



## International Standards Activities Affecting the Offshore Oil and Gas Industries

### Report by the International Association of Drilling Contractors

10 October 2012

#### ***United Nations Convention on the Law of the Sea (UNCLOS)***

##### ***Commission on the Limits of the Continental Shelf - Submissions***

On 10 April 2012, the Gabonese Republic made a partial submission on the limits of its continental shelf beyond 200 nautical.

On 14 June 2012, Denmark made a partial submission on the limits of its continental shelf beyond 200 nautical miles in respect of the Southern Continental Shelf of Greenland, the eastern boundaries of which remain subject to consultations with Canada.

##### ***Commission on the Limits of the Continental Shelf - Decisions***

On 12 April 2012, the Commission adopted by consensus the "Recommendations of the Commission on the Limits of the Continental Shelf in regard to the submission made by the Philippines in respect of the Benham Rise Region on 8 April 2009".

On 13 April 2012, delegation, the Commission adopted by consensus the "Recommendations of the Commission on the Limits of the Continental Shelf in regard to the revised submission made by Barbados on 25 July 2011".

On 19 April 2012, the Commission adopted by consensus the "Recommendations of the Commission on the Limits of the Continental Shelf in regard to the submission made by Japan on 12 November 2008."

On 19 April 2012, the Commission adopted by consensus the "Recommendations of the Commission on the Limits of the Continental Shelf in regard to the submission made by France on 5 February 2009, in respect of the areas of the French Antilles and the Kerguelen Islands".

#### ***International Labour Organization (ILO)***

##### ***Status of the Maritime Labour Convention, 2006 (MLC 2006)***

As of 10 September 2012, 32 ILO Member States had ratified MLC 2006. Recent ratifications include: Togo (14 March 2012), Poland (3 May 2012) Palau (29 May 2012); Cyprus (20 July 2012), Russian Federation and Philippines (20 August 2012) Sweden (12 June 2012), and Morocco (10 September 2012).

As MLC 2006 will come into force 12 months after ratification by at least 30 ILO Member States with a total share of at least 33 per cent of the world's gross tonnage, it appears that the conditions for entry into force have been met.

#### ***United Nations Conference on Sustainable Development***

The United Nations Conference on Sustainable Development (UNCSD or Rio+20) took place in Rio de Janeiro, Brazil, from 20 to 22 June 2012. The Conference was held back-to-back with the third and final meeting of the Preparatory Committee for UNCSD from 13 to 19 June 2012.

The objective of the Conference was to reaffirm the commitment of the principles of the Rio Declaration on Environment and Development by securing renewed political commitment for sustainable development and addressing new and emerging challenges.

The Rio+20 negotiations adopted an outcome document of the Conference - "The Future We Want", which is available at [www.uncsd2012.org](http://www.uncsd2012.org). The document is organized in six main sections:

- Our common vision;
- Renewing political commitment;
- Green economy in the context of sustainable development and poverty eradication;
- Institutional framework for sustainable development;
- Framework for action and follow-up; and
- Means of implementation.

The text covers themes, among others, on oceans and seas, energy, transport, green economy, the implementation mechanism, and Sustainable Development Goals (SDGs).

The Conference agreed to establish a transparent intergovernmental process on SDGs. The process will be open to all stakeholders with a view to developing SDGs to be agreed by the United Nations General Assembly (UNGA). An open working group was to be established no later than at the opening of the 67<sup>th</sup> session of the UNGA on 18<sup>th</sup> September 2012, with a view that a report will be submitted to the 68<sup>th</sup> session of the UNGA, containing a proposal for SDGs for consideration and appropriate action.

## ***International Maritime Organization (IMO)***

The following, presented in chronological order, is a summary of issues addressed at recent IMO meetings that may impact offshore oil and gas exploration and development.

### ***5 to 9 March 2012: Technical Group under the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC-HNS TG 13)***

#### ***Updating of IMO dispersant guidelines***

The Group continued its consideration of draft revised dispersant guidelines.

The Group agreed that the next draft of the guidance should address the following specific points:

- .1 the addition of information on the application of dispersants in non-daylight conditions;
- .2 the particular considerations of dispersant application in specific environments, such as:
  - .1 closed sea areas (e.g., the Baltic Sea), versus open seas;
  - .2 low salinity and shallow waters; and
  - .3 restrictions for utilizing dispersants in depths less than 10 metres.

The Group reestablished the Correspondence Group under the leadership of France<sup>1</sup> and Canada<sup>2</sup> to continue development of the guideline with a view to its finalization at the next session (TG 14).

#### ***Updating of IMO in-situ burning (ISB) guidelines***

The Group continued its consideration of draft in-situ burning guidelines.

The Group agreed to submit the chapter on polar response, once finalized, to the Emergency Prevention, Preparedness and Response Working Group of the Arctic Council (EPPR) for its review at its June 2012 meeting, with EPPR's comments and feedback to be incorporated into the guidelines, with a view to consideration of a final draft TG 14.

Having noted that many countries were re-examining ISB as a possible response method, the Group agreed that such a template for the development of a national ISB policy would be useful and agreed to the development of such a template for inclusion in the guidelines.

In order to progress the work, the Group reestablished a correspondence group under the leadership of the United States.<sup>3</sup>

#### ***Guidance on the safe operation of oil pollution combating equipment***

Having, once again, noted the work of the International Organization for Standardization (ISO) and the American Society for Testing and Materials (ASTM) in this area and the "IPIECA Oil spill responder safety guide", the Group requested:

- .1 the Secretariat to follow up with ISO and ASTM to obtain additional information on relevant standards related to the safe operation of equipment and submit this information to the Islamic Republic of Iran; and

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- .2 the Islamic Republic of Iran to continue developing the guidelines with a view to the submission of draft guidance to TG15.

### ***Manual on chemical pollution to address legal and administrative aspects of HNS incidents***

The Group, having considered a report on progress in developing the Manual on Chemical Pollution to address legal and administrative aspects of HNS incidents, conducted a comprehensive page by page review of the draft text of the Manual. Having provided numerous comments on the draft manual and having noted that it still required significant work, the Group instructed the Secretariat to incorporate the necessary modifications to the manual and to submit an updated draft for the Group's consideration with a view to reaching final agreement in the text at TG 14.

### ***Operational guidelines on sunken and submerged oil assessment and removal techniques***

The Group, once again, considered a revised draft of the "Operational guidelines on sunken and submerged oil assessment and removal techniques", prepared by its Correspondence Group.

The Group noted that the draft was virtually final, with the exception of the section on diver safety. The Group considered a draft text on this subject, which was agreed, with minor amendment for inclusion in the guidelines.

A number of delegations indicated they would provide some additional elements to include in the finalized draft, notably information related to snorkeler safety during assessment, as well as information on potential methodologies for extracting oil from polluted sediment, based on recent studies undertaken in Norway.

The Group invited delegations to submit this information to the United Kingdom and requested the United Kingdom to submit a finalized draft to TG 14 for agreement, with a view to approval at MEPC 64.

### ***International Offers of Assistance Guidelines***

The Group, in principle, supported the development of a guideline for international offers of assistance, noting the challenge of coordinating such offers during a major pollution incident and that such a procedure would address an existing gap. However, the practical difficulties that could be encountered in implementing such guidance within different countries with different systems were recognized.

One of the goals of the proposed procedure was to develop a common lexicon of equipment terminology and an international equipment inventory. While there was general support for the lexicon, the majority of delegations were of the view that an international inventory of equipment would be very difficult to establish and, more importantly, to maintain. Having noted that a wide number of equipment databases existed, primarily within regional arrangements, the Group recommended that creating a list or links to these systems would be the preferred option.

Additional suggestions included the need to ensure that any procedure developed:

- .1 addressed the needs of both developed and developing countries;
- .2 fully recognized the role of regional arrangements and organizations in this process;
- .3 clearly defined that the procedure was intended for large-scale catastrophic incidents, and not those that would be covered by bilateral, multi-lateral or regional arrangements; and
- .4 would need to address visa, customs and immigration issues, as well as the financial conditions for any requests for offers of assistance.

The Group agreed to the establishment of a correspondence group under the leadership of the United States<sup>4</sup> to undertake this work intersessionally and to submit an updated draft of the guidance to TG 14.

### ***OPRC Model training courses***

The Group agreed to engage a consultant to carry out the work of updating the model training courses.

### ***The Oil and Gas Industry's Commitment to Safe Arctic Operations: An Innovative Arctic Oil Spill Response Technology – Joint Industry Programme***

The Group noted that document submitted by the International Association of Oil and Gas Producers (OGP) to address this issue had been withdrawn.

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**Regional OPRC Seminar to focus on developing national plans for marine pollution preparedness and response related to offshore units and regional cooperation**

The Group noted the information contained in document submitted by the United States, which provided information on a multilateral oil pollution prevention, preparedness and response seminar held in Nassau, Bahamas, in December 2011. The seminar involved the participation of the Bahamas, Cuba, Jamaica, Mexico and the United States and was technical in nature, providing a forum for the participants to share information regarding their nations' offshore oil and gas exploration initiatives, regulatory approaches, oil spill response strategies, and human/technical capacities. IADC helped sponsor and participated in this seminar.

A number of other activities were being planned to build on this work throughout 2012.

**Work program**

The proposed planned outputs for the Group are as follows:

Description	Output	Target
Technical Co-operation implementation on OPRC and HNS	7.2.3.1	Ongoing
Manual on chemical pollution to address legal and administrative aspects of HNS incidents	7.1.2.7	2012
Operational guidelines on sunken and submerged oil assessment and removal techniques	7.1.2.9	2012
IMO Dispersant Guidelines	7.1.2.11	2012
Guide on oil spill response in ice and snow conditions	7.1.2.10	2012
IMO in-situ burning guidelines	7.1.2.12	2012
Guidance on the safe operation of oil pollution combating equipment	7.1.2.16	2012
Guidelines on international offers of assistance	7.1.2.17	2012
Review and update of OPRC Model Courses	TBD	2013

**26 to 30 March 2012: Sub-Committee on Flag State Implementation (FSI 20)**

**Non-convention ships**

The annex to resolution A.1038(27) on the *High-level Action Plan of the Organization and Priorities for the 2012-2013 Biennium* contains a planned output of "Non-mandatory instruments: development of a non-mandatory instrument on regulations for non-convention ships" with the FSI Sub-Committee as the coordinating organ and with a current target completion year of 2013.

France proposed that the development of the Modular set of standards of harmonized regulations and model national legislation for ships not covered by the 1974 SOLAS Convention (GlobalReg) should lead to the preparation of a non-mandatory instrument, code or set of guidelines and for FSI to ask MSC and MEPC to give the instruction to coordinate a detailed technical review of GlobalReg by all relevant sub-committees, in order to develop such a non-mandatory instrument and to identify a process for keeping it updated.

The Sub-Committee gave general support to the proposal by France, while noting concerns expressed about the complexity of such an undertaking in terms of types, size and variety of non-convention ships. In order to have a full scope of the possible work involved, the Sub-Committee agreed to seek instruction from the Committees to coordinate a detailed technical review as proposed.

**Mandatory reports under MARPOL**

The Sub-Committee considered the Secretariat's report containing a summary of mandatory reports under MARPOL for 2010. Only 34 Parties to MARPOL and one Associate Member submitted reports (down from 39 reports submitted for 2009). There are 150 States Party to MARPOL. Notable from the report:

- Nine incidents of spillages of 50 tonnes or more were reported, one more than in 2009;
- 626 incidental spillages of less than 50 tonnes were reported, up from 338 in 2009.
- 151 cases of alleged discharge violations were reported, down from 320 in 2009.

- 40,056 ships were boarded for port State Control in 2010, while the 574 ships were detained in port or denied entry (1.4% of those boarded). This compares to 40,265 ships boarded in 2009, with 392 detained in port or denied entry (1.0% of those boarded).
- 560 ships were reported as having IOPP Certification discrepancies, 1,642 ships were reported as having Oil Record Book discrepancies; and 1,350 ships were reported as having MARPOL equipment discrepancies. For 2009 there were 833 ships were reported as having IOPP Certification discrepancies, 1,788 ships with Oil Record Book discrepancies; and 1,540 ships reported as having MARPOL equipment discrepancies

As has become custom, all Parties to MARPOL were urged to submit mandatory reports, as required.

### ***Review of casualty reports***

The Sub-Committee noted marine safety investigation reports completed by the Marshall Islands and the United States regarding the very serious marine casualty on **Deepwater Horizon** were available in the Global Integrated Shipping Information System (GISIS).

The Sub-Committee agreed to re-establish its Correspondence Group on Casualty Analysis, to be coordinated by Canada<sup>5</sup> to, *inter alia*, to consider the safety issues identified in the marine safety reports by the Marshall Islands and the United States of the explosions, fire and loss of the Mobile Offshore Drilling Unit **Deepwater Horizon** and to advise at the earliest opportunity regarding referral of these reports to the relevant IMO bodies.

*Note: IADC will be participating in both the Correspondence Group and in the panel being formed specifically to review the **Deepwater Horizon** casualty reports.*

### ***Guidelines for port State control officers – Seafarers' rest hours according to STCW***

The Sub-Committee reviewed draft Guidelines for port State control officers on certification of seafarers' rest hours according to the STCW Convention and manning requirements from the flag State, and the draft Guidelines for port State control officers related to the ISM Code. It agreed to conduct a more detailed technical review of both guidelines at its next session.

### ***Development of Guidelines on port State control under the 2004 BWM Convention***

It was noted that the Sub-Committee on Bulk Liquids and Gases (BLG), at its 16<sup>th</sup> session, made progress on developing a BWM circular on ballast water sampling and analysis; the work will continue at the 17<sup>th</sup> session. BLG 16 also decided to invite the Marine Environment Protection Committee (MEPC) to endorse the forwarding of related documents FSI 21 for consideration, as they contain useful information for further developing the Guidelines on port State control under the 2004 Ballast Water Management Convention. The Sub-Committee agreed to continue the development of these Guidelines at FSI 21.

### ***Certified true copy of amendments to conventions***

The Sub-Committee recommended to the Committees to consider requesting the Secretariat to release a version of the certified true copy of amendments to a convention on the IMO Documents website (IMODOCS), in track changes, and establishing a time limit for the circulation of the certified true copies, preferably at the time of adoption. This action is viewed as necessary to assist in the process of transposing the amendments into national legislation.

### ***Reporting procedure on the results of evaluation of existing lifeboat release and retrieval systems***

The Sub-Committee was of the view that, in case of the one-time follow-up overhaul examination of lifeboat release and retrieval systems, the factual statement issued by the manufacturer or one of its representatives, which is described in paragraph 17 of the annex to MSC.1/Circ.1392 on Guidelines for evaluation and replacement of lifeboat release and retrieval systems, provides sufficient evidence to interested parties and the development of a specific format for this factual statement is not necessary.

### ***IMO Instruments Implementation Code (III Code)***

The Sub-Committee agreed to the draft IMO Instruments Implementation Code, with the associated draft Assembly resolution, for submission to MEPC's 64<sup>th</sup> session and the Maritime Safety Committee's 91<sup>st</sup> session, with a view to submission to the 28<sup>th</sup> session of Assembly for adoption.

The Sub-Committee recommended to MEPC and MSC that amendments to the relevant instruments should be adopted after the III Code has been adopted and the symbol of the Assembly resolution

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adopting the III Code should be incorporated into the text of the amendments to the mandatory instruments to be adopted by the Assembly and the Committees.

The Sub-Committee agreed to insert a paragraph in the draft Assembly resolution for making the III Code mandatory under LL 66, the Convention on the International Regulations for Preventing Collisions at Sea (COLREG), 1972; and Tonnage 1969, to ensure that all the requirements of the Code are treated as mandatory. It recommended that the same paragraph should be included in the MSC and MEPC resolutions to be drafted for consideration by the Committees with regard to amendments to SOLAS 1974, MARPOL and the 1988 Load Lines Protocol (LL PROT 1988).

#### ***Development of a Code for Recognized Organizations***

The Sub-Committee agreed to recommend the adoption of separate MSC and MEPC resolutions as being the most legally sound way forward, for adopting and amending the RO Code.

The Sub-Committee agreed to the draft RO Code, with the associated draft MSC and MEPC resolutions, for consideration by MEPC 64 and MSC 91, with a view to approval.

The Sub-Committee also agreed to the draft amendments to SOLAS 1974; LL PROT 1988 and MARPOL Annexes I and II, to make the RO Code mandatory for submission to MEPC 64 and MSC 91, with a view to approval prior to adoption.

#### ***Work program***

The proposed planned outputs for the Sub-Committee include the following:

Description	Number	Parent	Coordinating	Involved	Target
Cooperation with ILO: development of PSC guidelines on seafarers' hours of rest taking into account the Maritime Labour Convention, 2006	1.1.2.5	MSC	FSI		2013
Policy input/guidance to ILO: development of PSC guidelines in the context of the Maritime Labour Convention, 2006	1.1.2.23	MSC	FSI		Continuous
Non-mandatory Instruments: additional guidelines for implementation of the BWM Convention, including port State control	2.0.1.8	MEPC	BLG / FSI		2013

### ***16 to 20 April 2012: Legal Committee (LEG 99)***

#### ***Consideration of a proposal to amend the limits of liability of the Protocol of 1996 to the Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC 96)***

The delegation of Australia, on behalf of the 20 co-sponsoring delegations, introduced a document proposing that the limits of liability of LLMC 76/96 be increased. It emphasized that the proposal did not set an amount by which the limits should be increased, as this was a matter for the LLMC 96 Contracting States to determine.

There was wide support for an increase in limits, as well as agreement that the date that should be taken into account in calculating the limits should be 2012. After discussions, the Committee supported the modest increase in limits, adjusted to take into account the year of adoption (2012). This resulted in an increase of 51 per cent.

The Committee adopted the resolution on Adoption of amendments of limitation amounts in the Protocol of 1996 to the Convention on Limitation of Liability for Maritime Claims, 1976, with the new limits in the annex thereto.

#### ***Status of the Maritime Labour Convention, 2006 (MLC 2006)***

The observer of the International Labour Office (ILO) reported that The MLC 2006 had been ratified by 25 Member States, representing over 56 per cent of the world's gross tonnage of ships. Only five further ratifications were therefore needed to permit its entry into force, the tonnage requirement having already been met. It was expected that the five additional ratifications would be received in 2012, and the MLC would enter into force in mid-2013.

### ***Fair treatment of seafarers in the event of a maritime accident***

The observer delegation of the International Transport Workers' Federation (ITF), on behalf of Seafarers' Rights International (SRI), informed the Committee about a survey it had conducted concerning the experiences of seafarers facing criminal charges.

The survey had been carried out over a 12-month period, ending in February 2012, and had been conducted in eight languages. Altogether, 3,480 completed questionnaires were returned from seafarers of 68 different nationalities.

Two important findings from the survey were as follows:

- 8.27% of seafarers in the survey had faced criminal charges; and
- masters faced criminal charges most frequently, almost 24 % of masters who answered the survey had faced criminal charges.

The questionnaire specifically asked about the experiences of seafarers who had faced criminal charges:

- 44% of seafarers reported that they had been bodily searched;
- 87% said that they did not have legal representation;
- 91% of seafarers who needed interpretation services said that they were not provided with them; and
- 89% said that they did not have their legal rights explained to them.

Seafarers were also specifically asked about their perceptions:

- 80% felt intimidated or threatened;
- 46% said that they would be reluctant to cooperate fully and openly with casualty inquiries and accident investigations; and
- 81% did not consider that they had received fair treatment.

The full report would shortly be available on the SRI website ([www.seafarersrights.org](http://www.seafarersrights.org)).

### ***Work program***

The proposed planned outputs for the Committee include the following:

<b>Description</b>	<b>Number</b>	<b>Parent</b>	<b>Coordinating</b>	<b>Involved</b>	<b>Target</b>
Assessment of the need to address the issue of financial security in case of abandonment of seafarers, and shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers, in light of the progress of the amendments to ILO MLC 2006	1.1.2.41	LEG			2013
Collation and preservation of evidence following an allegation of a serious crime having taken place on board a ship or following a report of a missing person from a ship, and pastoral and medical care of victims	Unplanned	LEG			2014

### ***Analysis of liability and compensation issues connected with transboundary pollution damage from offshore exploration and exploitation activities, including a re-examination of the proposed revision of Strategic Direction 7.2***

The Committee held extensive discussion of the Indonesian proposal for IMO to address this issue. These discussions included:

- Arguments for and against the competence of the Organization to undertake this effort;
- The need for such an effort;
- The relationship with UNCLOS and interference with sovereign rights of States; and
- Lack of a full understanding of the impact of any possible international instrument.

