

MARITIME SAFETY COMMITTEE
94th session
Agenda item 21

MSC 94/WP.1/Add.1
21 November 2014
Original: ENGLISH

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

**[For items 1, 2, 3, 4, 5 (part), 6, 7, 8 (part), 9, 10, 11 (part), 12, 13 (part), 14, and 15
see MSC 94/WP.1]**

5 GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS (continued)

[Report of the GBS/FSA Working Group

5.8 Having considered the part of the report of the working group (MSC 94/WP.8) dealing with this agenda item, the Committee approved it in general and took action as described in the following paragraphs.

Development of Interim Guidelines for the Safety Level Approach (SLA) to the IMO Rule-making Process

5.9 The Committee noted the progress on the draft *Interim guidelines for the Application of the Goal-based Standards Safety Level Approach to the IMO rule-making process*.

5.10 The Committee also noted that the group agreed to keep all valuable information from document MSC 92/WP.9 (annex 2), e.g. the figure "Proposed hierarchy of SLA IMO instruments" and the "SLA exercise", for the further development of the draft Interim Guidelines.

5.11 In this regard, the Committee invited Member Governments and international organizations to submit comments and proposals on the draft Interim Guidelines to MSC 95.

Generic Guidelines for Developing IMO Goal-based Standards (MSC.1/Circ.1394)

5.12 The Committee noted that the group agreed that the *Generic guidelines for developing IMO Goal-based standards* (MSC.1/Circ.1394) need to be amended, possibly by adding an annex with the specification for functional requirements, which provides the degree of detail to be considered by a functional requirement and the elements to be considered.

5.13 In this context, the Committee invited Member Governments and international organizations to submit concrete proposals on the amendments to MSC.1/Circ.1394.

Roadmap on GBS Safety Level Approach

5.14 The Committee endorsed the group's view that the draft Interim guidelines and the amendments to the Generic Guidelines (MSC.1/Circ.1394) should be completed as the first step.

5.15 The Committee noted the group's discussion regarding the linkage between the draft Interim Guidelines and the Generic guidelines and that the group recognized the merit to integrate the two documents, when further developing the Interim guidelines.

Relationship between the GBS WG and work of sub-committees using GBS framework

5.16 The Committee noted that the group recognized concerns over possible discrepancies between different instruments using the GBS framework, and the need for harmonization among those instruments, which should be taken by experts on GBS/SLA.]

8 SHIP SYSTEMS AND EQUIPMENT (Continued)

[8.21 Having considered the report of the informal group of experts (MSC 94/WP.12), the Committee took action as indicated below.

Raising awareness and providing interim guidance

8.22 The Committee noted that the group had prepared interim guidance, to be used in addition to the provisions of the *Revised guidelines for the maintenance and inspection of fire protection systems and appliances* (MSC.1/Circ.1432), for dissemination by MSC circular, to raise awareness of the Bahamas' findings.

8.23 The Committee, [having noted the group's view that requirements for automatic sprinkler systems are also applicable to other types of ships, decided to delete references to

"passenger ships" from the text of the draft circular] [bearing in mind that all the Bahamas' findings are relevant to passenger ships only, decided to keep references to "passenger ships" in the text of the draft circular].

8.24 Having considered the above issue, the Committee approved MSC.1/Circ.... on Interim recommendations for in-service testing of automatic sprinkler systems [on passenger ships].

Long-term actions

8.25 The Committee, recalling its initial intention to forward document MSC 94/20/2 to SSE 2 for consideration and taking into account the complex nature of this work and the number of documents that may be submitted to SSE 2 on this matter, agreed with the group's proposal to include, in the biennial status report of the SSE Sub-Committee and the provisional agenda of SSE 2, an unplanned output on "Revision of requirements for automatic sprinkler systems", with a target completion date of 2015, with a view to revising MSC.1/Circ.1432 and preparing amendments to chapter 8 of the FSS Code, as appropriate (see also paragraph 18....).]

11 CARRIAGE OF CARGOES AND CONTAINERS (CONTINUED)

URGENT MATTERS EMANATING FROM THE FIRST SESSION OF THE SUB-COMMITTEE

Draft amendments to SOLAS and the Protocols of 1978 and 1988 to make the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels mandatory

11.11 The Committee recalled that CCC 1 had agreed to the draft International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) together with the associated draft amendments to SOLAS and the Protocols of 1978 and 1988, except for matters related to the protective tank location requirements, since MSC 93 had decided to consider these matters at this session (see paragraphs 11... to 11...).

