Register publication “Future IMO Legislation” and a search engine “Ruleoutlooklive”. These tools will provide detailed analysis of the requirements and impact to industries. They will be available from CDLive at:


Annex 1 - Passenger ship safety (Agenda item 27)

Details of discussions

Various papers were submitted to this session and a working group was established for the detailed discussions. The reason for this agenda item being included at MSC 90 was the Costa Concordia incident, but the official investigations are still ongoing and so no full report was available. Therefore it was agreed that MSC 90 would consider any immediate measures of an operational nature, but IMO would postpone consideration of any actions relating to ship structures or equipment until after the incident report has been made available for review.

It was agreed that member States should recommend to companies which own and/or operate (i.e., manage) passenger ships that they conduct a review of operational safety measures to enhance the safety of passenger ships.

Several operational measures were identified which could be implemented by the industry immediately after conducting such a review, on a voluntary basis. These were outlined in an MSC circular which was approved at this session, entitled “MSC.1/Circ. 1446 - Recommended interim measures for passenger ship companies to enhance the safety of passenger ships.” This circular contains recommendations related to:

- Lifejackets on board passenger ships, except ro-ro passenger ships;
- Emergency instructions for passengers;
- Passenger muster policy;
- Access of personnel to the navigating bridge; and
- Voyage planning.

An MSC resolution (MSC.336(90)) was produced to draw attention to the circular and encourage member States to recommend to passenger ship companies that they follow the circular by conducting a review of operational safety measures and following the recommendations as appropriate. The resolution also reminds member States and the industry to ensure that existing standards and procedures are fully and effectively implemented.

MSC 90 also developed an action plan for long-term work on passenger ship safety which suggests the following potential areas which IMO might decide to take forward in future:

- SOLAS Chapter II-1
  - Watertight doors
- SOLAS Chapter II-2 and FSS Code
  - Escape routes and instruction for safe escape
  - Maximum capacity of public spaces
- SOLAS Chapter III
  - Disseminating and communicating emergency instructions in different languages
  - Clarification of how the order to abandon ship will be given
  - Substitution of lifeboats by liferafts
- SOLAS Chapter V
  - Cooperation of passenger ships with appropriate search and rescue services
  - Monitoring by vessel traffic services of adherence to voyage plans
- General matters
  - Communications between crewmembers, crew/shore and crew/passengers
  - Passenger ship-specific safety training in the STCW Convention
  - Emergency drills, notifications to crew and passengers, and shipboard safety signs and markings

In developing this circular, resolution and action plan, there was recognition that IMO is already dealing with some topics which are relevant to passenger ships through the existing work plans of IMO’s sub-committees. These were noted to avoid duplicated efforts.
There was a discussion about whether to speed up development of the mandatory Polar Code in IMO in light of concerns about passenger ships which operate in these remote polar regions, but this was not supported so no action will be taken in this regard.

MSC 90 considered establishing a correspondence group after this session to continue the discussions, but this was not agreed, on the basis that further discussions should wait for receipt of the Costa Concordia investigation report. Nevertheless we expect that additional working groups and perhaps a correspondence group will be set up through future sessions of MSC.

In the discussions at MSC 90 it was acknowledged that IMO does not have a standard definition of a cruise ship in comparison to other types of passenger ship. Recommendations arising from this session were therefore often worded so as to apply to all passenger ships, but some specific exceptions were noted.

Advice to clients

We recommend that companies which own and/or operate passenger ships conduct the operational safety review and consider, inter alia, the operational measures mentioned above as detailed in the MSC circular.

We recommend that owners, operators, equipment manufacturers and shipyards await the outcomes of the Costa Concordia investigation report and monitor the ongoing IMO developments for indications of likely future changes.

Applicability

The MSC circular and resolution apply to companies which own and/or operate passenger ships.

The outcomes of MSC 90 do not have any impact for shipyards or equipment manufacturers, but it should be noted that structural and equipment matters may be opened up for review following receipt of the Costa Concordia investigation report.

What is Lloyd’s Register doing?