IADC, supported by the International Maritime Contractors Association (IMCA), expressed the view that the first part of the proposal to revise SD 7.2 ("IMO will focus on reducing and eliminating any adverse impact ... by offshore oil exploration and exploitation activities ...") could take the Organization into areas of design, construction and operation of offshore drilling units and support services which would be well outside the scope of liability and compensation for transboundary pollution damage. If this was intended, then it should be made clear. In any case, these observers opposed a revision of SD 7.2 and took the view that bilateral and regional arrangements were the preferable way forward.

The Committee agreed to inform the Council that it wished to analyze further the liability and compensation issues connected with transboundary pollution damage resulting from offshore oil exploration and exploitation activities, with the aim of developing guidance to assist States interested in pursuing bilateral or regional arrangements, without revising SD 7.2.

The Committee recognized that bilateral and regional arrangements were the most appropriate way to address this matter; and that there was no compelling need to develop an international convention on this subject.

The delegation of Indonesia informed the Committee that it would continue coordinating an informal consultative group to discuss issues connected with transboundary pollution damage from offshore exploration and exploitation activities.

Delegations were invited to submit documents on this subject to the Committee's next session under the agenda item "Any other business".

### **30 April to 4 May 2012: Sub-Committee on Standards of Training and Watchkeeping (STW 43)**

#### ***Validation of Model Courses***

The Sub-Committee established two drafting groups to finalize the large number of model courses submitted to this session for validation. Those courses were:

- Operational Use of Electronic Chart Display and Information System (ECDIS);
- Ship Security Officer;
- Security Awareness Training for all Seafarers;
- Security Awareness Training for seafarers with designated security duties;
- Train the Trainer and Assessor;
- Master and Chief Officer;
- Chief Engineer Officer and Second Engineer Officer; and
- Officer-in-Charge of Engineering Watch.

#### ***Unlawful Practices associated with Certificates of Competency***

The Sub-Committee urged Member Governments to provide IMO with updated information regarding points of contact and URLs to facilitate verification of certificates, and to respond in a timely manner to requests for verification of certificates.

#### ***Development of an E-Navigation strategy implementation plan***

The Sub-Committee established a working group on e-navigation and instructed them to review the final list of training gaps, which were identified by the correspondence group based on the user needs as approved by NAV 56. Upon completion of a final revised draft list of the gaps, the Sub-Committee reviewed and endorsed the revision, and requested that it be forwarded to NAV 58 for final consideration.

#### ***Performance Standards for recovery systems for all types of ships***

The Sub-Committee, noting that the minimum standards of competence in survival craft and rescue boats (other than fast rescue boats) in the STCW Code adequately addressed the requirements of the Guidelines for development of plans and procedures for recovery of persons from the water, which was developed by the DE 56 Sub-Committee, agreed that there was no need to prescribe any additional training; and invited the Maritime Safety Committee to delete this item from the biennial agenda of the Sub-Committee.

#### ***Guidelines for the Implementation of the Medical Standards of the 2010 Manila Amendments***

The Sub-Committee endorsed the revised Guidelines on the Medical Examination of Seafarers, which had been prepared by a joint IMO/ILO Working Group, and invited MSC to approve the revised Guidelines and disseminate them as a STCW.7 Circular.

#### ***Development of Guidance for the Implementation of the 2010 Manila Amendments***

The Sub-Committee reviewed the below listed items for inclusion and offered the following guidance:

- VTS Training for Navigating Officers – No need to develop guidance.
- Hours of Rest – No need to develop any further guidance to Section A-VIII/1.
- Guidance on prep and review of independent evaluations (A-I/7) – endorsed the revised



MSC/Circ.997 prepared by the workgroup, and invited MSC to approve it.

- Guidance on recognition of certificates (Reg I/10) – endorsed the revised MSC/Circ.950 prepared by the workgroup, and invited MSC to approve it.
- ECDIS Training – approved Circular STCW.7/Circ18, and invited MSC to approve it.
- Colour Vision – deferred consideration until STW 44 with a view to updating CIE International Recommendations for Colour Vision Requirements for Transport (CIE-143-2001 standard)

### **Role of Human Element**

The Sub-Committee reviewed the below listed items and took action as summarized below:

- Enhancing the efficiency and user-friendliness of the ISM Code – prepared amendments to ISM Code, resolution A.1022(26) and MSC-MEPC.7/Circ5, and instructed Secretariat to submit them to MSC for approval.
- Guidelines for structure of an integrated system of contingency planning for shipboard Emergencies (resolution A.852 (20)) – agreed to the draft Assembly resolution and invited the MSC to approve it.
- Control of safety when transferring persons at sea – agreed to recommend to MSC that guidelines on this area should be developed and take action, as appropriate.

### **Other Business**

The Sub-Committee reviewed the below listed matters and took action as summarized below:

- Development of mandatory polar code -- invited members and internal organizations to consider the matter in detail and submit their comments and proposals to STW 44
- International Code of safety for ships using gas or low-flashpoint fuels (IGF Code) -- invited members and internal organizations to consider the matter in detail and submit their comments and proposals to STW 44
- Development of Revised International Code for Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC) Code -- the Sub-Committee, agreed that the STCW Convention and Code adequately provides training relating to the use of protective equipment and emergency procedures for personnel serving on liquefied gas carriers, and hence there was no need for additional training.
- Revision of the Recommendations for entering enclosed spaces aboard ships -- noted that training requirements related to entry into enclosed spaces is adequately covers in the STCW Code, and that no further amendments were required to the draft amendments to SOLAS regulations III/19.
- Operating anomalies identified within ECDIS – indicated that this matter had been addressed in the revised model course on the operational use of ECDIS.

### **Work program**

The proposed planned outputs for the Sub-Committee include:

<b>Description</b>	<b>Number</b>	<b>Parent</b>	<b>Coordinating</b>	<b>Involved</b>	<b>Target</b>
Validation of model training courses	5.2.3.3	MSC	STW		Ongoing
Development of an e-navigation strategy implementation plan	5.2.6.1	MSC	NAV	COMSAR STW	2012
Development of guidance for the implementation of the 2010 Manila Amendments	5.2.2.1	MSC	STW		2013
Guidelines on how to present relevant information to seafarers	5.4.1.1	MSC MEPC	STW		2013
Guidelines and associated training to assist companies and seafarers in improving the implementation of the ISM Code	12.2.1.1	MSC MEPC	STW		2013
Revised guidelines for Administrations to make them more effective and user-friendly	12.2.1.2	MSC MEPC	STW		2013

Description	Number	Parent	Coordinating	Involved	Target
Enhancing the efficiency and user friendliness of ISM Code	12.2.1.3	MSC MEPC	STW		2013

## 16 to 20 May 2012: Maritime Safety Committee (MSC 90)

### Adoption of amendments to mandatory instruments

Amendments to the following mandatory instruments were adopted:

- International Convention on Load Lines, 1966, Annex II (Southern Winter Seasonal Zone), with intended entry into force on 1 January 2014;
- 1988 Load Lines Protocol Annex II (Southern Winter Seasonal Zone), with intended entry into force on 1 January 2014 ;
- Amendments to chapters II-1 (system capabilities after flooding on passenger ships), III (operational testing of free-fall lifeboats), V (manning – incorporation of resolution A.1047(27)), VI (blending of bulk liquid cargoes during sea voyages), VII (documentation of dangerous goods as cargo in packaged form) and XI-1 (enhanced surveys – incorporation of resolution A.1049(27)) of the 1974 SOLAS Convention, with intended entry into force on 1 January 2014;
- Amendments to chapter 14 (radio certificates) the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code), for entry into force on 1 January 2014;
- Amendments to International Code for Fire Safety Systems (FSS Code), chapter 5 (fixed gas systems for ro-ro spaces and general cargo spaces), Chapter 6 (fixed foam systems), and chapter 9 (potential water damage from control stations), with intended entry into force on 1 January 2014; and
- International Maritime Dangerous Goods (IMDG) Code (numerous and various provisions), with intended entry into force on 1 January 2014.

### Circulars

The Committee adopted the Circulars listed below. Circulars are made available (possibly with some delay) on the IMO website ([www.imo.org](http://www.imo.org)) by following the link to “Circulars” at the bottom of the page:

Circular number	Title
COLREG.2/Circ.63	New and amended existing traffic separation schemes
<a href="#">LL.3/Circ.208</a>	Unified interpretations of the 1966 LL Convention and the 1988 LL Protocol, as modified by resolution MSC.143(77); concerning the application of Load Lines requirements to guard rails
<a href="#">MSC/Circ.1040/Rev.1</a>	Revised Guidelines on annual testing of 406 MHz satellite EPIRBs
<a href="#">MSC.1/Circ.1375/Rev.1</a>	Unified interpretation of SOLAS regulation V/23 concerning the installation date of pilot transfer equipment and arrangements (revising paragraph 1.2 of MSC.1/Circ.1375 for consistency with other IMO interpretations addressing the installation date)
<a href="#">MSC.1/Circ.1405/Rev.2</a>	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
<a href="#">MSC.1/Circ.1411</a>	Early implementation of the amendments to SOLAS regulation III/20.11.2
<a href="#">MSC.1/Circ.1415</a>	Amendments into the IAMSAR Manual (applicable on 1 June 2013)
<a href="#">MSC.1/Circ.1416</a>	Unified interpretation of SOLAS regulations II-1/28 and II-1/29 concerning arrangements for steering capability and function on ships fitted with propulsion and steering systems other than traditional arrangements for a ship's directional control
MSC.1/Circ.1418	Guidelines for the design and installation of a visible element to the general emergency alarm on passenger ships
<a href="#">MSC.1/Circ.1419</a>	Guidelines for the standardization of lifeboat control arrangements

<b>Circular number</b>	<b>Title</b>
<a href="#">MSC.1/Circ.1420</a>	Awareness of counterfeit and sub-standard life-saving appliances
<a href="#">MSC.1/Circ.1422</a>	Unified interpretations of the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code)
<a href="#">MSC.1/Circ.1423</a>	Unified interpretation of paragraph 1.2.2.6 of the LSA Code concerning lifeboat exterior colour
<a href="#">MSC.1/Circ.1424</a>	Unified interpretation of SOLAS regulation II-1/48.3, concerning controls of emergency bilge suction valves in periodically unattended machinery spaces
<a href="#">MSC.1/Circ.1425</a>	Unified interpretation of SOLAS regulations II-1/29.3 and 29.4, concerning steering gear tests
<a href="#">MSC.1/Circ.1426</a>	Unified interpretation of SOLAS regulation II-1/3-5, concerning new installation of materials containing asbestos
<a href="#">MSC.1/Circ.1427</a>	Unified Interpretations of COLREG 1972, as amended concerning the unified interpretations relating to Annex I on Positioning and technical details of lights and shapes
<a href="#">MSC.1/Circ.1428</a>	Pilot transfer arrangements
<a href="#">MSC.1/Circ.1429</a>	Unified interpretation of SOLAS regulations V/19.2.3.4 and V/19.2.9.2 with regard to speed and distance measuring devices
<a href="#">MSC.1/Circ.1430</a>	Revised Guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces
<a href="#">MSC.1/Circ.1431</a>	Guidelines for the approval of helicopter facility foam fire-fighting appliances
<a href="#">MSC.1/Circ.1432</a>	Revised Guidelines for the maintenance and inspection of fire-protection systems and appliances
<a href="#">MSC.1/Circ.1433</a>	Unified Interpretation of SOLAS regulation II-2/10.6.4 and chapter 9 of the FSS Code
<a href="#">MSC.1/Circ.1434</a>	Unified interpretations of SOLAS chapter II-2
<a href="#">MSC.1/Circ.1435</a>	Unified interpretations of the FTP Code
<a href="#">MSC.1/Circ.1436</a>	Amendments to the unified interpretations of SOLAS chapter II-2, the FSS Code, the FTP Code and related fire-test procedures (MSC/Circ.1120)
<a href="#">MSC.1/Circ.1437</a>	Unified interpretations of SOLAS regulation II-2/21.4 (explanatory notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty)
<a href="#">MSC.1/Circ.1438</a>	Amendments to the Emergency Response Procedures for Ships carrying Dangerous Goods (EmS Guide)
<a href="#">MSC.1/Circ.1439</a>	Conversion table (record of amendments) for part 7 requirements of the IMDG Code concerning transport operations
MSC.1/Circ.1442	Inspection programmes for cargo transport units carrying dangerous goods
<a href="#">MSC.1/Circ.1443</a>	Interim guidance to private maritime security companies providing privately contracted armed security personnel on board ships in the High Risk Area
<a href="#">MSC.1/Circ.1444</a>	Interim guidance for flag States on measures to prevent and mitigate Somalia-based piracy
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)
<a href="#">SN.1/Circ.309</a>	Routing measures other than traffic separation schemes
SN.1/Circ.310	Mandatory ship reporting system

## MSC Resolutions

The Committee adopted the additional MSC Resolutions listed below. These are annexed to the IMO report.

Resolution number	Title
<a href="#">MSC.325(90)</a>	Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended
<a href="#">MSC.326(90)</a>	Adoption of amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)
<a href="#">MSC.327(90)</a>	Adoption of Amendments to the International Code for Fire Safety Systems (FSS Code)
<a href="#">MSC.328(90)</a>	Adoption of Amendments to the International Maritime Dangerous Goods (IMDG) Code
<a href="#">MSC.329(90)</a>	Adoption of Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as amended
<a href="#">MSC.330(90)</a>	Amendments to the Revised performance standards and functional requirements for the long-range identification and tracking of ships
<a href="#">MSC.332(90)</a>	Amendments to the existing mandatory ship reporting system "In the Storebælt (Great Belt) traffic area (BELTREP)"
<a href="#">MSC.333(90)</a>	Revised performance standards for shipborne voyage data recorders (VDRs)
<a href="#">MSC.334(90)</a>	Amendments to performance standards for devices to measure and indicate speed and distance (resolution MSC.96(72))
<a href="#">MSC.335(90)</a>	Amendments to the Guidelines for the design and construction of offshore supply vessels, 2006 (2006 OSV Guidelines) (resolution MSC.235(82))
<a href="#">MSC.336(90)</a>	Measures aimed at enhancing the safety of passenger ships

### Development of the safety-level approach (SLA)

The Committee agreed, in principle, to the following definitions for safety level and SLA:

- .1 *safety level* is a measure of exposure to risk; and
- .2 *safety-level approach* is the structured application of risk-based methodologies in the IMO rule-making process.

The Committee endorsed the following elements for the development of a framework for SLA, noting that these elements do not necessarily indicate process steps:

- .1 assessing the safety level (What is the safety level?);
- .2 acceptability of the safety level (Is the safety level acceptable?); and
- .3 whether to amend relevant requirements, using risk-based methodologies:
  - .1 setting goals (Tier I);
  - .2 setting functional requirements (Tier II);
  - .3 developing/amending rules and regulations (Tier IV);
  - .4 verifying the above rules and regulations (Tier III); and
  - .5 developing standards based on rules and regulations (Tier V).

The Committee endorsed the work plan for the development of interim guidelines for the SLA:

- .1 conduct relevant SLA exercises, as examples for further consideration, noting the experience gained within the Ship Design & Equipment (DE) Sub-Committee in restructuring SOLAS chapter III and other relevant experience using a goal-based/risk-based approach; and
- .2 initially assess the current safety levels, taking into account the various FSA studies submitted to IMO, including:
  - .1 developing risk models for SLA to assess the current regulations;
  - .2 applying risk models to assess the current regulations; and
  - .3 identifying the need, procedures, if necessary, and sources for collecting/improving data, taking into account the work of the Flag State Implementation (FSI) Sub-Committee and the Global Integrated Shipping Information System (GISIS) database.

This issue will receive further consideration at the next session (MSC 91).

### ***Guidance on evaluation of alternative designs and arrangements***

Provisions for alternative designs and arrangements are not only contained in the SOLAS Convention, but also in the MARPOL Convention and other IMO instruments.

The Committee established a Correspondence Group on Goal-Based Standards, under the coordination of the United States<sup>6</sup>, and instructed it to:

- .1 develop draft guidelines for the approval of equivalents and alternatives as provided for in various IMO instruments, which should be based on the Guidelines on approval of risk-based ship design annexed to document MSC 86/5/3, giving consideration to:
  - a. identification of existing IMO guidance concerning alternative designs and arrangements, with a view to its consolidation in a single document;
  - b. a suitable title for such guidelines; and
  - c. structure, format and appropriate use of such guidelines;
- .2 prepare an associated MSC circular cover note for the above draft guidelines

An interim report on the status of work is to be given at the next session, with a view to finalizing the work for submission to MSC 92.

### ***Man Overboard Beacon (MOB) and similar devices using AIS-SART technology***

The Committee requested the Sub-Committee on Safety of Navigation (NAV) to develop draft guidance to be considered and finalized by Sub-Committee on Radiocommunications and Search and Rescue (COMSAR), regarding the difficulties arising in interpreting the AIS-SART symbol, along with the established text message SART ACTIVE, when used for the Man Overboard Beacon (MOB) and similar devices using AIS-SART technology.

### ***Recovery of persons from the water***

The Committee approved draft new SOLAS regulation III/17-1 on recovery of persons from the water, with a view to its adoption at MSC 91.

The Committee concurred with the view of DE that it was not intended that compliance with the new requirements would be verified, in terms of updates to the emergency preparedness plan required by paragraph 8 of part A of the ISM Code, until after the relevant application date as provided in paragraph 1 of the draft regulation; and that the surveys referred to in the draft regulation were those related to the certificates issued in relation to SOLAS chapter III.

The Committee also approved, in principle, the draft MSC resolution on Implementation of SOLAS regulation III/17-1 on ships other than those engaged in international voyages with a view to adoption at MSC 91, in conjunction with the adoption of the above draft new SOLAS regulation III/17-1.

The Committee approved, in principle, the draft Guidelines for the development of plans and procedures for recovery of persons from the water, also with a view to final approval at MSC 91

### ***Guidelines for evaluation and replacement of lifeboat release and retrieval systems***

In considering paragraph 24.1 of the Guidelines for evaluation and replacement of lifeboat release and retrieval systems (MSC.1/Circ.1392), concerning post-installation testing, the Committee endorsed DE's view that, with regard to the 1.1 x load and simultaneous release test according to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), it should be ensured that not only the hook assembly, but also the fixed structural connections of the release mechanism of the lifeboat will be subjected to the test load.

The Committee considered further clarifications offered by the International Association of Classification Societies (IACS) with regard to requirements for lifeboat release and retrieval systems adopted/approved by MSC 89, *i.e.* amendments to SOLAS regulation III/1, the LSA Code and the Revised recommendation on testing of life-saving appliances; the Guidelines for evaluation and replacement of lifeboat release and retrieval systems (MSC.1/Circ.1392); and the MSC circular on Early application of new SOLAS regulation III/1.5 (MSC.1/Circ.1393). While the clarifications provided by IACS were generally welcomed and supported, several delegations expressed concern regarding the provisions concerning the acceptability of the safety pin arrangement to the hook manufacturer.

Following discussion, the Committee referred the issue DE 57, for consideration under its agenda item "IACS unified interpretations", with a view to the preparation of a MSC circular.

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<sup>6</sup> LCDR Marc. Montemerlo (marc.j.montemerlo@uscg.mil)

### **Results of evaluations of existing lifeboat release and retrieval systems in GISIS**

The Committee endorsed the view of DE that the results of evaluations of existing lifeboat release and retrieval systems contained in the relevant new GISIS module should be available to the public.

### **Code on noise levels on board ships and draft associated amendments to SOLAS regulation II-1/3-12**

The Committee approved the draft Code on noise levels on board ships, and the associated draft new SOLAS regulation II-1/3-12, both with a view to adoption at MSC 91.

The observer from IACS indicated that, in its view, further clarifications of the draft Code were necessary and that it intended to submit relevant proposals to MSC 91.

### **Traffic separation schemes and routing measures**

The Committee adopted:

- New traffic separation schemes, including associated routing measures "In Norra Kvarken", for dissemination by means of COLREG.2/Circ.63.
- Amendments to existing traffic separation schemes, including associated routing measures, for "Sunk East" and "At West Hinder" including a new precautionary area, for dissemination by means of COLREG.2/Circ.63.