11.12 The Committee also recalled that CCC 1 had requested the Secretariat to prepare draft text, for inclusion in the draft SOLAS amendments, that would require existing ships using low-flashpoint fuels to comply with the requirements of the IGF Code, if such ships convert or switch to using other types of low-flashpoint fuels after the entry into force of new part G of SOLAS chapter II-1. The Committee noted that the text developed by the Secretariat was reflected in square brackets and marked with a footnote in draft new regulation II-1/56.2, as set out in annex 1 of document CCC 1/13.

11.13 In considering the draft amendments to SOLAS and the Protocols of 1978 and 1988 (CCC 1/13, annexes 1 to 3, respectively), the Committee took action as indicated in paragraphs 11.14 to 11.20.

Existing ships and ships covered by the IGC Code

11.14 The Committee had for its consideration document MSC 94/11/9 (Japan and Spain) proposing to:

- .1 replace the words "using their cargoes as fuel" in draft new SOLAS regulation II-1/56.3 with the words "using only their cargoes as low-flashpoint fuel" in order to avoid any misinterpretation that the IGF Code need not apply to a gas carrier using a low-flashpoint fuel other than its cargo, provided that the ship complies with the requirements of chapter 16 of the IGC Code;
- .2 for consistency with draft new regulation II-1/56.1, insert the words "except as provided for in 3," at the beginning of draft new regulation II-1/56.2;
- .3 insert the phrase "including those constructed before 1 January 2009" after "irrespective of the date of construction" in draft regulation II-1/56.2 to clarify that the regulation would also apply to ships built prior to the general application date of SOLAS chapter II-1; and
- .4 for the purpose of clarifying that the IGF Code will apply in addition to present regulations to both new and existing ships, delete the last sentence in draft regulation II-1/56.1 and add the words "in addition to any other applicable requirements of the present regulations," after the phrase "except as provided for in 3," in revised draft regulations II-1/56.1 and II-1/56.2.

11.15 In considering document MSC 94/11/9, specifically with regard to the proposal to modify the draft new SOLAS regulation II-1/56.1.3 to clarify that the IGF Code would apply to gas carriers using low-flashpoint fuels other than their cargo, the Committee noted that, although the proposal was in line with the intention of CCC 1, there were concerns that if both the IGF and IGC Codes were to apply simultaneously to a single gas carrier, difficulties would arise in applying requirements that differed between the two Codes, for example on vessel tank location and ESD spaces.

11.16 Taking into account the above concerns and the view that burning of low-flashpoint fuels other than cargo in gas carriers could adequately be dealt with by existing provisions for alternative design in the IGC Code on a case by case basis, the Committee decided not to pursue the aforementioned proposal in document MSC 94/11/9 further and agreed to retain the draft SOLAS regulation II-1/56.3 unchanged, as set out in annex 1 to document CCC 1/13.

11.17 Regarding the remaining proposals in document MSC 94/11/9, the Committee agreed to refer them to the working group for further consideration, together with a proposal by the delegation of the United States to introduce text in draft SOLAS regulation II-1/56, based on draft SOLAS regulation XIV/2.4, with the purpose of clarifying the applicability of the IGF Code to sovereign immune vessels.

Use of oil fuels having a flashpoint of not less than 43°C in emergency generators or being subject to SOLAS regulation II-2/4.2.1.3

11.18 Following consideration of document MSC 94/11/10 (Japan) proposing to add a new paragraph 4 in draft new SOLAS regulation II-1/56 clarifying that the IGF Code need not apply to ships using oil fuels having a flashpoint of not less than 43°C in emergency generators or being subject to the provisions in regulation II-2/4.2.1.3, in order to remove any ambiguity regarding the application of the IGF Code in this regard, the Committee agreed to refer the document to the working group for further consideration, with a view to ensuring that the existing exceptions in SOLAS regulations II-2/4.2.1.2 and II-2/4.2.1.3 extend to the application of the IGF Code.

Existing ships using low-flashpoint fuels that switch to using additional or different low-flashpoint fuels after the date of entry into force of the IGF Code

11.19 The Committee referred the draft text in square brackets in draft new SOLAS regulation II-1/56.2 (CCC 1/13, annex 1), as developed by the Secretariat on request of CCC 1, to the working group for further consideration.