We note MSC 90’s outcome in differentiating immediate operational measures from longer term structural and equipment considerations which are dependent on the outcome of the Costa Concordia investigation reports. We continue to actively monitor the developments at IMO and the marine investigations and will keep our clients informed. If you would like further information or assistance in implementation of the recommendations contained in the MSC circular, please contact your local Lloyd’s Register office.
## Annex 2 - Summary List of decisions

### Adoption of mandatory instruments

<table>
<thead>
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<th>Instrument</th>
<th>Agenda item</th>
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</thead>
<tbody>
<tr>
<td>Resolution MSC.325 (90)</td>
<td>3</td>
<td>Amendments to SOLAS regulation II-1/8-1 System capabilities and operational information after a flooding casualty on passenger ships (to introduce a mandatory requirement for either onboard stability computers or shore-based support)</td>
<td>1 January 2014</td>
</tr>
<tr>
<td>Resolution MSC.325 (90)</td>
<td>3</td>
<td>Amendments to SOLAS regulation III/20.11.2 Operational readiness, maintenance and inspections (to introduce a new sub-paragraph 4 regarding operational tests of free-fall lifeboats)</td>
<td>1 January 2014</td>
</tr>
<tr>
<td>Resolution MSC.325 (90)</td>
<td>3</td>
<td>Amendments to SOLAS regulation V/14 - Ship’s manning</td>
<td>1 January 2014</td>
</tr>
<tr>
<td>Resolution MSC.327 (90)</td>
<td>3</td>
<td>Amendment to SOLAS Chapter VII/4 Carriage of dangerous goods in packaged form - Documents</td>
<td>1 January 2014</td>
</tr>
<tr>
<td>Resolution MSC.327 (90)</td>
<td>3</td>
<td>Amendment to the FSS Code Chapter 6 - Fixed Foam Fire-Extinguishing Systems</td>
<td>1 January 2014</td>
</tr>
<tr>
<td>Resolution MSC.327 (90)</td>
<td>3</td>
<td>Amendment to the FSS Code Chapter 8 – Automatic sprinkler, fire detection and fire alarm systems, Alternative extinguishing systems for control stations where water discharge from sprinklers may cause damage</td>
<td>1 January 2014</td>
</tr>
<tr>
<td>Resolution MSC.328 (90)</td>
<td>3</td>
<td>Amendments to the IMDG code (36-12);</td>
<td>1 January 2014</td>
</tr>
<tr>
<td>Resolution MSC.329 (90)</td>
<td>3</td>
<td>Amendments to the 1988 Protocol to the 1966 Load Line Convention - Regulation 47</td>
<td>1 January 2014</td>
</tr>
<tr>
<td>Resolution MSC.333 (90)</td>
<td>10</td>
<td>Revised performance standards for shipborne voyage data recorders (VDRS)</td>
<td>1 July 2014</td>
</tr>
<tr>
<td>Resolution MSC.334 (90)</td>
<td>10</td>
<td>Amendments to the performance standards for devices to measure and indicate speed and distance (MSC.92(72))</td>
<td>1 July 2014</td>
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### Non-mandatory Resolutions

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<tbody>
<tr>
<td>MSC.335 (90)</td>
<td>13</td>
<td>Amendments to the Guidelines for the design and construction of offshore supply vessels (resolution MSC.235(82)) and note that the amendments apply to new ships as stipulated in paragraph 1.1.1 of the Guidelines</td>
<td>Immediate effect</td>
</tr>
<tr>
<td>MSC.336 (90)</td>
<td>27</td>
<td>Measures aimed at enhancing the safety of passenger ships</td>
<td>Immediate effect</td>
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</table>
### Circulars