New routing measures or amendments to existing measures for dissemination by means of SN.1/Circ.309 for:

- Three two-way routes in Norra Kvarken;
- An area to be avoided "At West Hinder" Traffic Separation Scheme bordering to the north of the new precautionary area;
- A Deep-water route in the approaches to the River Scheldt;
- A Precautionary Area in the vicinity of the Thornton and Bligh Banks;
- An amendment to the description of the existing area to be avoided "Off the Washington coast";
- An amendment to the Note relating to the existing Deep-water route off the coast of Langeland;
- A Recommendation on navigation through the Strait of Bonifacio, as an Associated Protective Measure (APM) for the Strait of Bonifacio PSSA;
- Two-way routes in the Gulf of Campeche and the ports of Cayo Arcas, Ta'kuntah and Yuum K'ak Naab;
- Five areas to be avoided and six Precautionary Areas in the Gulf of Campeche and the ports of Cayo Arcas, Ta'kuntah and Yuum K'ak Naab; and
- Revocation of the existing routing measures other than traffic separation schemes detailed in sections 2.5, 2.6 and 3.2 of annex 1 to resolution A.527(13) relating to the Gulf of Campeche, the maritime oil terminal off Cayo Arcas and the recommended tracks in the Gulf of Campeche respectively.

### **Draft amendments to chapters 3, 5, 8, 9, 12, 13 and 14 of the FSS Code**

The Committee approved the draft amendments to chapters 3, 5, 8, 9, 12, 13 and 14 of the FSS Code, and requested they be circulated with a view to adoption at MSC 91.

### **Draft amendments to SOLAS regulation II-2/15**

The Committee approved the draft amendments to SOLAS regulation II-2/15 concerning requirements for firefighters' breathing apparatus, and requested they be circulated with a view to adoption at MSC 91.

### **Draft amendments to SOLAS regulation II-2/10**

The Committee approved draft amendments to SOLAS regulation II-2/10 concerning firefighters' means of communication, and requested they be circulated with a view to adoption at MSC 91.

### **Fixed fire-fighting systems and use of protected spaces as counter-piracy citadels**

The Committee considered a submission by the Bahamas drawing attention to its consideration of the safety issues associated with the possible use of fire-fighting agent (CO<sub>2</sub>) as a lethal weapon by pirates and including the installation of an additional cut-off valve inside engine-rooms used as citadels to protect the crew; and pointing out however that the installation of such a valve may be in conflict with the FSS Code and the Guidelines for maintenance and inspection of fixed CO<sub>2</sub> fire-extinguishing systems (MSC.1/Circ.1318).

Some delegations were in favor of referring the matter to the Working Group on Maritime Security and Piracy, viewing it as a competent body for in-depth analysis of the measures described, while others emphasized technical difficulties associated with the installation of a cut-off valve in the CO<sub>2</sub> main which, in their view, necessitated the collection of relevant technical information from Member States before taking any measures of a regulatory character. The Committee also noted information from IACS related to the need for careful consideration of all issues arising from the fitting of cut-off valves, including the need for any additional valves or piping to be suitable for the pressures involved and the need to ensure appropriately sized vent piping was used.

Having exchanged views, the Committee decided not to take any action for the time being.

### ***Enclosed space entry and rescue drills***

The Committee endorsed the action taken by the Sub-Committee to forward the draft amendments to SOLAS regulation III/19, mandating enclosed space entry and rescue drills, to the Sub-Committee on Bulk Liquids and Gases (BLG) and to the Sub-Committee on Standards of Training & Watchkeeping (STW), taking into account that the draft amendments would be finalized at the 17<sup>th</sup> session of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC).

The Committee considered a proposal by The Bahamas to expand the work on the SOLAS amendments to include developing amendments to relevant mandatory and non-mandatory codes that contain separate provisions relating to drill activities to ensure that the measures adopted are applied to seafarers on all vessels (e.g., High Speed Craft and MODUs). Following discussion, the Committee instructed DSC 17 to consider the proposal with a view to developing consequential amendments to relevant Codes, as appropriate, and advise the Committee accordingly.

The delegation of Mexico reserved its position as the expansion of the draft amendments to SOLAS regulation III/19 to MODUs had not, in its view, been agreed in the original proposal approved by the Committee.

The delegation of the Cook Islands drew the Committee's attention to the need for appropriate training to be developed and undertaken before drills were conducted.

### ***Amendments to the 1988 LL Protocol***

The Committee approved draft amendments to regulation 27 (Types of ships) of the 1988 Load Lines Protocol, regarding initial condition of loading and condition of equilibrium, with a view to adoption at MSC 91.

### ***Amendments to the Guidelines for the design and construction of offshore supply vessels (resolution MSC.235(82))***

The Committee considered draft amendments to the Guidelines for the design and construction of offshore supply vessels, together with a proposal by the United States, proposing modifications to the draft amendments intended to clarify their application to new OSVs, taking into account the intention that these amendments would only apply to new OSVs, *i.e.* vessels built on or after the date of adoption of the amendments, because they modify design parameters that impact the structural arrangement of the vessels. However, since the definitions of "new vessel" and "existing vessel" in the 2006 OSV Guidelines are based on the original adoption date (*i.e.* 1 December 2006), the United States was of the view that it was insufficient to only indicate that the amendments should apply to new vessels.

Following general discussion, the Committee adopted resolution MSC.335(90) on Amendments to the Guidelines for the design and construction of offshore supply vessels, 2006 (2006 OSV Guidelines) (resolution MSC.235(82)).

### ***Draft amendments to the IBC Code***

The Committee approved the draft amendments to the IBC Code (various requirements for specified cargoes), for consideration at MSC 91 with a view to adoption.

### ***IMO model course programme***

The Secretariat reported the publication of three new model courses:

- 1.38 Marine environmental awareness;
- 3.24 Security awareness training for security personnel, with designated duties; and
- 3.25 Security awareness training for all port facility personnel.

### **FSA study on a drillship operating in the US Arctic region**

The United States informed the Committee of its intention to conduct a Formal Safety Assessment on a drillship operating in the United States' Arctic region.

### **FSA Guidelines and Human Element Analysing Process (HEAP) Guidelines**

Committee agreed, in principle, to the draft MSC-MEPC circular on the Revised Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule making process (Revised FSA Guidelines), for further consideration at MSC 91 with a view to approval.

The Committee also agreed, in principle, to the draft MSC-MEPC circular on Guidelines for the application of Human Element Analysing Process (HEAP) to the IMO rule making process (HEAP Guidelines), for further consideration at MSC 91 with a view to approval.

### **Arms on board ship**

The Committee agreed that:

- The carriage of firearms by seafarers continues to be strongly discouraged;
- The use of privately contracted armed security personnel (PCASP) was an exceptional measure to be used only in exceptional circumstances in the high-risk area (*i.e.* in waters off the coast of Somalia) and that use of armed personnel on board ships should not become institutionalized;
- The carriage of armed personnel on board ships for enhancing their protection should be left to flag States to decide, once a thorough risk assessment exercise has been carried out and following consultations with the shipowners concerned;
- Governments should decide, as a matter of national policy and taking into account the guidance developed by the IMO, whether ships entitled to fly their flag should be authorized to carry PCASP and, if so, under what conditions, and urged all Governments to promulgate that information widely;
- Guidance to private maritime security companies (PMSC), to complement existing guidance to flag, port and coastal States and to shipowners, ship operators and ship masters should be developed by IMO;
- Further guidance is needed to assist policy development at the national level and facilitate greater harmonization of policies at the international level related to the issue of arms on board. The development of such guidance does not constitute a recommendation or an endorsement of the general use of PCASP;
- The guiding principles for standards for PMSC and PCASP on board ships should be developed by IMO; and
- IMO should work closely with the International Organization for Standardization (ISO) in the development of international standards for PMSCs and PCASP to ensure consistency with the IMO's guidance on the matter.

Having considered issues related to PCASP of concern to coastal and port States, the Committee agreed that:

- Masters, shipowners and companies should be aware that ships entering the territorial sea and/or ports of a State are subject to that State's legislation, bearing in mind that importation of firearms is subject to port and coastal State regulations;
- Governments should decide, in their capacity as port or coastal States, their national policy on the embarkation, disembarkation and carriage of PCASP and of the firearms, ammunition and security-related equipment to be used by such personnel;
- Governments should make known their policies and procedures on the embarkation, disembarkation and carriage of PCASP of related firearms, ammunition and security-related equipment to the shipping industry, the providers of PCASP and all Member Governments in order to enable flag States to act accordingly; and provide relevant information to the Organization;
- The differing customs or security requirements for the carriage and importation of firearms should be considered, as taking any type of firearm into the territory of some countries may be considered an offence; and
- Firing weapons at suspected pirates may impose a legal risk for the master, shipowner or company. In some jurisdictions, killing a national may have unforeseen consequences even for a person who believes he or she has acted in self-defense.



Some delegations stated that they only authorized the use of military vessel protection detachments when considering the use of armed guards but nonetheless were supportive in greater international harmonization and standardization for PCASP.

Some delegations had expressed their concerns related to the practice of private security companies having logistical platforms situated close to the territorial sea of a State, in order to embark and disembark PCASP and firearms.

The Committee noted information provided by the Marshall Islands that the Security Association for the Maritime Industry (SAMI) had established an accreditation programme as a standard by which PMSCs were being vetted and independently certified. The programme, which was derived from IMO guidance, the International Code of Conduct for Private Security Service Providers (ICoC), and from industry best practice, was intended to enable a detailed assessment of the suitability of a PMSC and its security personnel to perform security operations in the HRA.

The Committee further noted the Marshall Islands' proposal to establish an international standard and accreditation process for the governance and use of PCASP, rather than having a "patchwork" of national standards around the globe. It invited the Committee to give consideration to the SAMI Programme in the formulation of a framework of international standards and an accreditation process upon which shipowners can rely to make an informed judgment and decision on the selection of a PMSC.

The Committee approved MSC.1/Circ.1443 on Interim guidance to private maritime security companies providing privately contracted armed security personnel on board ships in the High Risk Area. However, China, France, Germany, Indonesia, Islamic Republic of Iran, Italy, Republic of Korea, South Africa, Thailand, and Turkey reserved their positions on paragraphs 3.8.1 and 3.8.7 of the circular.

Considering the need for consequential amendments to MSC.1/Circ.1405/Rev.1, as a result of the approval of MSC.1/Circ.1443, the Committee approved MSC.1/Circ.1405/Rev.2 on 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.

Having agreed that there would be merit in referencing, in a single concise document, the recommended practices that flag States are encouraged to apply, taking into account their own circumstances and subject to their national law, in order to maximize their efforts to implement counter-piracy measures, the Committee approved MSC.1/Circ.1444 on Interim guidance for flag States on measures to prevent and mitigate Somalia-based piracy.

### **Formal Safety Assessment (FSA) study on General Cargo Ship Safety**

With regard to the final recommended risk control options (RCOs) included in the FSA study on General Cargo Ship Safety the Committee agreed to action plans for relevant Sub-Committees regarding the review of general cargo ship safety and instructed those sub-committees to take action based on the following:

<b>Sub-</b>	<b>Action to be taken</b>
NAV	RCO 27 (Anchoring watch alarm integrated in ECDIS; no additional costs if ECDIS is already integrated on bridge), RCO 32 (Combine watch alarm with autopilot) and RCO 2 (ECDIS with AIS and RADAR, only for newbuildings are matters of navigation) need further technical consideration
FSI	RCO 20 (Port State control inspector training for general cargo ships) and RCO 19 (Extended survey on general cargo ships) should be further examined on their feasibility
STW	RCOs 26, 23 and 8 relating to training of crew and/or pilots should be further examined on their feasibility and how to realize them
FP	RCO 28 (measure to prevent fire and explosion accident caused by inadequate repair and maintenance procedures and work during harbour stays) should be further examined on their feasibility and how to realize them
DSC	RCO 17 relating to stowage of bulk cargo and heavy items and ship's stability should be further examined
DE	Measures to strengthen the maintenance responsibilities for ship machinery in the context of implementing the Safety Management

### **Clarification of SOLAS regulation V/23**

MSC 88, when adopting amendments to SOLAS regulation V/23, approved a unified interpretation of SOLAS regulation V/23 concerning the installation date of pilot transfer equipment and arrangements (MSC.1/Circ.1375). These amendments are expected to come into force on 1 July 2012.

The International Association of Classification Societies (IACS) sought clarification on the interpretation of "installation date" for pilot transfer equipment and arrangements under the provisions of SOLAS regulation V/23. While concurring that the interpretation contained in MSC.1/Circ.1375 might not provide for uniform implementation, the Committee asked the Secretariat to issue MSC.1/Circ.1375/Rev.1, revising paragraph 1.2 for consistency with other IMO interpretations addressing the installation date on the basis of the IACS proposal.

### **Application of SOLAS regulation III/1.5**

MSC 89 had adopted amendments to SOLAS regulation III/1.5 on lifeboat on-load release and retrieval systems (MSC.317(89)) and amendments to chapter IV of the LSA Code (MSC.320(89)). Both amendments to SOLAS and the LSA Code are expected to come into force on 1 January 2013.

IACS sought clarification on the terms "first scheduled dry-docking" under the provisions of SOLAS regulation III/1.5, and suggested that the terms mean "first scheduled out of water survey of the ship's outer bottom". IACS also proposed to include a relevant reference in the Procedures for port State control, 2011 (resolution A.1052(27)) to record the application of this mandatory instrument to ships constructed on or after 1 July 2014 as clarified in MSC.1/Circ.1393.

Having confirmed the understanding that the new SOLAS regulation III/1.5 is applicable to all ships, including both existing and new ships constructed on or after 1 July 2014, the Committee approved MSC.1/Circ.1445 on Clarification of the term "first scheduled dry-docking" as contained in SOLAS regulation III/1.5, as amended by resolution MSC.317(89).

With regard to the clarification of the application of the new SOLAS regulation III/1.5 and related amendments to chapter IV of the LSA Code, which are expected to enter into force on 1 January 2013, the Committee did not agree with the need to provide additional; however, the Committee recommended that Member States should be prudent and pragmatic in the application of the requirements for on-load release and retrieval systems for lifeboats for ships constructed up to 1 July 2014.

### **Transfer of a ship's maintenance and failure records for safety critical equipment**

The Committee considered a proposal by Canada and the Republic of Korea to amend section 10 of the ISM Code by including a requirement on the transfer of a ship's maintenance and failure records for safety critical equipment. The Committee agreed to forward both documents to the STW Sub-Committee for consideration under its existing output on "Enhancing the efficiency and user-friendliness of the International Safety Management Code", which is included in the provisional agenda for STW 44.

### **Revision of the Recommendations on training of personnel on mobile offshore units (MOUs)**

The Committee considered a proposal by Liberia, Marshall Islands, Vanuatu, IADC and IMCA, to revise the Recommendations on training of personnel on MOUs (resolution A.891(21)) by harmonizing them with the 2010 Manila Amendments to the STCW Convention and Code. It was agreed to include in the 2012-2013 biennial agenda of the STW Sub-Committee and in the provisional agenda for STW 44 an unplanned output on "Revision of the Recommendations on training of personnel on mobile offshore units (MOUs) (resolution A.891(21))", with a target completion year of 2013.

### **Work program**

The planned outputs for the Committee include the following:

Description	Number	Parent	Coord.	Involved	Target
Development of an interpretation of SOLAS regulation II-1/13.6 on means of escape from ro-ro cargo spaces	TBD	MSC	FP		2013
Development of amendments to SOLAS chapter II-2, the FTP Code and MSC/Circ.1120 to clarify the requirements for plastic pipes on ships	TBD	MSC	FP	BLG	1 session

Description	Number	Parent	Coord.	Involved	Target
Development of life safety performance criteria for alternative design and arrangements for fire safety (MSC/Circ.1002)	TBD	MSC	FP		1 session
Review and modernization of the Global Maritime Distress and Safety System (GMDSS)	TBD	MSC	COMSAR	NAV STW	2017
Review of General cargo ship safety	TBD	MSC		FP FSI NAV DE DSC	2013
Revision of the Guidelines for the on board operational use of shipborne automatic identification systems (AIS)	TBD	MSC	NAV	COMSAR	2013
Consolidation of ECDIS-related IMO circulars	TBD	MSC	NAV		2014
Development of performance standards for multi-system shipborne navigation systems	TBD	MSC	NAV		2 sessions
Development of explanatory footnotes to SOLAS regulations V/15, V/18, V/19 and V/27	TBD	MSC	NAV		2014
Development of amendments to SOLAS regulations II-1/29.3.2 and 29.4.2 clarifying the requirements for steering gear trials	TBD	MSC	DE		2013
Development of a requirement for hoist winches to be tested following any maintenance, repair or modification (MSC.1/Circ.1331)	TBD	MSC	DE		1 session
Development of amendments to the Guidelines for vessels with dynamic positioning (DP) systems (MSC/Circ.645)	TBD	MSC	DE		2 sessions
Development of guidance for personnel involved with tug-barge operations	TBD	MSC	STW	DE	2014
Revision of the Recommendations on training of personnel on mobile offshore units (MOUs)	TBD	MSC	STW		2013

**21 to 25 May 2012: Scientific Group of the London Convention and the Scientific Group of the London Protocol (LC-SG34/LP-SG5)**

***Disposal management measures (e.g. capping)***

The Scientific Groups noted that the United States Army Corps of Engineers, in co-operation with the United States Environment Protection Agency would be revising an existing national technical manual on sediment capping. The revised manual would focus on both capping and in-situ treatment of contaminated sediments. It would include recommendations on cap design, use of sediment amendments, management of remediated sites, and long term monitoring among other topics. It was envisaged that this would be completed later in 2012 and a submission would be made available to the next session of the Groups in 2013.

***Review of the 2007 CO<sub>2</sub> Sequestration Guidelines***

In 2011, the Meeting of Contracting Parties re-established the intersessional Correspondence Group, under the lead of the Republic of Korea, to continue the review of the scientific and technical aspects of the 2007 CO<sub>2</sub> Sequestration Guidelines to include transboundary movement and in the light of the amendment to Article 6 of the London Protocol

The Groups assigned a the Working Group to review the "2011 Draft Revision" of the 2007 CO2 taking into account of the draft 'Development and implementation of arrangements or agreements for the export of CO2 streams for storage in sub-seabed geological formations.'

The Working Group reached agreement that distinction needed to be made between 'export' prior to injection and 'transboundary movement' within sub-seabed geological formations after injection and that these two issues should (for the time being) be considered as separate documents (or at least the latter should be annexed to the Specific Guidelines due to the different legal implications associated with the two issues).

The Working Group also considered the draft guidelines for the "Development and implementation of arrangements or agreements for the export of CO2 streams for storage in sub-seabed geological formations."

The LP Scientific Group, having noted the outcomes of the Working Group, agreed to forward the Specific Guidelines and the amended "Development and implementation of arrangements or agreements for the export of CO2 streams for storage in sub-seabed geological formations" to the 2012 meeting of the governing bodies for consideration.

### ***Experiences with CO2 sequestration technologies and their application***

The delegation of the United States informed the Scientific Groups about their Department of Energy (DOE) - Office of Fossil Energy activities related to research and development (R&D) for technologies relating to geologic storage of CO2.

The Groups noted it is developing a technology portfolio of safe, cost-effective, commercial scale CO2 capture, storage, and mitigation technologies that will be available for commercial deployment in the next decade. The project goal is to deliver technologies and best practices that: provide Carbon Capture and Storage (CCS) and CO2 utilization with 99 per cent storage permanence, ± 30 per cent capacity in reservoirs and \$10/ton CO2 utilization (for non-enhanced oil recovery applications), and validation of different geological formation classes. Approximately 60 projects are being funded for geologic sequestration site characterization projects, to provide training opportunities through R&D at universities, and to establish regional training centers with the goal of creating a qualified carbon sequestration workforce. The five projects outlined are focused on potential offshore sites within the United States continental margin. The current phase is aimed on site characterization and morphology only. Future phases will draw upon knowledge gained within the program and will perform targeted test injections.

The delegation of the United Kingdom informed the Groups about an experiment by the Scottish Association for Marine Science (SAMS), Plymouth Marine Lab, plus 8 other research institutes that will simulate what would happen if a pipeline to a carbon store leaked. The experiment will help in understanding what would happen to the ecosystem if there is a leak of CO2 from a CCS reservoir – either from the reservoir itself or from the point where you inject or the pipeline.