11.20 Subsequently, having noted that there were no more remaining square brackets for consideration in the draft amendments to SOLAS or in the draft amendments to the Protocols of 1978 and 1988, the Committee instructed the Joint Working Group on the Polar and IGF Codes established under agenda item 3 (Consideration and adoption of amendments to mandatory instruments) (see also paragraph 3...) to finalize the draft amendments to SOLAS for consideration by the Committee, with a view to adoption at MSC 95.

Proposed modifications to the draft IGF Code***Protective tank location requirements***

11.21 The Committee recalled that SDC 1, having noted the stability working group's divided views on the threshold values for the length of the fuel tanks in the deterministic part (section 5.3.3. of the Code) and the value of the factor f_{CN} in the probabilistic part (section 5.3.4 of the Code), had agreed to forward the two options on the threshold values for the length of the fuel tanks and the factor f_{CN} to MSC 94 for decision (allowing further validation of the threshold values meanwhile).

11.22 The Committee recalled further that SDC 1 had endorsed the draft protective location criteria for LNG fuel tanks of sections 5.3.3 and 5.3.4 of the draft IGF Code and that MSC 93 had endorsed the way forward proposed by SDC 1.

11.23 In this regard, the Committee noted that, based on the documents submitted to this session, prior to deciding between the two threshold values in square brackets for the tank length limits in the deterministic requirements and the factor f_{CN} in the probabilistic requirements, as requested by SDC 1, the Committee would have to address the fundamental issue of whether it was feasible and appropriate to include the probabilistic requirements in the draft IGF Code at this stage, or whether it was preferable to leave them out and allow the SDC Sub-Committee to further develop them with a view to having them included at a later stage as an amendment to the IGF Code.

11.24 In this regard, the Committee had the following documents for its consideration:

- .1 CCC 1/4/2 (Bahamas, Canada and United Kingdom), proposing that the proposed probabilistic calculation method should not be included in the draft IGF Code as it is not acceptable, in its current form, as an alternative to the deterministic provisions. It is also proposed that the existing SOLAS provisions for alternative design and arrangements can be applied to provide assurance on appropriate tank location for certain ship designs where the deterministic distances cannot be met; and
- .2 MSC 94/11/18 (Germany), recognizing that many of the validation analyses which have been completed with the objective of determining whether the outcome of SDC 1 on the draft protective tank location requirements is

feasible and technically sound, do not support the draft requirements entirely. Consequently, it is proposed that the first version of the IGF Code be approved at MSC 94 containing the tank location criteria as per resolution MSC.285(86), allowing more time for the relevant Sub-Committee to further consider the proposed risk-based provisions for tank location, with a view to incorporating them in the IGF Code through an amendment.

11.25 In considering the above documents, the Committee noted the following views expressed on the issue of including or excluding the risk-based provisions for tank location in the draft IGF Code at this stage:

- .1 the probabilistic tank location requirements should not be included in the draft IGF Code at this stage, as they require further development which should be undertaken by the SDC Sub-Committee;
- .2 the protective tank location requirements were developed with the objective of providing the same level of safety for ships using low-flashpoint fuels as for ships using oil fuel as specified in SOLAS chapter II-2 and the greater the deviation from the requirements developed at SDC 1, the bigger the gap between the two safety levels;
- .3 the Committee should focus on choosing a particular threshold value for the factor f_{CN} and the tank length limit, as requested by SDC 1;
- .4 the protective tank location requirements should be finalized, including the probabilistic requirements, in order to provide the regulatory certainty that is required for investments in ship-building projects;
- .5 the deterministic requirements are linked to the probabilistic requirements through the tank length limitation in order to ensure that they provide an equivalent level of safety;
- .6 the probabilistic requirements should be retained and decoupled from the deterministic requirements by deleting the tank length limitation in paragraph 5.3.3 of the draft IGF Code;

- .7 the availability of a deterministic and probabilistic alternative provides valuable flexibility in the ship design process which would not be available if the only alternative to the deterministic protective tank location criteria is to apply the procedures of alternative design and arrangements; and
- .8 probabilistic methods are powerful but complicated and require a lot of effort to be developed to a sufficient level of maturity, suggesting that the probabilistic protective tank location requirements of the draft IGF Code should be omitted at this stage as there are still many technical issues to resolve.