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<tbody>
<tr>
<td>MSC.1/Circ. 1413</td>
<td>8</td>
<td>Basic safety guidance for yacht races or oceanic voyages by non-regulated craft</td>
<td>Immediate effect</td>
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<tr>
<td>MSC.1/Circ. 1040/Rev.1</td>
<td>8</td>
<td>Revised guidelines on annual testing of 406 MHz satellite EPIRBs</td>
<td>Immediate effect</td>
</tr>
<tr>
<td>MSC.1/Circ. 1415</td>
<td>8</td>
<td>Amendments to the IAMSAR Manual for inclusion in the 2013 edition of the IAMSAR Manual</td>
<td>Immediate effect</td>
</tr>
<tr>
<td>MSC.1/Circ. 1382/Rev.1</td>
<td>8</td>
<td>Revision of annex B to MSC.1/Circ.1382 - Questionnaire on shore-based facilities for the Global Maritime Distress and Safety System (GMDSS)</td>
<td>Immediate effect</td>
</tr>
<tr>
<td>MSC.1/Circ. 1417</td>
<td>9</td>
<td>Guidelines for passenger ship tenders</td>
<td>Immediate effect</td>
</tr>
<tr>
<td>MSC.1/Circ. 1418</td>
<td>9</td>
<td>Guidelines for the design and installation of a visible element to the general emergency alarm on passenger ships</td>
<td>Immediate effect</td>
</tr>
<tr>
<td>MSC.1/Circ. 1419</td>
<td>9</td>
<td>Guidelines for the standardization of lifeboat control arrangements</td>
<td>Immediate effect</td>
</tr>
<tr>
<td>MSC.1/Circ. 1416</td>
<td>9</td>
<td>Unified interpretation of SOLAS II-1/28 and II-1/29</td>
<td>Immediate effect</td>
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<tr>
<td>MSC.1/Circ. 1420</td>
<td>9</td>
<td>Awareness of counterfeit and sub-standard life-saving appliances</td>
<td>Immediate effect</td>
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<tr>
<td>MSC.1/Circ. 1421</td>
<td>9</td>
<td>Guidelines on exemptions for crude oil tankers solely engaged in the carriage of cargoes and cargo handling operations not causing corrosion</td>
<td>1 January 2013 (in conjunction with new SOLAS II-1/3-11)</td>
</tr>
<tr>
<td>MSC.1/Circ. 1411</td>
<td>9</td>
<td>Early implementation of the amendments to SOLAS regulation III/20.11.2</td>
<td>Immediate effect</td>
</tr>
<tr>
<td>MSC.1/Circ. 1422</td>
<td>9</td>
<td>Unified interpretation to paragraph 1.2.2.6 of the LSA Code concerning lifeboat exterior colour</td>
<td>Immediate effect</td>
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<tr>
<td>MSC.1/Circ. 1423</td>
<td>9</td>
<td>Unified Interpretation of SOLAS regulation II-1/48.3</td>
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<tr>
<td>MSC.1/Circ. 1424</td>
<td>9</td>
<td>Unified Interpretation of SOLAS regulations II-1/29.3 and 29.4</td>
<td>Immediate effect</td>
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<tr>
<td>MSC.1/Circ. 1422</td>
<td>9</td>
<td>Unified Interpretation of SOLAS regulation II-1/3-5</td>
<td>Immediate effect</td>
</tr>
<tr>
<td>MSC.1/Circ. 1427</td>
<td>10</td>
<td>Unified Interpretation of COLREG 1972, as amended concerning the unified interpretations relating to Annex I on Positioning and technical details of lights and shapes</td>
<td>1 July 2013</td>
</tr>
<tr>
<td>MSC.1/Circ. 1428</td>
<td>10</td>
<td>Pilot transfer arrangements</td>
<td>1 July 2012 (in conjunction with the revised SOLAS regulation V/23)</td>
</tr>
<tr>
<td>MSC.1/Circ. 1429</td>
<td>10</td>
<td>Interpretation of SOLAS Regulations V/19/2/3 and V/19.2.9.2</td>
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<tr>
<td>MSC.1/Circ. 1430</td>
<td>11</td>
<td>Circular on Revised guidelines for the design and approval of fixed water-based fire fighting systems for ro-ro spaces and special category spaces</td>
<td>Immediate effect</td>
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<tr>
<td>MSC.1/Circ. 1431</td>
<td>11</td>
<td>Guidelines for the approval of helicopter facility foam firefighting</td>
<td>May 2013</td>
</tr>
<tr>
<td>MSC.1/Circ. 1432</td>
<td>11</td>
<td>Revised guidelines for the maintenance and inspection of fire-protection systems and appliances</td>
<td>May 2013</td>
</tr>
<tr>
<td>MSC.1/Circ. 1431</td>
<td>11</td>
<td>Unified interpretation of SOLAS regulation II-2/10.6.4 and</td>
<td>Immediate effect</td>
</tr>
</tbody>
</table>
### Unified interpretations of SOLAS Chapter II-2, the FSS Code, the FTP Code and related fire test procedures (MSC/Circ.1120)
- **Expected entry into force/effective date:** May 2013

### Amendments to the Interim explanatory notes for the assessment of passenger ship systems capabilities after a fire or flooding casualty (MSC.1/Circ.1369)
- **Expected entry into force/effective date:** Immediate effect

### Amendments to the Emergency response procedures for ships carrying dangerous goods (EmS Guide)
- **Expected entry into force/effective date:** 1 January 2014

### Conversion table (record of amendments) for part 7 requirements concerning transport operations;
- **Expected entry into force/effective date:** 1 January 2014

### Illustrations of segregation of cargo transport units on board container ships and ro-ro ships;
- **Expected entry into force/effective date:** 1 January 2014

### Interim measures for early implementation of the draft amendments (02-13) to the IMSBC code expected to be adopted at MSC 92
- **Expected entry into force/effective date:** Immediate effect

### Clarification of the term “first scheduled dry-docking” as contained in SOLAS regulation III/1.5, as amended by resolution MSC.317(89)
- **Expected entry into force/effective date:** 1 July 2014 (in conjunction with the revised SOLAS regulation III/1.5)