The delegation of the Netherlands provided an update on a number of CCS related matters and demonstration projects underway or planned:

- The EERP ROAD Demo Project (E.on, Electrabel and TAQA as storage operator) is awaiting final investment decision by E.on and Electrabel (GdF SUEZ). The European Commission has advised positively with respect to the draft storage license which aims to capture some 1.1 million tons of CO2/ year from a new powerplant in the Rotterdam harbor area and stored in empty gas reservoirs on the North Sea;
- A Green Hydrogen Project which will capture CO2 in the Rotterdam Harbour area and will, most likely, be stored in the Dutch Continental Shelf;
- CATO catcher (post combustion), Buggenum pilot (pre-combustion), and K12b pilot (GdF Suez, offshore re-injection of CO2) are all fully operational. A small post-combustion pilot has been started in the Nijmegen area;
- A spatial planning exercise, investigating all options for sub-surface use, has been initiated by the government. The assessment also involves CCS (both on- and off-shore).

The delegation of Brazil informed the Groups that the FPSO Cidade de Angra dos Reis had commenced reinjection of CO2 produced waste stream at the Lula field (pre-salt), which is located in southern Brazil. This activity started in September 2011 at a rate of 320.000 m<sup>3</sup>/day.

The observer from OECD/IEA, informed the Scientific Groups about its recent work on the legal and regulatory aspects of CCS. The observer highlighted that a significant advancement was made in this area at the Durban Climate Change Conference in 2011, where agreement was reached on inclusion of CCS projects in the Clean Development Mechanism (CDM). These aim to ensure the environmental integrity of CCS projects in developing countries. It was noted that inclusion of CCS in the CDM

represents a critical development towards an internationally agreed approach to CCS deployment in developing countries, and may facilitate inclusion of CCS in other international funding mechanisms. Residual issues are currently under discussion at the UNFCCC Subsidiary Body for Scientific and Technological Advice (SBSTA). It was further noted that SBSTA has requested the UNFCCC Secretariat to prepare a technical paper on transboundary matters for consideration in December 2012 in Qatar.

The IEA is currently developing an IEA International CCS Law and Regulation Database, which will consolidate and make more accessible information on key global approaches to a broad range of CCS regulatory issues, both in high-level summary form and by inclusion of relevant legislative extracts. The CCS Database will complement the IEA's CCS Legal and Regulatory Review, which is a regular review of CCS regulatory progress worldwide and collates contributions by national and regional governments, as well as leading organizations engaged in CCS regulatory activities. Information on all initiatives is available at: [www.iea.org/topics/ccs/](http://www.iea.org/topics/ccs/).

The IEAGHG is organizing the third workshop in its series on Environmental Impacts (of CO2 leakage) which will be in July 2012 and will focus on controlled experimental releases of CO2. The workshop will also look at new environmental impact assessments from real projects, and review the work underway on realistic leakage scenarios and rates (including offshore). More information on IEAGHG reports, meetings and workshops, is available at: [www.ieaghg.org](http://www.ieaghg.org).

## **11 to 14 June 2012: Council (C 108)**

### ***Strategy, Planning and Reform***

The Council agreed that the Risk Management Framework (RMF), as envisaged by resolution A.1013(26), should be applied to planned outputs as well as to unplanned outputs; and that the assessment should be carried out by both the proponent of an unplanned output and the relevant IMO Committee.

It decided that for the Council, the Committees and the Sub-Committees meeting plans should be made on the basis of eight (instead of 10) plenary sessions requiring interpretation in a five-day period. The Assembly, MSC and MEPC would continue with their present arrangement, that is, on the basis of the plenary sessions requiring interpretation for the entire period of their meeting.

### ***Budget***

It was noted that

- There was an operating surplus of revenue over expenditure for 2011 of £352,706;
- There had been a decrease in net assets for 2011 of £4,384,408 arising as a result of actuarial losses on long-term employee benefit;
- There was an 8% underspend in the appropriation; and
- The Members' contribution level was 99.25% for the 2011 assessment.

### ***Liability and compensation issues connected with transboundary pollution damage resulting from offshore oil exploration and exploitation activities***

The Council noted the Committee's decision that it wished to analyze further the liability and compensation issues connected with transboundary pollution damage resulting from offshore oil exploration and exploitation activities, with the aim of developing guidance to assist States interested in pursuing bilateral or regional arrangements, without revising Strategic Direction 7.2.

### ***Relations with non-governmental organizations***

The Council decided not to grant consultative status to:

- The International Council on Mining and Metals (ICMM);
- The Pew Environment Group (PEG);
- The International Tank Container Organisation (ITCO);
- The European Maritime Independent Suppliers Association (EMISA);
- The Global Shippers' Forum (GSF);
- The Natural Resources Defense Council (NRDC); and
- The Asian Shipowners' Forum (ASF).

### ***International Maritime Prize***

The Council unanimously decided to award the Prize for 2011 to Mr. Efthimios E. Mitropoulos, by acclamation, in recognition of his invaluable contribution, extending over many years, to the work of the Organization, in particular, and the international maritime community as a whole.

### ***IMO Award for Exceptional Bravery at Sea***

The Council endorsed the decision of the Panel of Judges to bestow the 2012 Award on Sergeant Janick Gilbert (posthumously), Master Corporal Max Lahaye-Lemay and Master Corporal Marco Journeyman, crew members of the 424 (Transport and Rescue) Squadron in Trenton, Royal Canadian Air Force, and Mr. César Flores Flores, rescue swimmer, aerial detachment from Puerto Montt, Fifth Naval Zone, Chilean Navy.

## ***2 to 6 July 2012: Sub-Committee on Safety of Navigation (NAV 58)***

### ***Ship routing and associated measures***

Numerous proposed new or amended traffic separation schemes, areas to be avoided and recommendatory or mandatory ship reporting systems were approved, several of which are in areas of oil and gas development, e.g., the Santa Barbara Channel, Brazil's Espírito Santo Basin region and Golfinho and Jubarte Fields, and the Barents Area. In general, the Maritime Safety Committee (MSC) was invited to adopt these proposals with implementation generally to follow in six months after adoption.

### ***"Man overboard" (MOB) and similar devices using AIS-SART technology***

The Sub-Committee agreed that the maritime identity format for MOB devices would be appropriate for diver locating devices when using the frequencies AIS 1 and AIS 2 in a non-routine situation. It endorsed a draft SN.1 circular providing information to seafarers on the display of AIS-SART, AIS MOB and EPIRB-AIS devices, and forwarded it to COMSAR 17 for further consideration and finalization. The Maritime Safety Committee (MSC) was asked to invite Member Governments to advise manufacturers to affix product labels to the equipment AIS-SART, EPIRB-AIS and AIS MOB, clearly indicating that these AIS devices must be regarded as location aids in emergency situations and not as distress alert systems.

### ***Strategy for E-Navigation***

The Correspondence Group, coordinated by Norway<sup>7</sup>, on e-navigation was re-established to undertake the following tasks:

- .1 review the preliminary list of potential e-navigation solutions and, if necessary, prepare additional potential e-navigation solutions in order to address all gaps identified during this session;
- .2 finalize the Cost Benefit and Risk Analyses, with a view to final approval by NAV 59, considering the final list of gaps and the preliminary list of potential e-navigation solutions that would cover all the identified gaps and taking into account the Formal Safety Assessment process and the Methodology of the Human Element Analysing Process (HEAP);
- .3 further develop: (a) the detailed ship and shore architecture; (b) the concept of Maritime Service Portfolios; and (c) the draft Strategy Implementation Plan;
- .4 consider the issue of software quality assurance; and
- .5 progress the development of draft Guidelines for usability evaluation of navigational equipment and its harmonization with the HEAP.

### ***New symbols for AIS Aids to Navigation***

The Sub-Committee considered the report of the its Correspondence Group which contained the first draft of the IMO policy and new symbols for AIS Aids to Navigation (AtoN) for future consideration by the Sub-Committee.

The Sub-Committee discussed whether virtual AIS Aids to Navigation could be established on a permanent basis and was of the view that, as a general rule, virtual AIS AtoN should not be used on a permanent basis.

The Sub-Committee agreed on the revised draft text of the policy on use of Aids to Navigation and that further liaison was necessary to ensure standards developed by other international organizations, i.e. IHO, IEC and IALA align with this developing policy for AIS AtoN.

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<sup>7</sup> Mr. John Erik Hagen (john.erik.hagen@kystverket.no)

The Sub-Committee agreed to establish a Correspondence Group, coordinated by Japan<sup>8</sup>, to progress this issue.

**Clarification of SOLAS regulation V/22 (Navigation bridge visibility)**

The Sub-Committee agreed to the revised MSC.1/Circ.1350, and invited the MSC to approve it.

**Unified Interpretation regarding navigation sidelights**

The International Association of Classification Societies (IACS) had identified a difficulty encountered by IACS regarding navigation light arrangements described in Annex I/9(a)(i) and Annex I/10(a)(i) of the Convention on the International Regulations for Preventing Collisions at Sea (COLREG) 1972, as amended. IACS had also proposed a solution for the consideration of the Sub-Committee on the Application of the provisions of Annex I/9(a)(i) and Annex I/10(a)(i) of the COLREG.

The Sub-Committee endorsed a draft MSC circular, based on the IACS submission, on Unified Interpretations of COLREG 1972, as amended, for approval by the MSC.

The Sub-Committee noted that the current unified interpretation or any possible unified interpretation on vertical sectors would not address the problem raised by IACS. This was because there was no technical specification or regulation for visibility of sidelights that was susceptible of interpretation to address that issue. This revealed potential need for amending the existing COLREG related to visibility rather than intensity of sidelights. Although COLREGs addressed visibility requirements in Rule 22 and intensity requirements in paragraph 8 of Annex I, no particular requirements could be identified that sufficiently covered the questions raised by IACS. Thus, particular emphasis in the review process of the COLREGs should be placed on the identification of the aspects of large ships as seen from small ships in close proximity.

**Development of performance standards for inclinometers**

The Sub-Committee endorsed the draft MSC resolution on the Performance standards for electronic inclinometers and forwarded it to SLF 55 for any advice on appropriate criteria for alarming functionality of inclinometers and further forwarding to MSC for adoption at its 92<sup>nd</sup> session. The delegation of the Marshall Islands expressed the view that the performance standards developed for electronic inclinometers should not be seen as leading to a new carriage requirement on ships for such equipment.

**Work program**

The proposed planned outputs for the Sub-Committee include:

Description	Number	Parent	Coordinating	Involved	Target
Development of a mandatory Code for ships operating in polar waters	5.2.1.17	MSC MEPC	DE	COMSAR FP, SLF, NAV, STW	2014
Routing of ships, ship reporting and related matters	5.2.4.1	MSC	NAV		Ongoing
Amendments to resolution A.572(14), as amended	5.2.1.17	MSC	NAV		2013
Development of policy and new symbols for AIS aids to navigation	5.2.4.8	MSC	NAV		2013
Revision of the Guidelines for the onboard operational use of shipborne automatic identification systems (AIS)	5.2.4.13	MSC	NAV	COMSAR	2013
Development of an e-navigation strategy implementation plan	5.2.6.1	MSC	NAV	COMSAR STW	2014

<sup>8</sup> Cdr. Hideki Noguchi (noguchi-i8twy@kaiho.mlit.go.jp)

### **Consideration of draft Code for ships operating in Polar waters**

It was noted that the draft referred to the current version of SOLAS chapter V (2002) and, therefore, may only be relevant to new ships. Additional considerations might be needed for existing ships.

It was clarified that, if a carriage requirement for equipment capable of receiving and displaying ice imagery was to be included, relevant performance standards would need to be developed.

## **19 to 23 September 2012: Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 17)**

### **Mandating enclosed space entry and rescue drills**

The Sub-Committee agreed to the draft amendments to SOLAS regulation III/19 to mandate enclosed space entry and rescue drills. The draft amendments will be submitted to the 91<sup>st</sup> session of the Maritime Safety Committee (MSC 91) in November 2012, for approval and subsequent adoption.

The Sub-Committee also agreed to draft consequential amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code), Code of Safety for Dynamically Supported Craft (DSC Code), and 1994 and 2000 High Speed Craft Codes (HSC Codes) for consideration by MSC 91 with a view to approval and/or adoption, as appropriate.

### **Carriage requirements for appropriate atmosphere testing instruments**

Noting that the agreed draft SOLAS amendments did not provide for a requirement for the carriage of appropriate atmospheric testing instruments to serve as a basis for authorizing enclosed space entry, the Sub-Committee prepared a justification for an unplanned output for consideration by MSC 91 with a view to its approval for inclusion in the Sub-Committees 2012-2013 biennial agenda, with a target completion date in 2013.

### **Mandatory verification of gross weight of freight containers**

The Sub-Committee agreed to draft amendments to SOLAS regulation VI/2, for submission to MSC 92 (June 2013) for approval with a view to subsequent adoption. The Sub-Committee noted that the majority of its working group had agreed that the most accurate way to determine the weight of the container was by weighing. However, taking into account that not every country has the necessary resources to actually perform the weighing, the Sub-Committee also noted that the group had agreed that there was the need for flexibility on the draft new SOLAS requirements.

As drafted, the new SOLAS requirements would apply to virtually all "freight containers" carried onboard ships (irrespective of size) on international voyages. As there is no definition of "freight container" provided, and there is some ambiguity regarding the applicability of regulation SOLAS VI/2, there is the potential for the proposed regulation to prove problematic for the offshore industries.

Associated guidelines regarding verification of container weights are to be developed.

### **Revision of ISO 3874, Series 1 Freight containers – Handling and securing**

The Sub-Committee noted that the working group had agreed that ISO is responsible for international standards on securing containers and that it would be the appropriate body to consider the matter in detail. The Sub-Committee agreed that it would be appropriate if ISO 3874 could be revised in the context of measures to prevent loss of containers. Consequently, the Sub-Committee invited ISO to consider the possible need for a revision of standard ISO 3874 and advise the Sub-Committee as appropriate.

### **Adjustments to the Sub-Committee's work program**

Areas of interest in the Sub-Committee's requested the following revised work program include:

<b>Description</b>	<b>Number</b>	<b>Parent</b>	<b>Coordinating</b>	<b>Involved</b>	<b>Target</b>
Development of amendments to SOLAS and the relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships	5.2.3.x	MSC	DSC		2013
Development of measures to prevent loss of containers	5.2.3.2	MSC	DSC		2013



Description	Number	Parent	Coordinating	Involved	Target
Revised Guidelines for packing of cargo transport units	5.2.3.9	MSC	DSC		2013

## **1 to 5 October 2012: Marine Environment Protection Committee (MEPC 64)**

### **MARPOL Convention – status**

It was reported that:

- Niue deposited its instrument of accession to MARPOL Annexes I, II, III, IV, V and VI on 27 June 2012;
- Netherlands deposited its instrument of accession to MARPOL Annex VI on 27 June 2012; and
- Republic of Indonesia deposited its instrument of accession to MARPOL Annexes III, IV, V and VI on 24 August 2012.

### **International Convention on the Control of Harmful Anti-Fouling Systems on Ships – status**

The delegations of the Russian Federation and the United States stated that their Governments had deposited their instruments of accession to the AFS Convention on 9 and 21 August 2012, respectively. The Convention has 62 Parties, representing 80.33% of the gross tonnage of the world's merchant fleet.

### **BWM Convention – status**

Since the previous meeting, Denmark, Niue, and the Russian Federation had acceded to the International Convention for the Control and Management of Ships' Ballast Water and Sediments. There are now 36 contracting governments, representing ≈29% of the world's merchant fleet tonnage; it requires ratification by 30 states, and 35% for entry into force.

Argentina, Belgium and Germany indicated that the process of ratifying the Convention is in an advanced stage in their countries and they will submit their instruments of ratification to IMO in the near future. Their combined tonnage represents ≈3% of the world's merchant fleet.

### **Consideration and adoption of amendments to mandatory instruments – IBC Code**

The Committee adopted the 2012 amendments to the IBC Code. The Committee agreed to the dates for "deemed acceptance" (1 December 2013) and "entry into force" (1 June 2014) for these amendments.

### **Adoption of MEPC Resolutions**

The Committee adopted the MEPC Resolutions:

- 2012 Guidelines for the Survey and Certification of Ships under the Hong Kong Convention;
- 2012 Guidelines for the inspection of ships under the Hong Kong Convention;
- Amendments to the 2012 Guidelines on the method of calculation of the attained Energy Efficiency Design Index for new ships (resolution MEPC.212(63));
- Amendments to the 2012 Guidelines on survey and certification of the Energy Efficiency Design Index (resolution MEPC.214(63));
- 2012 amendments to the IBC Code (chapters 17, 18 and 19);
- Designation of the Saba Bank as a Particularly Sensitive Sea Area; and
- 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants.

### **Approval of ballast water treatment systems**

Final Approval was granted to: DESMI Ocean Guard BWMS (Denmark), JFE BallastAce that makes use of NEO-CHLOR MARINE™ (Japan), and Smart Ballast BWMS (Korea).

Basic Approval was granted to: KTM-Ballast Water Management System, GloEn-Saver™ Ballast Water Management System and HS-BALLAST Ballast Water Management System (Korea), Hamworthy Aquarius™ -EC BWMS (Netherlands), OceanDoctor Ballast Water Management System (China).

The Committee did not to grant Basic Approval to Dow-Pinnacle Ballast Water Management System (Singapore).

The Committee agreed to:

- Urge applicants, test facilities and Administrations to recognize the importance of the assessment

of water quality for the test water selected for use, and to include detailed results of the test water assessment in the dossiers both for Basic and Final Approval; and

- Note the Ballast Water Working Group's recommendation to use unpolluted natural seawater as preferable to the use of synthetic seawater for BWMS testing.

### ***Review of the availability of ballast water treatment technologies and challenges to effective implementation***

The Committee noted:

- The total number of type-approved systems now stands at 28.
- Information provided by the Republic of Korea which shows that by the year 2020 more than 60,000 ballast water management systems would be manufactured in the Republic of Korea alone. It also indicated that only a small fraction of Korean-flagged ships had installed or ordered ballast water management systems.
- Information provided by Sweden indicating that 93.6% of ships operated by Swedish interests have not yet installed ballast water management systems: 3.9% have placed orders.
- Information provided by India indicate that 93.6 percent of ships operated by Indian interests have not yet installed ballast water management systems: 9.4% have placed orders.

Liberia, the Marshall Islands, Panama, BIMCO, INTERTANKO, CLIA, INTERCARGO, InterManager, IPTA, NACE and WSC joined to identify wide-ranging challenges being faced for effective implementation of the BWM Convention. The International Chamber of Shipping expressed similar concerns.

After an extensive debate the Committee recognized the concerns of the industry and agreed to the development of an Assembly resolution which could address the concerns. The resolution should aim to ease and facilitate the smooth implementation of the Convention and not to change the application dates contained in regulation B-3. It was agreed that any amendments to the provisions of the Convention will have to be considered and decided upon after its entry into force.

The Committee agreed to establish a Correspondence Group, to be coordinated by Japan<sup>9</sup> to a draft IMO Assembly resolution in relation to the implementation of regulation B-3 of the BWM Convention with a view to its adoption by the 28<sup>th</sup> session of the Assembly in 2013, while not pre-empting or circumventing the proper amendment procedure under article 19 of the Convention.

### ***Measures to ensure compliance of Mobile Offshore Units with the BWM Convention***

Having considered a submission by Singapore proposing measures to ensure compliance of the Mobile Offshore Units with the BWM Convention by means of the internal circulation method of treating ballast water, described in a document submitted by the Netherlands, the Committee agreed to initiate the development of a unified interpretation subject to further clarification if such an interpretation is possible before the entry into force of the Convention. The Committee invited Members and observers to submit relevant proposals to MEPC 65 in May 2013.

### ***Installation of a ballast water management system as a "Major conversion"***

Following consideration of a submission by Japan proposing not to consider the new installation of ballast water management systems as a "Major conversion" as stipulated in the regulation A-1.4 of the BWM Convention, the Committee agreed with the proposal and instructed the Secretariat to prepare a draft circular in this respect for consideration and approval by MEPC 65.

### ***Measures to ensure compliance of Offshore Supply Vessels with the BWM Convention***

Having considered submissions by Vanuatu proposing options to address the perceived difficulties regarding the application of the BWM Convention to offshore support vessels (OSVs), the Committee noted the support of several delegations for the development of a BWM Circular in this respect. Other delegations were of the view that the provisions of regulation A-4 are sufficient to address the specific situation of OSVs; therefore, there is no need for such a circular. The delegation of Norway emphasized that the text of the Ballast Water Management Convention, its Guidelines and the intention to avoid the spreading of invasive species must prevail in any interpretations of the Convention.