11.26 Having considered the views expressed and after a lengthy discussion, the Committee decided to proceed on the basis that the risk-based provisions should be retained in the draft IGF Code in combination with the removal of the tank length limitation in the deterministic requirements of the draft Code.

11.27 Subsequently, the Committee tasked the working group to revise the relevant parts of the draft IGF Code based on the above decision with a focus on agreeing on a threshold value for the factor f_{CN} and not reopening discussions on all aspects of the probabilistic protective tank location requirements. In this regard, the Committee also noted the view expressed by some delegations that with the deletion of the tank length limitation in the deterministic requirements, paragraph 5.3.3.2 of the draft IGF Code should be revised.

11.28 With regard to information and proposals on the threshold values in square brackets for the tank length limits in the deterministic requirements and the factor f_{CN} in the probabilistic requirements, the Committee had the following documents for its consideration:

- .1 MSC 93/21/4 (France), indicating that the installation in the lower part of a passenger ship of one or several LNG tanks designed to reach the value $f_{CN} = 0.02$ does not necessarily imply an increase of the global risk level for the ship and the population on board, and proposing a value of $f_{CN} = 0.02$ for passenger ships and 0.04 for cargo ships;
- .2 MSC 94/11/4 (Norway), suggesting that the conclusions contained in document MSC 93/21/4 are flawed, because a risk analysis was not carried out and the risk index (RI) is assumed erroneously to be equal to the sum

of the severity index (SI) and the frequency index (FI), even though SI and FI are not defined on a logarithmic scale;

- .3 MSC 94/INF.10 (Norway), containing the results of assessments of the additional risk for a gas fuelled RoPax, compared to a conventional oil fuelled RoPax, due to the probability for the LNG fuel tank to be penetrated in a collision and the consequences of such a penetration;
- .4 MSC 94/11/5 (France), complementing the rationale in document MSC 93/21/4 supporting $f_{CN} = 0.02$ for passenger ships and $f_{CN} = 0.04$ for cargo ships;
- .5 MSC 94/INF.15 (France), containing a detailed analysis concerning the choice of the value of f_{CN} , including aspects of design feasibility, increase of length limits and their effects on probabilities and f_{CN} , equivalence metrics and the quantitative risk model contained in MSC 94/INF.10;
- .6 MSC 94/11/8 (Italy), providing considerations on the requirements for LNG tank location and dimensions and commenting on the related proposals presented by Norway in documents MSC 94/11/3 and MSC 94/INF.10, as summarized below:
 - .1 verification results for 11 actual LNG-fuelled ship designs comprising several ship types and tank configurations addressing the adequacy of the square bracketed protective tank location limit values;
 - .2 the suggestion that clarifications need to be developed on how the application of the probabilistic calculation values should be applied when the tank arrangement involves dented tanks or lateral LNG handling systems;
 - .3 comments on the assessment of risks contained in document MSC 94/INF.10; and

- .4 the proposal that the minimum distance between non overlapping tanks proposed by Norway in document MSC 94/11/3 should have a maximum absolute value of 60 m;

- .7 MSC 94/INF.11 (Germany and CESA), providing information on the LNG tank configuration of 25 sample ships which are currently designed by German companies and/or constructed on German shipyards, in order to assess the deterministic tank length restrictions of the draft IGF Code. In addition, systematic design verifications for six typical cruise ship sizes are presented in order to verify the limitations and the maturity of the alternative probabilistic tank location approach;

- .8 MSC 94/11/7 (Canada, Marshall Islands and the United States), proposing the removal of the tank length limitation in paragraph 5.3.3.3 of the draft IGF Code, because it is inconsistent with previous applications of deterministic criteria and the deletion will not have a significant negative effect on the safety of a gas-fuelled ships, provided the fuel tanks are located inside B/5 and never located closer to the side than the limits found in paragraph 5.3.3.2 of the draft Code; and

- .9 MSC 94/11/17 (Marshall Islands), supporting the removal of the tank length limitation from deterministic protective tank location requirements of the draft IGF Code. Additionally, it is proposed that the use of the probabilistic alternative method for fuel tank placement be limited to larger ships (i.e. ship $L > 100$ m). The proposal is based on a parametric study of proposed gas fuelled vessel designs indicating that the f_{CN} values for large ships yield similar results to the application of the deterministic criteria, unlike in smaller ships which should be required to comply with the deterministic method without the necessity to consider tank length limitations implied by the application of the probabilistic method.