### Adoption postponed - for further discussion at MSC 91 –

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>SOLAS</td>
<td>3</td>
<td>Amendments to SOLAS regulation II-2/1 - Application;</td>
<td>1 July 2014 (subject to discussions at MSC 91)</td>
</tr>
<tr>
<td>SOLAS</td>
<td>3</td>
<td>Amendments to SOLAS regulation II-2/9, concerning fire integrity of bulkheads and decks of ro-ro spaces (including special category spaces) and cargo ships;</td>
<td>1 July 2014 (subject to discussions at MSC 91)</td>
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<tr>
<td>SOLAS</td>
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<td>Amendment to SOLAS regulation II-2/10 – Fire fighting;</td>
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<tr>
<td>SOLAS</td>
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<td>Amendments to SOLAS regulation II-2/19 - Carriage of</td>
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dangerous goods;

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<tr>
<td>SOLAS</td>
<td>3</td>
<td>Amendments to SOLAS regulation II-2/20 - Fixed gas and water spraying fire-extinguishing systems for vehicle spaces, ro-ro, container and general cargo spaces;</td>
<td>1 July 2014 (subject to discussions at MSC 91)</td>
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<tr>
<td>FSS Code</td>
<td>3</td>
<td>Amendment to the FSS Code Chapter 5 - Fixed Gas Fire Extinguishing Systems;</td>
<td>1 July 2014 (subject to discussions at MSC 91)</td>
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<tr>
<td>FSS Code</td>
<td>3</td>
<td>Amendment to the FSS Code Chapter 7 - Fixed Pressure Water-Spraying and water-mist fire-extinguishing systems;</td>
<td>1 July 2014 (subject to discussions at MSC 91)</td>
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</table>

Approved for adoption at MSC 91 - Mandatory instruments

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<tbody>
<tr>
<td>SOLAS</td>
<td>9</td>
<td>Draft Amendment to SOLAS Chapter II-1 to introduce a new regulation for Protection against noise</td>
<td>1 July 2014</td>
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<tr>
<td>SOLAS</td>
<td>9</td>
<td>Draft Amendment to SOLAS Chapter II-1/36 to delete the regulation in view of the above new regulation</td>
<td>1 July 2014</td>
</tr>
<tr>
<td>SOLAS</td>
<td>9</td>
<td>Draft Amendments to SOLAS III/17-1 (requirement to have ship-specific plans and procedures for recovery of persons from the water)</td>
<td>1 July 2014</td>
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<tr>
<td>MSC resolution</td>
<td>9</td>
<td>Draft Amendments to the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers</td>
<td>1 July 2014</td>
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<tr>
<td>MSC resolution</td>
<td>9</td>
<td>Draft Amendments to the performance standard for protective coatings for cargo oil tanks of crude oil tankers</td>
<td>1 July 2014</td>
</tr>
<tr>
<td>FSS Code</td>
<td>11</td>
<td>Draft Amendments to Chapters 3, 5, 8, 9, 12, 13 and 14 of the FSS Code</td>
<td>1 July 2014</td>
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<tr>
<td>FSS Code</td>
<td>11</td>
<td>Draft Amendments to Chapter 6 of the FSS Code, paragraphs 3.2.2.2 and 3.3.2.2</td>
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<tr>
<td>SOLAS</td>
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<td>Draft Amendments to SOLAS regulation II-2/15</td>
<td>1 July 2014</td>
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<tr>
<td>MSC resolution</td>
<td>11</td>
<td>Draft Amendments to SOLAS regulation II-2/10</td>
<td>1 July 2014</td>
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<tr>
<td>Load Line</td>
<td>13</td>
<td>Draft Amendments to regulation 27 of the 1966 Load Lines Convention, as modified by the 1988 Protocol</td>
<td>1 July 2014</td>
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<tr>
<td>IBC Code</td>
<td>14</td>
<td>Draft Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) with a view to subsequent adoption;</td>
<td>1 July 2014 (Note - MEPC 64 (Oct 2012) will also adopt these amendments)</td>
</tr>
<tr>
<td>MSC resolution</td>
<td>9</td>
<td>Draft Code on Noise levels on board ships</td>
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General approval for finalization at MSC 91 - Non-mandatory instruments

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<tr>
<td>MSC.XXX (91)</td>
<td>9</td>
<td>Implementation of SOLAS regulation III-17-1 to ships other than those engaged in international voyages</td>
<td>1 July 2014</td>
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<tr>
<td>MSC.Circ.1 XXX</td>
<td>9</td>
<td>Guidelines for development of plans and procedures for recovery of persons from water</td>
<td>1 July 2014</td>
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</table>