After some debate, the Committee agreed that a BWM Circular could facilitate the implementation of the provisions of the Convention in the particular case of offshore supply vessels and agreed to instruct the BLG Sub-Committee to initiate the development of such a circular based on Vanuatu's proposals.

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<sup>9</sup> Mr. Takenori OKA (oka-t2hz@mlit.go.jp)

### ***Changing the Guidelines for approval of ballast water management systems (G8)***

Concerns were raised regarding

- Sampling and analysis for compliance of ballast water management systems type approved under the existing Guidelines (G8);
- The need for a common understanding for exercising the discretion of port States in a manner that refrains from initiating criminal prosecution, in combination with further development of parameters and principles for monitoring ballast water management systems;
- Adverse impacts on BWMS performance associated with variations in operating conditions, such as salinity, water temperature, flow rate and concentration of suspended solids;
- Consistent application of QA/QC in the Type Approval process;
- The difficulties associated with amending Guidelines (G8) at this stage and the possibility of creating a two-tier system under international guidelines, which could cause confusion for Administrations ratifying the Convention as well as for shipowners considering installation of BWMS, as well as the potential legal issues for Administrations that had already ratified.

The Committee agreed:

- To instruct the BLG and FSI Sub-Committees that sampling and analysis procedures for port State control should be no more stringent than what is required for Type Approval of ballast water management systems;
- That appropriate technologies are available to achieve the standard contained in regulation D-2 of the BWM Convention;
- That a new set of amendments to Guidelines (G8) is not necessary at this stage;
- To instruct the Sub-Committee on Bulk Liquids and Gasses (BLG) to further consider revision of resolution MEPC.175(58) in order to improve transparency of the approval process;

### ***Issuance of Ballast Water Management Certificates prior to entry into force of the BWM Convention***

The Convention allows no phase-in period for ships constructed prior to the entry into force of the Convention to comply with its provisions. This would result in all ships of  $\geq 400$  gross tonnage to have on board an approved Ballast Water Management (BWM) Plan and be surveyed and certificated immediately on the entry into force of the Convention.

The Committee agreed that it would be impracticable to prepare, review and approve BWM Plans and survey and certify all ships of  $\geq 400$  gross tonnage within the 12-month period between the date when the conditions for entry into force have been satisfied and the actual entry into force.

To address this impracticality, MEPC 63 had endorsed the conclusion of the Ballast Water Review Group to allow the issuance of International Ballast Water Management Certificates prior to entry into force of the Convention, provided it is annotated to state that validity begins from entry-into-force date, combined with a statement issued to the Company when the BWM Plan was received thereby allowing the vessel to trade for three months with an unapproved BWM Plan on board.

The Committee instructed the Secretariat to disseminate this information in the form of BWM.2/Circ.40.

### ***Recycling of Ships – Guidance development***

The Committee adopted:

- 2012 Guidelines for the Survey and Certification of Ships under the Hong Kong Convention; and
- 2012 Guidelines for the inspection of ships under the Hong Kong Convention.

In adopting the Inspection Guidelines the Committee considered how a Port State Control Officer (PSCO) can determine whether there are inconsistencies in the Inventory of Hazardous Materials, when the guidelines make no direct provision for its inspection. The Committee agreed that, in accordance with section 2.1.1, the PSCO initially inspects the International Certificate on Inventory of Hazardous Materials or the International Ready for Recycling Certificate, both of which are supplemented by the Inventory of Hazardous Materials. Regarding threshold levels and exemptions, at previous sessions the Working Group on Ship Recycling discussed the issue of threshold values but felt unable in the limited time available to grasp the complex technical issues that arise in connection with this matter. At this session, the group also concluded that it would be more appropriate and productive to address this issue in a correspondence group, where time would not be as limited and where delegations may have the opportunity to consult more experts.

Some preliminary discussions took place on the actual thresholds that should apply for asbestos and for PCBs. A number of the delegations expressed their preference for a threshold level for asbestos of

0.1% (based on sample analyzed in a laboratory) which is consistent with existing national standards in many countries, while other delegations preferred 1% as a level that is practical and easy to test in many laboratories. Regarding PCBs, the majority of the delegates spoke in favor of the threshold value of 50ppm, which is in line with the requirements of the Basel and Stockholm Conventions.

The Committee establish of a Correspondence Group, coordinated by the United States<sup>10</sup>, to develop threshold values and exemptions applicable to the materials to be listed in Inventories of Hazardous Materials and consider the need to amend the 2011 Guidelines for the development of the inventory of hazardous materials.

#### ***Unified interpretation for continuous-feed type shipboard incinerators***

At its 16<sup>th</sup> session BLG considered a unified interpretation for the use of sludge oil during the warm-up process of continuous-feed type shipboard incinerators, The Committee approved this unified interpretation, and requested the Secretariat to disseminate it as a MEPC circular.

#### ***Review of the status of the technological developments to implement Tier III NOx standards***

Regulation 13.10 of MARPOL Annex VI calls for a review of the status of technological developments to implement the Tier III NOx emissions standards to begin in 2012 and be completed no later than 2013; MEPC 62 established a correspondence group to carry out this review.

The Committee considered an interim report on the work of this group. The group made substantial progress in defining and evaluating technologies that are expected to be used to meet the Tier III NOx emission limits, especially with regard to selective catalytic reduction (SCR) and exhaust gas recirculation (EGR) technologies. A final report will be submitted to MEPC 65 including a recommendation as to whether the effective date in regulation 13.5.1.1 of MARPOL Annex VI should be retained or, if adjustment is needed, reason given behind that adjustment.

The Committee also considered a submission from Japan providing the results of technological development of SCR systems for compliance with the NOx Tier III emission standard, including data of shipboard testing of SCR systems. Japan emphasized that the results of the project indicated that the SCR systems could satisfactorily comply with the Tier III NOx emission limits as set out in regulation 13.5.1.1 of MARPOL Annex VI and therefore concluded that SCR are a possible technology that can be used by ships to comply with the Tier III NOx emission standards.

#### ***Sulphur monitoring for 2011***

The Secretariat provided information on the outcome of the monitoring of the worldwide average sulphur content of marine fuel oils supplied for use on board ship through 2011, which shows the average 2.65% sulphur content for residual fuel and 0.14% for distillate fuel.

#### ***Unified interpretations for chapter 4 of MARPOL Annex VI – Definition of "new ships" for Phase 1, 2 and 3, and "major conversion"***

MEPC 63 agreed that a unified interpretation for "major conversion" should be developed and invited the International Association of Classification Societies (IACS) to develop a draft unified interpretation. After consideration of the IACS-developed draft, the Committee approved a draft unified interpretation for the definition of "new ships" for Phases 1, 2 and 3 of the EEDI framework and "major conversion" regulations 20.1 and 21.1 of MARPOL Annex VI,

#### ***Date on which Ship Energy Efficiency Management Plan (SEEMP) is required to be placed on board existing ships***

The Committee agreed to a unified interpretation of Regulation 22.1 which provides:

1. The International Energy Efficiency Certificate (IEEC) shall be issued for both new and existing ships to which chapter 4 of MARPOL Annex VI applies.
2. The SEEMP required by regulation 22.1 of MARPOL Annex VI is not required to be placed on board an existing ship to which this regulation applies until such time as the verification survey specified in regulation 5.4.4 of MARPOL Annex VI is carried out.
3. For existing ships, a Ship Energy Efficiency Management Plan (SEEMP) required in accordance with regulation 22 shall be verified on board according to regulation 5.4.4, and an IEEC shall be issued, not later than the first intermediate or renewal MARPOL Annex VI chapter 2 survey, whichever is the sooner, on or after 1 January 2013, i.e. a survey

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- connected to an intermediate/renewal survey of the IAPP Certificate.
4. The intermediate or renewal survey referenced in 2 relates solely to the timing for the verification of the SEEMP on board, i.e. these IAPPC survey windows will also become the IEEC initial survey date for existing ships. The SEEMP is however a survey item solely under the new MARPOL Annex VI, chapter 4, and is not a survey item relating to IAPPC surveys.
  5. In the event that the SEEMP is not found on board during the first intermediate/renewal survey of the IAPP Certificate on or after 1 January 2013, then the RO should seek the advice of the Administration concerning the issuance of an IEEC and be guided accordingly. However, the validity of the IAPP Certificate is not impacted by the lack of a SEEMP as the SEEMP is a survey item solely under the new MARPOL Annex VI, chapter 4, and not under the IAPPC surveys.
  6. With respect to ships required to keep on board a SEEMP, such ships exclude platforms (including FPSOs and FSUs) and drilling rigs, regardless of their propulsion.
  7. SEEMP should be established in a working language or languages understood by ship's personnel.

***Guidelines for determining minimum propulsion power and speed to enable safe manoeuvring in adverse weather conditions***

As agreed by MEPC 62, regulation 21.5 states that the installed propulsion power shall not be less than the propulsion power needed to maintain safe maneuverability of the ship under adverse weather conditions as defined in the guidelines to be developed by the Organization.

A proposal for draft interim guidelines was submitted by IACS, BIMCO, INTERCARGO, INTERTANKO and OCIMF.

Having considered the draft guidelines as well as submissions by other delegations, the Committee approved, subject to concurrent decision by the Maritime Safety Committee (MSC), a draft MEPC-MSC Circular for the Interim guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions. As chapter 4 of Annex VI will enter into force on 1 January 2013, it will be necessary to finalize the Circular at the MSC's November 2012 session.

The Interim guidelines call for verification at two different levels: (1) a Minimum powers lines assessment; and (2) a simplified assessment. For the power lines assessment, the parameters necessary to carry out the assessment are only provided for bulk carriers, tankers and combination carriers. The simplified assessment establishes a required advance speed in head wind and waves which is the larger of a minimum navigational speed (4 knots) or a minimum course-keeping speed, which is calculated based on factors including rudder area, frontal and lateral windage areas, block coefficient, and installed power.

A Correspondence Group, to be coordinated by Japan, was formed to further refine the guidelines.

***Speed trial and model test***

The Committee was provided information on ITTC Recommended Procedure 7.5-04-01-01.2, "Speed/power trials, part 2, analysis of speed/power trial data" to replace ISO 15016 for the evaluation of sea trials. The procedure consists of two parts, part one addresses the preparation and conduct of speed/power sea trial measurements, and part two concerns the correction methods for the sea trials, and improves on the existing ISO 15016 taking into account the "Sea Trial Analysis" (STA) method.

Information was also provided by ISO on the recent activity to ISO 15016, Guidelines for the assessment of speed and power performance by analysis of speed trial data. ISO established a new Working Group, WG 17, in TC 8/SC 6 (navigation of ship operations), to improve the Wind and Wave correction accuracy from the sea trial condition to EEDI condition, among others. The first WG meeting has been held and made a draft annex A and annex B to ISO 15016 which narrow down the correction method and also improve the accuracy of the correction method. It is intended that a draft will be balloted as a Publically Available Specification (PAS) in this year.

***IMO model course on energy-efficient operation of ships***

The Committee agreed to request the Secretariat to forward the draft IMO Model Course on energy-efficient operation of ships to the validation group for model courses under the STCW Convention to review and provide comments.

### ***Guidelines for the calculation of the Energy Efficiency Design Index (EEDI)***

The Committee considered a submission by BIMCO, CESA, IACS, ICS, INTERCARGO, INTERTANKO, ITTC, OCIMF and WSC providing the first version of industry guidelines to provide agreed procedures for the computation and the verification of the EEDI, compliant with the relevant IMO guidelines in resolutions MEPC.212(63) and MEPC.214(63), to be used by the verifiers as well as the submitters when verifying and computing EEDI respectively, and agreed to encourage the co-sponsors to further develop the guidance.

### ***Update of the greenhouse gas (GHG) emissions estimate for international shipping***

The Committee considered information provided by the Secretariat containing a draft outline for an update of the GHG emissions estimate for international shipping. The Committee endorsed, in principle, the outline and agreed that an expert workshop to be held in 2013 should further consider the methodology and assumptions to be used in the update. The Committee also called for donations to finance the expert workshop as well as the study.

### ***Control of GHG emissions from international shipping – Market-Based Measures (MBMs)***

At MEPC 63, the Committee agreed to a short list of MBM proposals that would be subject to the impact assessment study. All proposals were to be finalized in time for MEPC 64 to be part of a horizontal comparative analysis.

The Committee considered several submissions on this issue:

- A submission by Japan presenting a first draft legal text for a modified Economic Incentive Scheme (EIS) based on the International GHG Fund proposal by Cyprus, Denmark, Marshall Islands and Nigeria.
- Jamaica's proposal for a Port State Levy (PSL).
- A proposal from the United States addressing GHG emissions by fostering improvements in ships' energy efficiency, including (1) the establishment of mandatory attained efficiency standards using a metric based on total fuel consumption and (2) the establishment of a phased approach: a data collection phase (Phase I); a pilot phase (Phase II); and a full implementation phase (Phase III). The US provided regulatory text for amendments to MARPOL Annex VI for Phases I and II of the proposal. (It was noted by Norway that this was not an MBM proposal.)

Once again, Brazil, China, India, Peru, Saudi Arabia and South Africa emphasized the importance of adopting decisions by consensus and the need to respect the principles and provisions of the UNFCCC, its Kyoto Protocol and the principle of CBDR. They suggest that priority should be given to the development of an ambitious MEPC resolution to ensure that financial, technological and capacity-building support from developed countries for the implementation of regulations on energy efficiency for ships by developing countries is provided and that all further decisions on MBMs must await the adoption of the resolution.

In view of time constraints for this item, and in recognition of the need to finalize the draft MEPC resolution on promotion of technical co-operation and transfer of technology relating to the improvement of energy efficiency of ships, the Committee agreed to postpone further debate on MBMs, as well as consideration of the possible use of MBM revenues, to MEPC 65.

### ***Provisional classification of solid bulk cargoes under the revised MARPOL Annex V between 1 January 2013 and 31 December 2014***

The Committee agreed to the provisional classification of solid bulk cargoes under the revised MARPOL Annex V as follows:

1. for the purposes of complying with regulations 4.1.3 and 6.1.2, shippers of solid bulk cargoes should classify those cargoes using the seven criteria in paragraph 3.2 of the 2012 Guidelines for the implementation of MARPOL Annex V. Shippers should notify the competent authorities of the port State of loading and unloading of the basis for the provisional classification. As stated in paragraph 3.4 of the 2012 Guidelines, solid bulk cargoes should be classified and declared by the shipper as to whether or not they are harmful to the marine environment. Such declaration as to whether or not the cargo is harmful to the marine environment should be included in the information required in section 4.2 of the International Maritime Solid Bulk Cargoes Code;
2. between 1 January 2013 and 31 December 2014, if adequate and reliable data on a solid bulk cargoes carcinogenicity, mutagenicity, reproductive toxicity, or specific target organ toxicity – repeated exposure are not available, shippers of solid bulk cargoes should still make every effort to ensure that their solid bulk cargoes are classified to the extent possible using the seven criteria

- in paragraph 3.2 of the 2012 Guidelines;
3. also, between 1 January 2013 and 31 December 2014, while shippers are acquiring adequate and reliable data on a solid bulk cargoes carcinogenicity, mutagenicity, reproductive toxicity, or specific target organ toxicity – repeated exposure, Administrations should accept provisional classifications of solid bulk cargoes that are based on the other criteria as contained in paragraphs 3.2.1, 3.2.2 and 3.2.7 of the 2012 Guidelines:
    - data concerning acute aquatic toxicity; and/or
    - data concerning chronic aquatic toxicity; and/or
    - data concerning the synthetic polymer, rubber, plastic or plastic feedstock content of the solid bulk cargoes; and
  4. as of 1 January 2015, shippers' classifications of solid bulk cargoes should be made using the seven criteria listed in paragraph 3.2 of the 2012 Guidelines.

The Committee instructed the Secretariat to disseminate these decisions through a MEPC Circular.

### ***Reduction target for international shipping***

Although this matter has been postponed several times, the Committee agreed not to reopen the debate at this session.

### ***Type approval of shipboard incinerators***

The Committee endorsed the recommendation of Sub-Committee on Ship Design and Equipment (DE) that incinerators with a capacity >1,500 kW and up to 4,000 kW can be type-approved under the existing Standard Specification for Shipboard Incinerators (resolution MEPC.76(40), as amended by resolution MEPC.93(45)), and instructed the Secretariat to issue a MEPC Circular for this decision.

### ***2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants***

DE 56 completed its work on the draft 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants; however, it had been unable to resolve the nitrogen and phosphorous removal standards for sewage plants installed on passenger ships operating in MARPOL Annex IV Special Area.

As there were divided views regarding the two options proposed by DE for addressing this issue, The Chairman proposed that the more stringent standards be used, subject to a review to be undertaken at MEPC 67 (second part of the year 2014), and invited the Committee to revisit this issue at a later stage of the session. After incorporation of appropriate text, the Committee adopted the 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants.

### ***ISM-related Guidelines***

The Committee approved two sets of draft Assembly resolutions on Revised Guidelines on implementation of the ISM Code by Administrations and on Revised Guidelines for the structure of an integrated system of contingency planning for shipboard emergencies for consideration and adoption at the 28<sup>th</sup> session of the Assembly, subject to concurrent decision of MSC.

The Committee also approved the revised MEPC-MSA circular on Guidelines for the operational implementation of the ISM Code by companies

### ***Certified true copy of amendments to conventions***

The Committee requested the Secretariat to release a version of the certified true copy of amendments to a convention on IMODOCS, in track changes, and to establish a time limit for the circulation of the certified true copies, preferably at the time of adoption, taking into account the views expressed by the Legal Office.

### ***IMO Instruments Implementation Code (III Code)***

The Committee approved the draft IMO Instruments Implementation Code (III Code), with the associated draft Assembly resolution, with a view to submission to the Assembly, at its 28<sup>th</sup> session, for adoption, subject to concurrent decision of MSC.

The Committee approved draft amendments to MARPOL to make the III Code and auditing mandatory, with a view to adoption at MEPC 66 (after the envisaged adoption of the III Code at A 28).

The Committee instructed the Sub-Committee on Flag State Implementation (FSI) to develop a new non-mandatory instrument in the form of an Assembly resolution, solely containing the annexes to the

current non-mandatory Code, to be reviewed in the future in the same way as the annexes to the non-mandatory Code have been updated regularly since its initial adoption.

### **Draft Code for recognized organizations (RO Code)**

The Committee approved the draft Code for recognized organizations (RO Code) with a view to adoption at MEPC 65, subject to concurrent decision of MSC.

The Committee also approved the draft amendments to MARPOL Annexes I and II to make the RO Code mandatory with a view to adoption at MEPC 65.

### **Organizational planning**

The Committee approved, subject to the concurrent decision by MSC, the following plan of meeting-weeks for the MSC and MEPC and their subsidiary bodies for the biennium 2014-2015, as listed in the table below, for inclusion in the Secretary-General's relevant budget proposals:

Year	MSC	MEPC	BLG	DSC	FP	FSI	COMSAR	NAV	DE	SLF	STW	Total
2014	2.5	2	1	1	1*	1	1	1	1**	1	1	13.5
2015	1.5	1	1	1	1	1	1	1	1	1	1	11.5
<b>Grand total (weeks)</b>												<b>25</b>

### **Work program**

The planned outputs for the Committee likely to affect the offshore industries include the following:

Description	Number	Parent	Coordinating	Involved	Target
Consideration of IACS unified interpretations	1.1.2.2	MSC MEPC		All	Ongoing
Policy input/guidance to ISO TC 8: development of industry consensus standards	1.1.2.5	MSC MEPC	Secretariat		Ongoing
Policy input/guidance to PSC regimes: related IMO developments	1.1.2.26	MSC MEPC	FSI		Ongoing
Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UNCOE TDG, GHS and IAEA	1.3.5.1	MSC MEPC	DSC		Ongoing
Non-mandatory instruments: additional guidelines for implementation of the BWM Convention, including port State control	2.0.1.8	MEPC	BLG FSI		2013
Non-mandatory instruments: Development of guidelines for replacement engines not required to meet the Tier III limit (MARPOL Annex VI)	2.0.1.9	MEPC	BLG		2013
Revision of the Standard specification for shipboard incinerators (resolution MEPC.76(40))	2.0.1.10	MEPC	DE		2013
Non-mandatory instruments: Development of guidelines pertaining to equivalents set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines	2.0.1.11	MEPC	BLG		2013
Non-mandatory instruments: Development of guidelines called for under paragraph 2.2.5.6 of the NOx Technical Code	2.0.1.12	MEPC	BLG		2013
Development of a Code for Recognized Organizations	2.0.1.13	MSC MEPC	FSI		2012



Description	Number	Parent	Coordinating	Involved	Target
Unified interpretation of the MARPOL regulations	2.0.1.18	MEPC		All	Ongoing
Review of the Code for the implementation of Mandatory IMO Instruments and consolidated audit summary reports, adoption of the new IMO Instruments Implementation (III) Code and making the III Code and auditing mandatory	2.0.2.1	Assy	Council	MSC MEPC FSI	2013
Mandatory instruments: Development of a mandatory Code for ships operating in polar waters	5.2.1.17	MSC MEPC	DE	FP COMSAR NAV SLF STW	2014
Mandatory instruments: follow-up to the Hong Kong Convention on Ship Recycling, including development and adoption of associated guidelines	7.1.2.1	MEPC			3013
Provision for the reduction of noise from commercial shipping and its adverse impacts on marine life	7.1.2.3	MEPC		DE	2013
Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels	7.1.2.15	MSC MEPC	BLG	DE	2013
Method to undertake environmental risk and response benefit assessments	7.1.2.18	MEPC			2013
Development of international measures for minimizing the transfer of invasive aquatic species through biofouling of ships	7.1.2.20	MSC MEPC	BLG	DE	2013
Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NOx Technical Code	7.3.1.1	MEPC	BLG		2013
Further development of mechanisms needed to achieve the limitation or reduction of CO2 emissions from international shipping	7.3.2.1	MEPC	BLG		Annual
Mandatory instruments: development of goal-based ship construction standards for all types of ships, including safety, security and protection of the marine environment	10.0.1.2	MSC MEPC			2013
Non-mandatory instruments: guidelines and associated training to assist companies and seafarers in improving the implementation of the ISM Code	12.2.1.1	MSC MEPC	STW JWGHE		2012
Mandatory instrument: enhancing the efficiency and user-friendliness of ISM Code	12.2.1.3	MSC MEPC	STW JWGHE		2012

**Future meetings and meetings not yet reported:**

Dates	Meeting	Agenda Items
24 to 28 September 2012	MEPC/OPRC-HNS Technical <a href="#">(OPRC-HNS TG 14)</a>	<ul style="list-style-type: none"> <li>• Manuals and guidance documents; including               <ul style="list-style-type: none"> <li>- Operational guidelines on sunken and submerged oil assessment and removal techniques;</li> <li>- MO dispersant guidelines</li> <li>- Guide on oil spill response in ice and snow conditions;</li> <li>- In-situ burning guidelines;</li> </ul> </li> <li>• Training.</li> </ul>
1 to 5 October 2012	Marine Environment Protection Committee <a href="#">(MEPC 64)</a>	<ul style="list-style-type: none"> <li>• Harmful organisms in ballast water (RG);</li> <li>• Recycling of ships (WG);</li> <li>• Air pollution and energy efficiency (WG);</li> <li>• Reduction of GHG emissions from ships;</li> <li>• Amendments to mandatory instruments (DG);</li> <li>• Interpretations of and amendments to MARPOL and related instruments;</li> <li>• Identification and protection of Special Areas and PSSAs;</li> <li>• Harmful anti-fouling systems for ships;</li> <li>• Role of the human element;</li> <li>• Noise from commercial shipping and impacts on marine life; and</li> <li>• Formal Safety Assessment.</li> </ul>
8 to 12 October 2012	Joint IMO/ITU Experts Group on Maritime radiocommunication matters (IMO/TU EG 8/1)	<ul style="list-style-type: none"> <li>• Consideration of the outcome of COMSAR 16, MSC 90, NAV 58 and other IMO bodies, as appropriate, including consideration of the relevant parts of the draft Polar Code</li> <li>• Review and Modernization of the GMDSS</li> </ul>
22 to 26 October 2012	BLG Working Group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH 18)	<ul style="list-style-type: none"> <li>• Evaluation of new products.</li> <li>• Evaluation of cleaning additives</li> </ul>
29 October to 2 November 2012	Consultative meeting of Contracting Parties to the London Convention, 1972 and London Protocol, 1996 <a href="#">(LC 34 / LP 7)</a>	<ul style="list-style-type: none"> <li>• CO<sub>2</sub> sequestration in sub-seabed geological formations; and</li> <li>• Interpretation of the London Convention and Protocol.</li> </ul>
5 to 9 November 2012	Council (C 109)	<ul style="list-style-type: none"> <li>• Reducing administrative requirements; and</li> <li>• Resource management.</li> </ul>
21 to 23 November 2012	FSA Experts Group	<ul style="list-style-type: none"> <li>•</li> </ul>
26 to 30 November 2012	Maritime Safety Committee <a href="#">(MSC 91)</a>	<ul style="list-style-type: none"> <li>• Consideration and adoption of amendments to mandatory instruments ;</li> <li>• Measures to enhance maritime security;</li> <li>• Goal-based ship construction standards;</li> <li>• Making the Polar Code mandatory;</li> <li>• Consideration of Sub-committee reports; and</li> <li>• Formal safety assessment.</li> </ul>
10 to 14 December 2012	GESAMP – Ballast Water Working Group established in accordance with the Procedure for approval of ballast water management systems that make use of Active Substances (BWVG 24)	<ul style="list-style-type: none"> <li>• Evaluation, for approval, of ballast water management systems.</li> </ul>
7 to 11 January 2013	Sub-Committee on Fire Protection – 56 <sup>th</sup> session <a href="#">(FP 56)</a>	<ul style="list-style-type: none"> <li>• Development of requirements for the fire resistance of ventilation ducts;</li> <li>• Consideration of IACS unified interpretations;</li> <li>• Development of requirements for additional means of escape from machinery spaces;</li> </ul>

Dates	Meeting	Agenda Items
		<ul style="list-style-type: none"> <li>• Harmonization of the requirements for the location of entrances, air inlets and openings in the superstructures of tankers;</li> <li>• Development of guidelines for use of Fibre Reinforced Plastic (FRP) within ship structures;</li> <li>• Development of amendments to SOLAS chapter II-2, the FTP Code and MSC/Circ.1120 to clarify the requirements for plastic pipes on ships;</li> <li>• Consideration of amendments to SOLAS chapter II-2 on location of EEBDs ;</li> <li>• Development of amendments to the requirements for foam-type fire-extinguishers in SOLAS regulation II-2/10.5; and</li> <li>• Development of amendments to SOLAS regulation II-2/20 and associated guidance on air quality management for ventilation of closed vehicle spaces, closed ro-ro and special category spaces.</li> </ul>
21 to 25 January 2013	Sub-Committee on Communications and Search and Rescue ( <a href="#">COMSAR 17</a> )	<ul style="list-style-type: none"> <li>• Draft SN circular on information on the display of AIS-SART, AIS Man overboard (MOB) and EPIRB-AIS devices;</li> <li>• Development of measures to avoid false distress alerts;</li> <li>• Development of a mandatory Code for ships operating in polar waters.</li> </ul>
4 to 8 February 2013	Sub-Committee on Bulk Liquids and Gases ( <a href="#">BLG 17</a> )	<ul style="list-style-type: none"> <li>• Evaluation of safety and pollution hazards of chemicals.</li> <li>• Additional guidelines for implementation of the BWM Convention.</li> <li>• Production of a manual entitled "Ballast Water Management – How to do it."</li> <li>• Consideration of improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution.</li> <li>• Development of international measures for minimizing the transfer of invasive aquatic species through biofouling of ships</li> <li>• Development of international code of safety for ships using gases or other low-flashpoint fuels.</li> <li>• Consideration of the impact on the Arctic of emissions of Black Carbon from international shipping.</li> <li>• Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NOx Technical Code.</li> <li>• Development of guidelines for replacement engines not required to meet the Tier III limit (MARPOL Annex VI).</li> <li>• Development of guidelines pertaining to equivalents set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines</li> <li>• Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels.</li> <li>• Development of amendments to the provisions of SOLAS chapter II-2 relating to the secondary means of venting cargo tanks.</li> <li>• Consideration of IACS unified interpretations.</li> </ul>
18 to 22 February 2013	Sub-Committee on Stability and Load Lines and on Fishing Vessel's Safety ( <a href="#">SLF 55</a> )	<ul style="list-style-type: none"> <li>• Development of second generation intact stability criteria;</li> <li>• Revision of SOLAS chapter II-1 subdivision and damage stability regulations;</li> <li>• Development of amendments to part B of the 2008 IS Code on towing and anchor handling operations; and</li> <li>• Development of a mandatory Code for ships operating in polar waters</li> </ul>

Dates	Meeting	Agenda Items
4 to 8 March 2013	Sub-Committee Flag State Implementation ( <a href="#">FSI 21</a> )	<ul style="list-style-type: none"> <li>• Responsibilities of Governments and measures to encourage flag State compliance;</li> <li>• Mandatory reports under MARPOL;</li> <li>• Casualty statistics and investigations (possibly including Deepwater Horizon);</li> <li>• PSC Guidelines on seafarers' hours of rest and PSC guidelines in relation to the Maritime Labour Convention, 2006; and</li> <li>• Development of guidelines on port State control under the 2004 BWM Convention</li> </ul>
18 to 22 March 2013	Sub-Committee on Ship Design and Equipment ( <a href="#">DE 57</a> )	<ul style="list-style-type: none"> <li>• Development of amendments to SOLAS regulation II-1/40.2 concerning general requirements on electrical installations;</li> <li>• Making the provisions of MSC.1/Circ.1206/Rev.1 mandatory;</li> <li>• Development of a new framework of requirements for life-saving appliances;</li> <li>• Development of safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III;</li> <li>• Development of amendments to the LSA Code for thermal performance of immersion suits;</li> <li>• Development of amendments to the LSA Code for free-fall lifeboats with float-free capabilities;</li> <li>• Development of a mandatory Code for ships operating in polar waters;</li> <li>• Classification of offshore industry vessels and consideration of the need for a non-mandatory Code for offshore construction support vessels;</li> <li>• Revision of testing requirements for lifejacket RTDs in resolution MSC.81(70);</li> <li>• Revision of the Recommendation on conditions for the approval of servicing stations for inflatable liferafts (resolution A.761(18));</li> <li>• Amendments to SOLAS regulation II-1/11 and development of associated guidelines to ensure the adequacy of testing arrangements for watertight compartments;</li> <li>• Provisions for the reduction of noise from commercial shipping and its adverse impacts on marine life;</li> <li>• Development of requirements for onboard lifting appliances and winches;</li> <li>• Review of general cargo ship safety; and</li> <li>• Development of amendments to SOLAS regulations II-1/29.3.2 and 29.4.2, clarifying the requirements for steering gear trials</li> </ul>
8 to 12 April 2013	Facilitation Committee ( <a href="#">FAL 38</a> )	<ul style="list-style-type: none"> <li>• Electronic means for the clearance of ships, cargo and passengers; and</li> <li>• Electronic access to, or electronic versions of, certificates and documents required to be carried on ships.</li> </ul>
29 April to 3 May 2013	Legal Committee ( <a href="#">LEG 100</a> )	<ul style="list-style-type: none"> <li>• Provision of financial security in cases of abandonment, personal injury to, or death of seafarers in the light of the progress towards the entry into force of the ILO Maritime Labour Convention, 2006 and of the amendments relating thereto;</li> <li>• Fair treatment of seafarers in the event of a maritime accident; and possibly --</li> <li>• Consideration of a proposal to amend the limits of liability of the Protocol of 1996 to the Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC 96), in accordance with article 8 of LLMC 96; and</li> <li>• Analysis of liability and compensation issues connected with transboundary pollution damage from offshore oil exploration and exploitation activities [including a re-examination of the proposed revision of Strategic Direction 7.2]</li> </ul>

Dates	Meeting	Agenda Items
13 to 17 May 2013	Sub-Committee on Standards of <a href="#">Training</a> and Watchkeeping (STW 44)	<ul style="list-style-type: none"> <li>• Validation of model training courses;</li> <li>• Unlawful practices associated with certificates of competency;</li> <li>• Development of an e-navigation strategy implementation plan; and</li> <li>• Development of guidance for the implementation of the 2010 Manila Amendments.</li> </ul>
13 to 17 May 2013	Marine Environment Protection Committee (MEPC 65)	<ul style="list-style-type: none"> <li>• Harmful organisms in ballast water (RG);</li> <li>• Recycling of ships (WG);</li> <li>• Air pollution and energy efficiency (WG);</li> <li>• Reduction of GHG emissions from ships (WG);</li> <li>• Amendments to mandatory instruments;</li> <li>• Interpretations of and amendments to MARPOL and related instruments;</li> <li>• Identification and protection of Special Areas and PSSAs;</li> <li>• Harmful anti-fouling systems for ships;</li> <li>• Noise from commercial shipping and impacts on marine life; and</li> <li>• Formal Safety Assessment.</li> </ul>
12 to 21 June 2013 (tentative)	Maritime Safety Committee (MSC 91)	<ul style="list-style-type: none"> <li>• Consideration and adoption of amendments to mandatory instruments ;</li> <li>• Measures to enhance maritime security;</li> <li>• Goal-based ship construction standards;</li> <li>• Consideration of Sub-committee reports;</li> <li>• Implementation of the STCW Convention;</li> <li>• Formal safety assessment; and</li> <li>• General cargo ship safety.</li> </ul>
8 to 12 July 2013	Technical Co-operation Committee (TCC 63)	<ul style="list-style-type: none"> <li>• Voluntary IMO Member State Audit Scheme</li> </ul>
15 to 19 July 2013	Council (110)	To be developed.
2 to 6 September 2013	Sub-Committee on Navigation ( <a href="#">NAV 59</a> )	<ul style="list-style-type: none"> <li>• Routing of ships, ship reporting and related matters;</li> <li>• ITU matters, including Radiocommunication ITU-R Study Group matters;</li> <li>• Development of an e-navigation strategy implementation plan;</li> <li>• Development of policy and new symbols for AIS aids to navigation;</li> <li>• Revision of the Guidelines for the onboard operational use of shipborne automatic identification systems (AIS);</li> <li>• Consolidation of ECDIS-related IMO circulars;</li> <li>• Development of explanatory footnotes to SOLAS regulations V/15, V/18, V/19 and V/27; and</li> <li>• Consideration of IACS unified interpretations</li> </ul>
16 to 20 September 2013	Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 18)	<ul style="list-style-type: none"> <li>• Development of measures to prevent loss of containers;</li> <li>• Revision of the guidelines for packing of cargo transport units; and</li> <li>• Development of amendments to SOLAS and the relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships.</li> </ul>
14 to 18 October 2013 (tentative)	Consultative meeting of Contracting Parties to the London Convention, 1972 and London Protocol, 1996 (LC 35 / LP 8)	To be developed.
18 to 22 November 2013 (tentative)	Council Extraordinary Session (C/ES 27)	To be developed.
25 November to 6 December 2013 (tentative)	Assembly (A 28)	To be developed.
5 December 2013	Council (111)	To be developed.

Dates	Meeting	Agenda Items
March 2014 (tentative)	Marine Environment Protection Committee (MEPC 66)	<ul style="list-style-type: none"> <li>• Harmful organisms in ballast water (RG);</li> <li>• Recycling of ships (WG);</li> <li>• Air pollution and energy efficiency (WG);</li> <li>• Reduction of GHG emissions from ships (WG);</li> <li>• Amendments to mandatory instruments (WG);</li> <li>• Interpretations of and amendments to MARPOL and related instruments;</li> <li>• Harmful anti-fouling systems for ships; and</li> <li>• Noise from commercial shipping and impacts on marine life.</li> </ul>
October 2014 (tentative)	Marine Environment Protection Committee (MEPC 67)	<ul style="list-style-type: none"> <li>• Harmful organisms in ballast water (RG);</li> <li>• Recycling of ships;</li> <li>• Air pollution and energy efficiency (WG);</li> <li>• Reduction of GHG emissions from ships (WG);</li> <li>• Amendments to mandatory instruments (WG);</li> <li>• Interpretations of and amendments to MARPOL and related instruments;</li> <li>• Harmful anti-fouling systems for ships; and</li> <li>• Noise from commercial shipping and impacts on marine life.</li> </ul>

## Private Sector Activities

### International Association of Oil and Gas Producers (OGP)

The following were recently issued:

<b>Document title</b>	<b>Date</b>
Offshore environmental monitoring for the oil & gas industry ( <a href="#">Report No. 457</a> )	MAY 2012
Guidelines for the use of the Seabed Survey Data Model ( <a href="#">Report No. 462-01</a> )	JUN 2012
Cognitive issues associated with process safety and environmental incidents ( <a href="#">Report No. 460</a> )	JUL 2012
Oxy-arc underwater cutting Recommended Practice ( <a href="#">Report No. 471</a> )	JUL 2012
Country Evacuation Planning Guidelines ( <a href="#">Report No. 472</a> )	AUG 2012
Guidance note on subcontractor management in geophysical operations ( <a href="#">Report No. 432-01</a> )	OCT 2012

### International Petroleum Industry Environmental Conservation Association (IPIECA)

The following are available for download at: <http://www.ipieca.org/library>

<b>Document title</b>	<b>Date</b>
Indigenous Peoples and the oil and gas industry: context, issues and emerging good practice	APR 2012
Managing oil and gas activities in coastal areas	JUN 2012
Healthy workforce, healthy communities	JUN 2012
Biofuels and water nexus: guidance document for the oil and gas industry	JUL 2012
Human rights training toolkit – 3 <sup>rd</sup> edition	SEP 2012
Improving social and environmental performance: good practice guidance for the oil and gas industry	SEP 2012

### International Marine Contractors Association (IMCA) (as of 17 September 2012)

The following were recently issued:

<b>Document No.</b>	<b>Document title</b>	<b>Date</b>
C 014, Rev. 2	Guidance on the use of simulators	JUN 2012
D 050	Minimum quantities of gas required offshore	MAY 2012
M 185, Rev. 1	Considerations about the use of hold-back vessels during DP diving operations	MAR 2012
M 189, Rev. 2 S 004, Rev. 2	Marine inspection for small workboats (Common marine inspection document for small workboats)	MAY 2012
MEM 214 SEL 029	Mooring practice safety guidance for offshore vessels when alongside in ports and harbours	JUL 2012
S 020	Guidelines on the safe management of survey and inspection data	MAY 2012

## International Association of Classification Societies (IACS) (as of 12 September 2012)

The following were recently issued:

<b>Document No.</b>	<b>Document title</b>	<b>Issue Date</b>
IACS Procedures, Vol. 2, Rev.3	Procedures concerning Requirements for Membership of IACS	MAY 2012
PR 01, Annexes to PR1A, PR1b and PR1C, Rev.1	Transfer of Class	JUN 2012
PR 01	Transfer of Class	JUN 2012
PR 01B, Rev.1, Corr.1	Procedure for Adding, Maintaining or Withdrawing Double or Dual Class	JUN 2012
PR 01C, Rev.1	Procedure for Suspension and Reinstatement or Withdrawal of Class in Case of Surveys, Conditions of Class or Recommendations Going Overdue	JUN 2012
REC 47, Rev. 6	Shipbuilding and Repair Quality Standard	MAY 2012
REC 98, Rev, 1	Duties of Surveyors under Statutory Conventions and Codes	MAR 2012
REC 123	Recommendation based on IMO instruments – MSC.1/Circ.1370 “Guidelines for the design, construction and testing of fixed hydrocarbon gas detection systems” and Resolution MSC.292 (87) “Amendments to the FSS Code Chapter 16 Fixed Hydrocarbon Gas Detection Systems”	MAY 2012
REC 124	Guidance on the role of the Recognised Security Organisation in relation to the employment of armed guards and the installation of citadels on board ships threatened by piracy in the Indian Ocean	MAY 2012
REC 127	A Guide to Risk Assessment in Ship Operations	JUN 2012
UI HSC 8	Protection of load bearing structures	JUL 2012
UI MPC 100	Date of Delivery under SOLAS and MARPOL Conventions	JUN 2012
UI MPC 101	Supplement to the International Air Pollution Prevention (IAPP) Certificate – Section 2.3	JUL 2012
UI MPC 102	Surveys and certification relating to the Ship Energy Efficiency Management Plan (SEEMP) (MARPOL Annex VI Regulation 5.4.4)	JUL 2012
UI SC 149, Rev.2	Gas Measurement and Detection - Portable instruments	FEB 2012
UI SC 180, Rev.3	Hold, ballast and dry space water level detectors (Chapter II-1/25 and Chapter XII/12) and Performance Standards for Water Level Detectors on Bulk Carriers and Single Hold Cargo Ships other than Bulk Carriers (Resolution MSC.188(79))	MAR 2012
UI SC 223, Rev.2, Corr.1	For Application of SOLAS Regulation II-1/3-2 Performance Standard for Protective Coatings (PSPC) for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers, adopted by Resolution MSC.215(82)	JUN 2012
UI SC 249, Corr.1	Implementation of SOLAS II-1, Regulation 3-5 and MSC.1/Circ.1379	APR 2012
UI SC 250, Corr.1	Fire-Extinguishing Arrangements in Cargo Spaces (Res. MSC.268(85), IMSBC Code)	JUL 2012
UI SC 254	Fall Preventer Devices (MSC.1/Circ.1392 and Circ.1327)	APR 2012
UI SC 255	Fuel pump arrangement required for ships to maintain normal operation of propulsion machinery when operating in emission control areas and non-restricted areas	JUL 2012
UI SC 256	Date of Delivery under SOLAS and MARPOL Conventions	JUN 2012
UR F 20 Rev.6	Inert Gas Systems	MAY 2012
UR P 2.11, Rev. 3	Rules for piping design, construction and testing	AUG 2012
UR S 10, Rev.3	Rudders, Sole Pieces and Rudder Horns	MAR 2012



<b>Document No.</b>	<b>Document title</b>	<b>Issue Date</b>
UR S 14, Rev.4	Testing Procedures of Watertight Compartments	AUG 2012
UR W 28, Rev.2	Welding procedure qualification tests of steels for hull construction and marine structures	MAR 2012
UR Z 23, Rev.2, Corr.1	Hull Survey for New Construction	AUG 2012
UR Z 17, Rev.9	Procedural Requirements for Service Suppliers	JUN 2012
UR Z 17, Rev.9, Corr.1	Procedural Requirements for Service Suppliers	AUG 2012

### **International Electrotechnical Commission (IEC) (as of 17 September 2012)**

The following standards have been finalized since the last issue of this report:

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Date</b>
IEC/ISO/IEEE 80005-1 Ed. 1.0	Utility connections in port – Part 1: High Voltage Shore Connection (HVSC) Systems - General requirements	TC 18	JUL 2012

The following projects are active:

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Stage</b>	<b>Forecast Date</b>
69002-100-1 Ed. 1.0	Electrical installations in ships – Part 100-1: General - System design, general requirements and tests	TC 18	A2CD	MAR 2013
69002-100-2 Ed. 1.0	Electrical installations in ships – Part 100-2: General - Power supply and distribution, additional requirements	TC 18	A2CD	MAR 2013
69002-100-3 Ed. 1.0	Electrical installations in ships – Part 100-3: General - Control and Automation	TC 18	A2CD	MAR 2013
69002-100-4 Ed. 1.0	Electrical installations in ships – Part 100 4: General – Equipment, additional requirements	TC 18	A2CD	MAR 2013
69002-501 Ed.5.0	Electrical installations in ships - Part 501: Special features - Electric propulsion plant	TC 18	AMW	FEB 2014
69002-502 Ed.6.0	Electrical installations in ships – Part 502: Tankers – Special features	TC 18	ACDV	JUL 2014
69002-506 am1 Ed.2.0	Electrical installations in ships – Part 506: Special features - Ships carrying specific dangerous goods and materials hazardous only in bulk	TC 18	A2CD	AUG 2014
60533 Ed. 3.0	Electrical and electronic installations in ships – Electromagnetic compatibility	TC 18	AMW	AUG 2014
61892-6 Ed. 3.0	Mobile and fixed offshore units - Electrical installations – Part 6: Installation	TC 18	ACDV	JAN 2014
61892-7 Ed. 3.0	Mobile and fixed offshore units - Electrical installations – Part 7: Hazardous areas	TC 18	AMW	MAY 2014
IEC/ISO/IEEE 80005-2 Ed. 1.0	Utility connections in port – Part 2: High voltage shore connection (HVSC) systems - Communication interface description	TC 18	ANW	DEC 2013

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Stage</b>	<b>Forecast Date</b>
60092-360 Ed. 1.0	Electrical installations in ships – Part 360: Insulating and sheathing materials for shipboard and offshore units, power, control, instrumentation and telecommunication cables	SC 18A	ANW	DEC 2014
60079-1 Ed. 7.0	Explosive atmospheres – Part 1: Equipment protection by flameproof enclosures "d"	TC 31	NCD	DEC 2012
60079-2 Ed. 6.0	Explosive atmospheres – Part 2: Equipment protection by pressurized enclosures "p"	TC 31	ADIS	FEB 2013
60079-5 Ed. 4.0	Explosive atmospheres – Part 5: Equipment protection by powder filling "q"	TC 31	ACDV	NOV 2013
60079-6 Ed. 4.0	Explosive atmospheres – Part 6: Equipment protection by oil immersion "o"	TC 31	CDM	JAN 2015
60079-7 Ed. 5.0	Explosive atmospheres – Part 7: Equipment protection by increased safety "e"	TC 31	CDM	DEC 2014
60079-18 Ed. 4.0	Explosive atmospheres – Part 18: Equipment protection by encapsulation "m"	TC 31	CDM	JUN 2015
60079-26 Ed. 3.0	Explosive atmospheres – Part 26: Equipment with equipment protection level (EPL) Ga	TC 31	CDM	NOV 2014
60079-29-1 Ed. 2.0	Explosive atmospheres – Part 29-1: Gas detectors – Performance requirements of detectors for flammable gases	TC 31	2CD	AUG 2014
60079-29-2 Ed. 2.0	Explosive atmospheres – Part 29-2: Gas detectors – Selection, installation, use and maintenance of detectors for flammable gases and oxygen	TC 31	ACDV	JAN 2014
60079-29-3 Ed. 2.0	Explosive atmospheres – Part 29-3: Gas detectors – Guidance on functional safety of fixed gas detection systems	TC 31	ACDV	NOV 2011
60079-30-1 Ed.1.0	Explosive atmospheres Part 30-1: Electrical resistance trace heating- General, type testing and design requirements	TC 31	CDM	JUL 2013
60079-30-2 Ed.1.0	Explosive atmospheres Part 30-2: Electrical resistance trace heating- Application guide for design, installation and maintenance	TC 31	CDM	JUL 2013
60079-32-1 TS Ed. 1.0	Explosive atmospheres – Part 32-1: Electrostatic hazards, Guidance	TC 31	ANW	NOV 2014
60079-32-2 Ed. 1.0	Explosive atmospheres – Part 32-2: Electrostatics hazards – Tests	TC 31	1CD	NOV 2014
60079-40 Ed. 1.0	Explosive atmospheres - Requirements for Process Sealing Between Flammable or Combustible Process Fluids and Electrical Systems	TC 31	ANW	OCT 2013

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Stage</b>	<b>Forecast Date</b>
60079-10 Ed. 2.0	Explosive atmospheres - Part 10-1: Classification of areas - Explosive gas atmospheres	SC 31J	A2CD	DEC 2013
60079-14 Ed. 5.0	Explosive atmospheres - Part 14: Electrical installations design, selection and erection	SC 31 J	CCDV	SEP 2013
60079-17 Ed. 5.0	Explosive atmospheres – Part 17: Electrical installations inspection and maintenance	SC 31J	CCDV	AUG 2013

Stage code:1CD (1<sup>st</sup> Committee Draft); 3CD (3<sup>rd</sup> Committee Draft); A2CD (Approved for 2<sup>nd</sup> Committee Draft); ADIS (Approved for FDIS Circulation); AMW (Approved Maintenance Work); ANW (Approved New Work) BPUB (Being printed); CCDV (Circulated as Committee Draft with Vote); CDM (CD to be discussed at meeting); NCD (CCDV not approved) ;PNW (Proposed New Work); PWI (Potential New Work Item); CDIS (draft circulated as FDIS)

### International Organization for Standardization (ISO) (as of 10 October 2012)

The following standards are at the New Work Item (NP), Approved Work Item (AWI), Working Draft (WD), or Committee Draft (CD) stage:

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Date</b>
AWI PAS 30001	Ship recycling management systems – Best practice for ship recycling facilities – Assessment and plans	TC 8/WG 1	Preparatory stage 21 SEP 2007
NP 12495	Cathodic protection for fixed steel offshore structures	TC 156	Project approved 15 JAN 2009
NP 13173	Cathodic protection for steel offshore floating structures	TC 156	Project approved 15 JAN 2009
CD 15551	Petroleum and natural gas industries – Downhole equipment – Electric submersible pumps	TC 67	CD registered 13 JUL 2010
NP 16530	Well integrity for the operational phase	TC 67 / SC4	Project approved 18 OCT 2010
CD 13628-7	Petroleum and natural gas industries – Design and operation of subsea production systems – Part 7: Completion/workover riser systems (Revision of ISO 13628-7:2005)	TC 67/SC 4	CD registered 06 JAN 2011
CD 13503-3	Petroleum and natural gas industries – Completion fluids and materials – Part 3: Testing of heavy brines (Revision of ISO 13503-3:2005)	TC 67/SC 3	Close of voting 17 AUG 2011
CD 13354	Petroleum and natural gas industries – Shallow gas diverter equipment	TC 67/SC 4	Close of voting 24 SEP 2011
CD 16706	Ships and Marine Technology -- Marine evacuation systems	TC 8/SC 1	Close of voting 07 OCT 2011
NP 17357-1	Ships and marine technology -- Part 1: High pressure floating pneumatic rubber fender	TC 8/SC 4	Close of voting 23 OCT 2011
NP 17357-2	Ships and marine technology -- Part 2: Low pressure floating pneumatic rubber fender	TC 8/SC 4	Close of voting 23 OCT 2011
NP 19901-2	Petroleum and natural gas industries – Specific requirements for offshore structures – Part 2: Seismic design procedures and criteria (Revision of ISO 19901-2:2004)	TC 67/SC 7	Project approved 03 NOV 2011
CD 19901-4	Petroleum and natural gas industries – Specific requirements for offshore structures – Part 4: Geotechnical and foundation design considerations (Revision of ISO 19901-4:2003)	TC 67/SC 7	DIS registration approved 03 NOV 2011

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Date</b>
CD 19901-8	Petroleum and natural gas industries – Specific requirements for offshore structures – Part 8: Marine Soil Investigations ( <i>with consideration of NORSOK G-001</i> )	TC 67/SC 7	DIS registration approved 03 NOV 2011
NP 19905-3	Petroleum and natural gas industries -- Site-specific assessment of mobile offshore units -- Part 3: Floating units	TC 67/SC 7	Project approved 03 NOV 2011
NP 22351	Societal security – Emergency management -- Shared situation awareness	TC 223	Project approved 22 NOV 2011
NP 19901-1	Petroleum and natural gas industries – specific requirements for offshore structures – Part 1: Metocean design and operating considerations ( <i>Revision of ISO 19901-1:2005 with consideration of NORSOK N-002</i> )	TC 67/SC 7	Project approved 02 DEC 2011
NP 18079-1	Ships and marine technology -- Servicing of inflatable lifesaving appliances -- Part 1: General	TC 8/SC 1	Project approved 05 JAN 2012
NP 18079-2	Ships and marine technology -- Servicing of inflatable lifesaving appliances -- Part 2: Inflatable life rafts	TC 8/SC 1	Project approved 05 JAN 2012
NP 18079-3	Ships and marine technology -- Servicing of inflatable lifesaving appliances -- Part 3: Inflatable lifejackets	TC 8/SC 1	Project approved 05 JAN 2012
NP 18079-4	Ships and marine technology -- Servicing of inflatable lifesaving appliances -- Part 4: Inflatable marine evacuation systems	TC 8/SC 1	Project approved 05 JAN 2012
NP 18079-5	Ships and marine technology -- Servicing of inflatable lifesaving appliances -- Part 5: Inflated rescue boats	TC 8/SC 1	Project approved 05 JAN 2012
NP 14001	Environmental management systems -- Requirements with guidance for use ( <i>Revision of ISO 14001:2004</i> )	TC 207/SC 1	Project approved 31 JAN 2012
NP 19901-5	Petroleum and natural gas industries -- Specific requirements for offshore structures -- Part 5: Weight control during engineering and construction ( <i>Revision of ISO 19901-5:2003</i> )	TC 67/SC 7	Project approved 09 FEB 2012
NP 17905	Ships and marine technology -- Container securing devices	TC 8/SC 4	Project approved 15 FEB 2012
NP 17908	Ships and marine technology -- Synthetic fibre ropes for deep sea positioning 13643	TC 8/SC 4	Project approved 15 FEB 2012
WD TS 17920	Fibre ropes for offshore stationkeeping -- Aramid	TC 38	Project registered 20 FEB 2012
DTS 16339	Petroleum and natural gas industry -- Well control equipment for HPHT (High Pressure High Temperature) drilling operations	TC 67/SC4	Close of voting 20 FEB 2012
AWI 17945	Materials Resistant to Sulfide Stress Cracking in Corrosive Petroleum Refining Environments	TC 67	Project registered 28 FEB 2012
NP 17741	General technical rules for measurement, calculation and verification of energy savings of projects	TC 257	Project approved 05 MAR 2012
NP 17743	Definition of a methodological framework applicable to calculation and reporting on energy savings	TC 257	Project approved 05 MAR 2012
CD 18893	Mobile elevating work platforms – Safety principles, inspection, maintenance and operation ( <i>Revision of ISO 18893:2004</i> )	TC 214	DIS registration approved 26 MAR 2012

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Date</b>
CD Guide 82	Guide for addressing sustainability in standards	TMB/WG SGDG	Close of voting 26 MAR 2012
AWI 14004	Environmental management systems – General guidelines on principles, systems and support techniques (Revision of ISO 14004:2004)	TC 207/SC1	Project approved 17 APR 2012
NP 14122-1	Safety of machinery – Permanent means of access to machinery – Part 1: Choice of fixed means of access between two levels (Revision of ISO 14122-1:2001)	TC 199	Project approved 18 APR 2012
NP 14122-2	Safety of machinery – Permanent means of access to machinery – Part 2: Working platforms and walkways (Revision of ISO 14122-2:2001)	TC 199	Project approved 18 APR 2012
NP 14122-3	Safety of machinery – Permanent means of access to machinery – Part 3: Stairs, stepladders and guard-rails (Revision of ISO 14122-3:2001)	TC 199	Project approved 18 APR 2012
NP 14122-4	Safety of machinery – Permanent means of access to machinery – Part 4: Fixed ladders (Revision of ISO 14122-4:2001)	TC 199	Project approved 18 APR 2012
CD 17096	Cranes – Safety – Load lifting attachments	TC 96/SC 9	DIS registration approved 26 APR 2012
AWI 13850	Safety of machinery -- Emergency stop -- Principles for design (Revision of ISO 13850:2006)	TC 199	Project registered 08 MAY 2012
DTS 16975-2	Respiratory protective devices — Part 2: Guidance for selection, use and maintenance	TC 94/SC 15	Close of voting 29 MAY 2012
NP 18139	Ships and marine technology -- Globe valves for use in low temperature applications -- Design and testing requirements	TC 8/SC 3	Project approved 11 JUN 2012
NP 18154	Ships and marine technology -- Pilot operated safety valves for low temperature applications -- Design requirements	TC 8/SC 3	Project approved 11 JUN 2012
NP 29400	Ships and Marine Technology -- Special Purpose Marine Installations and Support Vessels	TC 8	Project approved 13 JUN 2012
CD 18215	Ships and marine technology – Vessel machinery operations in polar waters – Guidelines (Revision of ISO/DPAS 18215)	TC 8/SC 3	DIS registration approved 14 JUN 2012
CD 9926-2	Cranes – Training of operators – Part 2: Mobile cranes	TC 96 / SC 2	Referred back to WG 18 JUN 2012
DTR 14069	Greenhouse gases (GHG) – Quantification and reporting of GHG emissions for organizations (Carbon footprint of organization) – Guidance for the application of ISO 14064-1	TC 207/SC 7	Close of voting 24 JUN 2012
NP 28007	Ships and marine technology -- Guidelines for Private Maritime Security Companies (PMSC) providing privately contracted armed security personnel (PCASP) on board ships (and pro forma contract)	TC 8	Project approved 04 JUL 2012

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Date</b>
CD 14120	Safety of machinery – Guards – General requirements for the design and construction of fixed and movable guards (Revision of ISO 14120:2002)	TC 199	Close of voting 20 JUL 2012
ISO/IEC CD Guide 51	Safety aspects – Guidelines for their inclusion in standards (Revision of ISO/IEC Guide 51:1999)	COPOLCO	CD ballot initiated 30 JUL 2012
CD 14046	Life cycle assessment — Water footprint – Requirements and guidelines	TC 207/SC 5	CD ballot initiated 03 AUG 2012
AWI 18309	Ships and marine technology -- Incinerator sizing and selection -- Guidelines	TC 8/SC 3	Project registered 03 AUG 2012
CD 2394	General principles on reliability for structures (Revision of ISO 2394:1998)	TC 98/SC 2	CD ballot initiated 11 AUG 2012
ISO/IEC DTS 17021-3	Conformity assessment -- Requirements for bodies providing audit and certification of management systems -- Part 3: Competence requirements for auditing and certification of quality management systems	CASCO	CD ballot initiated 22 AUG 2012
CD 17602	Ships and marine technology – Metal valves for use in flanged pipe – Face to face and centre to face dimensions	TC 8/SC 3	CD ballot initiated 29 AUG 2012
DTR 19905-2	Petroleum and natural gas industries – Site specific assessment of mobile offshore units – Part 2: Jack-ups commentary	TC 67/SC 7	DIS registration approved 04 SEP 2012
NP PAS 12835	Qualification of casing connections for thermal wells	TC 67/SC 5	Project approved 05 SEP 2012
CD 18462	Thermal Well Casing Connection Evaluation Protocol	TC 67/SC 5	CD registered 05 SEP 2012
CD 16145-5	Ships and marine technology – Protective coatings and inspection method – Part 5: Assessment and calculating method for damaged coatings area of ballast tanks	TC 8/SC 8	CD ballot initiated 08 SEP 2012
CD 50002	Energy Audits	TC 242	Close of voting 09 SEP 2012
WD 17024-2	Conformity assessment -- General requirements for bodies operating certification of persons -- Part 2: Terminology	CASCO	WD study initiated 28 SEP 2012
AWI 15364	Ships and marine technology -- Pressure/vacuum valves for cargo tanks (revision of ISO 15364:2007)	TC 8/SC 3	Project registered 01 OCT 2012

The following standards have recently been circulated for comment, or are currently being balloted at the Draft International Standard (DIS) stage:

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Action Date</b>
DIS 22477-5	Geotechnical investigation and testing – Testing of geotechnical structures – Part 5: Testing of anchorages	TC 182/SC 1	Close of voting 19 JUN 2010
DIS 13085	Petroleum and natural gas industries – Aluminium alloy pipe for use as tubing for wells	TC 67	Close of voting 03 MAR 2011
DIS 27627	Petroleum and natural gas industries – Aluminium alloy drill pipe thread connection gauging	TC 67	Close of voting 03 MAR 2011

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Action Date</b>
DIS 23251	Petroleum, petrochemical and natural gas industries – Pressure-relieving and depressuring systems (Revision of ISO 23251:2006)	TC 67/SC 6	Close of voting 09 SEP 2011
DIS 28004-2	Security management systems for the supply chain -- Guidelines for the implementation of ISO 28000	TC 8	FDIS registration approved 04 NOV 2011
DIS 28004-4	Security management systems for the supply chain -- Guidelines for the implementation of ISO 28000	TC 8	FDIS registration approved 04 NOV 2011
DIS 10426-2	Petroleum and natural gas industries – Cements and materials for well cementing – Part 2: Testing of well cements (Revision of: ISO 10426-2:2003; ISO 10426-2:2003/Amd 1:2005; ISO 10426-2:2003/Cor 1:2006)	TC 67/SC 3	FDIS registration approved 08 NOV 2011
DIS 11711-1	Ships and marine technology – Piping and machinery – Ballast water management systems – Part 1: Discharge sampling apparatus	TC 8	Close of voting 28 OCT 2011
DIS 14998	Petroleum and natural gas industries – Downhole equipment – Accessory completion equipment	TC 67 / SC 4	Close of voting 16 DEC 2011
DIS 16625	Cranes and hoists – Selection of wire ropes, drums and sheaves (Revision of ISO 4308-2:1988, ISO 8087, ISO 4308-1:2003)	TC 96	Close of voting 25 JAN 2012
DIS 11064-4	Ergonomic design of control centres – Part 4: Layout and dimensions of workstations (Revision of ISO 11064-4:2004)	TC 159	FDIS registration approved 27 FEB 2012
DIS 19292.2	Ships and marine technology – Point-type resettable flame detectors for ships	TC 8/SC 1	Close of voting 13 MAR 2012
DIS 13628-14	Petroleum and natural gas industries – Design and operation of subsea production systems – Part 14: Subsea high integrity pressure protection systems (HIPPS)	TC 67	Close of voting 15 MAR 2012
DTS 12489	Petroleum, petrochemical and natural gas industries – Reliability modelling and calculation of safety systems	TC 67	Close of voting 29 MAR 2012
DIS 16855	Ships and Marine Technology – Loose gear of lifting appliances on ships — General requirements	TC 8/SC 4	Close of voting 17 APR 2012
DIS 16856	Ships and Marine Technology – Loose gear of lifting appliances on ships – Hooks	TC 8/SC 4	Close of voting 17 APR 2012
DIS 16857	Ships and Marine Technology – Loose gear of lifting appliances on ships – Shackles	TC 8/SC 4	Close of voting 17 APR 2012
DIS 16858	Ships and Marine Technology – Loose gear of lifting appliances on ships – Pulleys	TC 8/SC 4	Close of voting 17 APR 2012
DIS 12736	Petroleum and natural gas industries – Wet thermal insulation coatings for pipelines, flow lines, equipment and subsea structures	TC 67/SC 2	Close of voting 19 MAY 2012
ISO/IEC DGuide 98-4.2	Uncertainty of measurement – Part 4: Role of measurement uncertainty in conformity assessment	TMB	Close of voting 27 MAY 2012
DIS 14031	Environmental management – Environmental performance evaluation – Guidelines (Revision of ISO 14031:1999)	TC 207	Close of voting 14 JUN 2012

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Action Date</b>
DIS 13628-6	Petroleum and natural gas industries – Design and operation of subsea production systems – Part 6: Subsea production control systems (Revision of: ISO 13628-6:2006)	TC 67/SC 4	Close of voting 14 JUN 2012
DIS 16145-4	Ships and marine technology – Protective coatings and inspection method – Part 4: Automated measuring method for the total amount of water-soluble salts	TC 8/SC 8	FDIS registration approved 18 JUN 2012
DIS 28300	Petroleum, petrochemical and natural gas industries – Venting of atmospheric and low-pressure storage tanks (Revision of ISO 28300:2008, ISO 28300:2008/Cor 1:2009)	TC 67/SC 6	Close of voting 24 JUN 2012
DIS 13643-1	Ships and marine technology – Manoeuvring of ships – Part 1: General concepts, quantities and test conditions	TC 8/SC 6	Close of voting 27 JUN 2012
DIS 13643-2	Ships and marine technology – Manoeuvring of ships – Part 2: Turning and yaw checking	TC 8/SC 6	Close of voting 27 JUN 2012
DIS 13643-3	Ships and marine technology – Manoeuvring of ships – Part 3: Yaw stability and steering	TC 8/SC 6	Close of voting 27 JUN 2012
DIS 13643-4	Ships and marine technology – Manoeuvring of ships – Part 4: Stopping, acceleration, traversing	TC 8/SC 6	Close of voting 27 JUN 2012
DIS 16425	Ships and marine technology – Installation guideline for ship communication network of improving communication for shipboard equipment and systems	TC 8SC 6	Close of voting 03 JUL 2012
DGuide 78	Safety of machinery -- Rules for drafting and presentation of safety standards (Revision of: ISO Guide 78:2008)	TC 199	Close of voting 07 JUL 2012
DIS 13073-2	Ships and marine technology – Risk assessment on anti-fouling systems on ships – Part 2: Marine environmental risk assessment method for anti-fouling systems on ships using biocidally active substances	TC 8/SC 2	Close of voting 25 JUL 2012
DIS 16554	Ships and marine technology – Protecting marine ecosystem from underwater irradiated noise – Measurement and reporting of underwater sound radiating from merchant ships	TC 8/SC 2	Close of voting 09 AUG 2012
DIS 16715	Cranes – Hand signals used with cranes	TC 96/SC5	DIS registered 20 AUG 2012
DIS 8277	Shipbuilding – Pipework – Information transfer (Revision of ISO 8277:1988)	TC 8/SC 2	DIS registered 23 AUG 2012
DIS 13856-3	Safety of machinery – Pressure-sensitive protective devices – Part 3: General principles for the design and testing of pressure-sensitive bumpers, plates, wires and similar devices (Revision of ISO 13856-3:2006)	TC 199	FDIS registration approved 24 AUG 2012
DIS 16716	Cranes – Monitoring for crane design life	TC 96	DIS registered 29 AUG 2012
DIS 55000	Asset management – Overview, principles and terminology	TC 251	DIS registered 05 SEP 2012
DIS 9927-1	Cranes – Inspections	TC 96/SC 9	DIS registered 07 SEP 2012



<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Action Date</b>
DIS 14119	Safety of machinery – Interlocking devices associated with guards – Principles for design and selection (Revision of ISO 14119:1998, ISO 14119:1998/Amd 1:2007)	TC 199	FDIS registration approved 07 SEP 2012
ISO 19902:2007/ DAmd 1	Petroleum and natural gas industries – Fixed steel offshore structures – Amd 1 (Amendment to ISO 19902: 2007)	TC 67/SC 7	Close of voting 12 SEP 2012 (approved)
DIS 19900	Petroleum and natural gas industries -- General requirements for offshore structures (Revision of ISO 19900:2002)	TC 67/SC 7	Close of voting 04 OCT 2012
DIS 10462	Gas cylinders -- Acetylene cylinders -- Periodic inspection and maintenance (Revision of ISO 10462:2005)	TC 58/SC 4	Close of voting 11 OCT 2012
DIS 17440	Cranes – General Design – Limit states and proof of competence of forged steel hooks	TC 96/SC 8	Close of voting 21 OCT 2012
DIS 11200	Acoustics – Noise emitted by machinery and equipment – Guidelines for the use of basic standards for the determination of emission sound pressure levels at a work station and at other specified positions (Revision of ISO 11200:1995, ISO 11200:1995/Cor 1:1997)	TC 43/SC 1	Close of voting 25 OCT 2012
DIS 22398.2	Societal security – Guidelines for exercises and testing	TC 223	Close of voting 25 OCT 2012
DIS 80079-36	Explosive atmospheres – Part 36: Non-electrical equipment for use in explosive atmospheres – Basic methods and requirements	TMB	Close of voting 03 NOV 2012
DIS 87009-37	Explosive atmospheres – Part 37: Non-electrical equipment for use in explosive atmospheres – Non-electrical type of protection constructional safety 'c', control of ignition sources 'b', liquid immersion 'k'	TMB	Close of voting 03 NOV 2012
DIS 24409-2	Ships and marine technology – Design, location, and use of shipboard signs for fire protection, life-saving appliances, and means of escape – Part 2: Catalogue	TC 8/SC 1	Close of voting 12 NOV 2012
DIS 24409-3	Ships and marine technology – Design, location, and use of shipboard signs for fire protection, life-saving appliances, and means of escape – Part 3: Code of practice	TC 8/SC 1	Close of voting 12 NOV 2012
DIS 16165	Ships and marine technology – Marine environment protection – Terminology relating to oil spill response	TC 8/SC 2	Close of voting 20 NOV 2012
ISO 7010:2011/ DAmds 119 to 167	Graphical symbols – Safety colours and safety signs – Registered safety signs – Various safety signs	TC 145	Close of voting 26 NOV 2012
DIS 28005-1	Security management systems for the supply chain -- Electronic port clearance (EPC) -- Part 1: Message structures	TC 8	Close of voting 10 DEC 2012
DIS 16841	Steel wire ropes – Pulling eyes for rope installation – Types and minimum requirements	TC 105	Close of voting 19 DEC 2012
DIS 16304	Ships and marine technology — Marine environment protection — Arrangement and management of port waste reception facilities	TC 8/SC 2	Close of voting 27 DEC 2012
DIS 16707	Ships and marine technology -- Marine evacuation systems -- Determination of capacity of Marine Evacuation Systems (MES)	TC 8/SC 1	Close of voting 05 JAN 2013

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Action Date</b>
DGuide 80	Guidance for in-house production of reference materials for quality control (QCMs)	REMCO	Close of voting 29 JAN 2013
DIS 13643-6	Ships and marine technology – Manoeuvring of ships – 14859Part 6: Model test specials	TC 8/SC 6	Close of voting 15 FEB 2013

The following standards are at the Final Draft International Standard (FDIS) stage:

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Action Date</b>
FDIS 4126-5	Safety devices for protection against excessive pressure – Part 5: Controlled safety pressure-relief systems (CSPRS) (Revision of: ISO 4126-5:2004; ISO 4126-5:2004/Cor 1:2006; ISO 4126-5:2004/Cor 2:2007)	TC 185	FDIS registered 23 JUN 2011
FDIS 13628-17	Petroleum, petrochemical and natural gas industries – Design and operation of subsea production systems – Part 17: Recommended practice for flexible pipe ancillary equipment	TC 67/SC 4	FDIS registered 15 NOV 2011
FDIS 13679	Petroleum and natural gas industries – Procedures for testing casing and tubing connections (Revision of: ISO 13679:2002)	TC 67/SC 5	Referred back to SC 01 DEC 2011
FDIS 13628-16	Petroleum, petrochemical and natural gas industries – Design and operation of subsea production systems – Part 16: Specification for flexible pipe ancillary equipment	TC 67/SC 4	FDIS registered 22 DEC 2011
PRF TS 15696	Cranes – List of equivalent terms	TC 96/SC 2	FDIS registered 04 JUN 2012
FDIS 13503-6	Petroleum and natural gas industries – Completion fluids and materials – Part 6: Procedure for measuring leakoff of completion fluids under dynamic conditions	TC 67/SC 3	Close of voting 27 SEP 2012
FDIS 16548	Ships and marine technology – Ship design – General guidance on emergency towing procedure	TC 8/SC 8	Close of voting 07 OCT 2012
FDIS 15589-2	Petroleum and natural gas industries – Cathodic protection of pipeline transportation systems – Part 2: Offshore pipelines (Revision of: ISO 15589-2:2004)	TC 67/SC 2	Close of voting 31 OCT 2012
FDIS 8686-1	Cranes – Design principles for loads and load combinations – Part 1: General (Revision of ISO 8686-1:1989)	TC 96/SC 10	Close of voting 11 NOV 2012
FDIS 19901-7	Petroleum and natural gas industries – Specific requirements for offshore structures – Part 7: Stationkeeping systems for floating offshore structures and mobile offshore units (Revision of ISO 19901-7:2005)	TC 67/SC 7	Close of voting 28 NOV 2012
FDIS 22313	Societal security – Business continuity management systems – Guidance	TC 223	Close of voting 29 NOV 2012

The following standards have been finalized since the last edition of this report:

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Date</b>
ISO 22846-2:2012	Personal equipment for protection against falls – Rope access systems – Part 2: Code of practice	TC 94	02 MAR 2012

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Date</b>
ISO 28803:2012	Ergonomics of the physical environment – Application of International Standards to people with special requirements	TC 159	15 MAR 2012
ISO/IEC TS 17022:2012	Conformity assessment – Requirements and recommendations for content of a third-party audit report on management systems	CASCO	19 MAR 2012
ISO/TS 14909:2012	Fibre ropes for offshore stationkeeping -- High modulus polyethylene (HMPE)	TC 38	24 MAR 2012
ISO 14859	Ships and marine technology – Sound reception systems	TC 8/SC 6	30 MAR 2012
ISO 10426-1:2009/ Cor 2:2012	Petroleum and natural gas industries – Cements and materials for well cementing – Part 1: Specification – Technical Corrigendum 2	TC 67	17 APR 2012
ISO 7076-1:2012	Fire protection – Foam fire extinguishing systems – Part 1: Foam proportioning equipment	TC 21	04 MAY 2012
ISO 7076-2:2012	Fire protection – Foam fire extinguishing systems – Part 2: Low expansion foam equipment	TC 21	04 MAY 2012
ISO 14045:2012	Environmental management – Eco-efficiency assessment of product systems – Principles, requirements and guidelines	TC 207	08 MAY 2012
ISO 22300:2012	Societal security – Terminology	TC 223	15 MAY 2012
ISO 22301:2012	Societal security – Business continuity management systems – Requirements	TC 223	15 MAY 2012
ISO 30005:2012	Ship recycling management systems – Information control for hazardous materials in the manufacturing chain of shipbuilding and ship operations (Revision of: ISO DPAS 30005)	TC 8/W G1	14 MAY 2012
ISO/TR 14121-2:2012	Safety of machinery – Risk assessment – Part 2: Practical guidance and examples of methods	TC 199	31 MAY 2012
ISO 11504:2012	Soil quality -- Assessment of impact from soil contaminated with petroleum hydrocarbons	TC 190/SC 7	01 JUN 2012
ISO 614:2012	Ships and marine technology – Toughened safety glass panes for rectangular windows and side scuttles – Punch method of non-destructive strength testing (Revision of ISO 614:1989)	TC 8/SC 8	13 JUN 2012
ISO 30002: 2012	Ships and marine technology – Ship recycling management systems – Guidelines for selection of ship recyclers (and pro forma contract)	TC 8	14 JUN 2012
ISO 21005:2012	Ships and marine technology – Thermally toughened safety-glass panes for windows and side scuttles (Revision of ISO 21005: 2004)	TC 8/SC 8	20 JUN 2012
ISO 7365:2012	Shipbuilding and marine structures – Deck machinery – Towing winches for deep sea use (Revision of ISO 7365:1983)	TC 8	22 JUN 2012
ISO 12488-1:2012	Cranes – Tolerances for wheels and travel and traversing tracks – Part 1: General (Revision of ISO 12488-1:2005, ISO 12488-1:2005/Cor 1:2008)	TC 96	26 JUN 2012
ISO 13713:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Mooring chocks	TC 8/SC 4	25 JUN 2012

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Date</b>
ISO 13728:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Panama chocks	TC 8/SC 4	25 JUN 2012
ISO 13729:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Closed chocks	TC 8/SC 4	25 JUN 2012
ISO 13733:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Universal fairleads with upper roller	TC 8/SC 4	25 JUN 2012
ISO 13742:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Universal fairleads without upper roller	TC 8/SC 4	25 JUN 2012
ISO 13755:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Steel rollers	TC 8/SC 4	25 JUN 2012
ISO 13767:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Shipside roller fairleads	TC 8/SC 4	25 JUN 2012
ISO 13776:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Pedestal fairleads	TC 8/SC 4	25 JUN 2012
ISO 13795:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Welded steel bollards for sea-going vessels	TC 8/SC 4	25 JUN 2012
ISO 13797:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Cruciform bollards	TC 8/SC 4	25 JUN 2012
ISO 13798:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Recessed bits (Steel plate type)	TC 8/SC 4	25 JUN 2012
ISO 13799:2012	Ships and marine technology -- Ship's mooring and towing fittings -- Recessed bits (Casting type)	TC 8/SC 4	25 JUN 2012
ISO 3903:2012	Ships and marine technology -- Ships' ordinary rectangular windows ( <i>Revision of ISO 3903: 1993</i> )	TC 8/SC 8	29 JUN 2012
ISO 16437:2012	Ships and marine technology -- Lifesaving and fire protection -- Atmospheric oil mist detectors	TC 8/SC 1	29 JUN 2012
ISO 1751:2012	Ships and marine technology -- Ships' side scuttles ( <i>Revision of ISO 1751: 1993</i> )	TC 8	29 JUN 2012
ISO/IEC 17024:2012	Conformity assessment -- General requirements for bodies operating certification of persons ( <i>Revision of ISO 17024:2003</i> )	CASCO	03 JUL 2012
ISO 30004:2012	Ship recycling management systems -- Guidelines for implementing ISO 30000 ( <i>Revision of ISO/PAS 30004:2011</i> )	TC 8	09 JUL 2012
PAS 28004-2:2012	Security management systems for the supply chain -- Guidelines for the implementation of ISO 28000	TC 8	13 JUL 2012
PAS 28004-3:2012	Security management systems for the supply chain -- Guidelines for the implementation of ISO 28000 -- Amendment 3: Additional specific guidance if compliance with ISO 28001 is a management objective	TC 8	13 JUL 2012
PAS 28004-4:2013	Security management systems for the supply chain -- Guidelines for the implementation of ISO 28000	TC 8	13 JUL 2012
ISO/IEC/IEEE 80005-1	Cold ironing -- Part 1: High Voltage Shore Connection (HVSC) Systems -- General requirements ( <i>Revision of IEC/PAS 60092-510:2009</i> )	TC 8/SC 3	13 JUL 2012
ISO 12211:2012	Petroleum and natural gas industries -- Spiral plate heat exchangers	TC 67/SC 6	23 JUL 2012

<b>Standard No.</b>	<b>Document title</b>	<b>Committee</b>	<b>Date</b>
ISO 12212:2012	Petroleum, petrochemical and natural gas industries – Hairpin-type heat exchangers	TC 67/SC 3	23 JUL 2012
ISO 13703-1:2012	Ships and marine technology - Risk assessment on anti-fouling systems on ships -- Part 1: Marine environmental risk assessment method of biocidally active substances used for anti-fouling systems on ships	TC 8/SC 2	24 JUL 2012
ISO 19905-1:2012	Petroleum and natural gas industries -- Site-specific assessment of mobile offshore units -- Part 1: Jack-ups	TC 67/ SC 7	25 JUL 2012
ISO/IEC TS 17021-2:2012	Conformity assessment – Requirements for third party certification auditing of environmental management systems – Part 2: Competence requirements	CASCO	16 AUG 2012
ISO PAS 28005-1:2012	Security management systems for the supply chain – Electronic port clearance (EPC) – Part 1: Message structures	TC 8	24 AUG 2012
ISO 3434:2012	Shipbuilding and marine structures – Heated glass panes for ships' rectangular windows (Revision of ISO 3434: 1992 and ISO 3434:1992/Amd 1:2004)	TC 8/SC 8	31 AUG 2012
ISO 10018:2012	Quality management – Guidelines on people involvement and competences	TC 176 / SC 3	31 AUG 2012
ISO 21500:2012	Guidance on project management	TC 256	03 SEP 2012
ISO/IEC 17065:2012	Conformity assessment – Requirements for bodies certifying products, processes and services (Revision of ISO/IEC Guide 65:1996)	CASCO	10 SEP 2012
ISO 13571:2012	Life-threatening components of fire – Guidelines for the estimation of time to compromised tenability in fires (Revision of ISO 13571:2007)	TC 92/SC 3	12 SEP 2012
ISO 10004:2012	Quality management – Customer satisfaction – Guidelines for monitoring and measuring (Revision of ISO/TX 10004:2004)	TC 176/SC 3	14 SEP 2012
ISO 4306-2:2012	Cranes – Vocabulary – Part 2: Mobile cranes (Revision of ISO 4306-2:1994)	TC 96/SC6	18 SEP 2012
ISO 16145-1:2012	Ships and marine technology – Protective coatings and inspection method – Part 1: Dedicated sea water ballast tanks	TC 8/SC 8	01 OCT 2012
ISO 16145-2:2012	Ships and marine technology – Protective coatings and inspection method – Part 2: Void spaces of bulk carriers and oil tankers	TC 8/SC 8	01 OCT 2012
ISO 16145-3:2012	Ships and marine technology – Protective coatings and inspection method – Part 3: Cargo oil tanks of crude oil tankers	TC 8/SC 8	01 OCT 2012
ISO 13849-2:2012	Safety of machinery – Safety-related parts of control systems – Part 2: Validation (Revision of: ISO 13849-2:2003)	TC 199	0 OCT 2012
ISO 3730:2012	Shipbuilding – Mooring winches (Revision of ISO 3730:1988)	TC 8/SC 4	03 OCT 2012
ISO/PAS 18215:2012	Ships and marine technology – Vessel machinery operations in polar waters – Guidelines	TC 8/SC 3	10 OCT 2012