11.29 In light of its decision to retain the probabilistic protective tank location requirements in the draft IGF Code in combination with the deletion of the tank length limitation in the deterministic requirements (see paragraphs 11.26 and 11.27), the Committee agreed to refer the aforementioned documents to the working group for further consideration.

Handling of more than one tank in the longitudinal direction

11.30 The Committee had for its consideration document MSC 94/11/3 (Norway), proposing:

- .1 an amendment to paragraph 5.3.4.6 (previously numbered 5.3.5.4 in annex 3 to document SDC 1/WP.5/Add.1/Rev.1) of the draft IGF Code to include a minimum longitudinal separation distance between two tanks in order to avoid fuel tanks being split into two simply to comply with the threshold;
- .2 insertion, in the first sentence of paragraph 5.3.4 (previously numbered 5.3.5 in annex 3 to document SDC 1/WP.5/Add.1/Rev.1), of a reference to paragraph 5.3.3.2 (previously numbered 5.3.4.2 in annex 3 to document SDC 1/WP.5/Add.1/Rev.1); and
- .3 the addition of a footnote to paragraph 5.3.4.2 (ft calculation) (previously numbered 5.3.4.2 in annex 3 to document SDC 1/WP.5/Add.1/Rev.1) stating that "*when the outermost boundary of fuel tank is outside the boundary given by the deepest subdivision waterline the value of b (damage penetration) shall be taken as 0.*".

11.31 In considering document MSC 94/11/3, the Committee decided to refer the document to the working group for further discussion.

Minimum distance criteria for fuel tanks at the turn of the bilge

11.32 Having recalled that MSC 93 had referred document MSC 93/21/3 to CCC 1 for consideration with a view to finalization, the Committee noted that CCC 1 had been unable to incorporate the interpretation contained in document MSC 93/21/3 and had agreed to refer it to MSC 94, as it was directly related to tank location and should be discussed at MSC 94 with other submissions on this issue.

11.33 Subsequently, the Committee considered document MSC 93/21/3 (France), proposing an interpretation for minimum distance criteria for fuel tanks, to be applied at the turn of the bilge area between the side and the bottom shell, and decided to refer it to the working group for further consideration.

Mandatory risk assessment

11.34 The Committee had for its consideration document MSC 94/11/6 (CESA), suggesting that the draft IGF Code lacks clarity regarding the requirement for a risk assessment and whether such a requirement applies to all new buildings or only for those deviating from part A-1. If the latter is the case, it is proposed that section 4.2 be amended such that the conditions under which a risk assessment has to be performed are better defined, or chapter 4 be merged with section 2.3 which addresses deviations from part A-1 only. Additionally, it is suggested that the scope and methodology of the risk assessment to be performed has to be better defined in order ensure a homogenous implementation worldwide.

11.35 In considering document MSC 94/11/6, the Committee noted the following views expressed on this matter:

- .1 the risk assessment should be carried out for every new vessel designed to use low-flashpoint fuel;
- .2 a risk assessment is not required if a ship complies with all prescriptive requirements of the draft IGF Code;
- .3 the scope and methodology of the risk assessment could potentially be developed as guidelines and should not be included in the Code; and
- .4 there is a need to clarify the relationships between goals, functional requirements and prescriptive requirements.

11.36 Having considered the above views, the Committee decided to refer the document to the working group for further consideration.

Regulations for gas fuel containment, approval by the Administration and air locks

11.37 The Committee had the following documents for its consideration:

- .1 MSC 94/11/11 (Japan), proposing amendments to section 6.4 of part A-1 of the draft IGF Code in order to clarify and editorially refine requirements that apply to LNG only, such as the requirements for a secondary barrier for LNG

containment, the design of the secondary barrier, the requirements for partial secondary barriers, and the requirement for permitting credit for hull heating;

- .2 MSC 94/11/12 (Japan), proposing amendments to several paragraphs of the draft IGF Code relating to accidental design conditions, corrosion allowance, bunkering, overflow control, gas monitoring and detection, valve closing time and other editorial corrections with the objective of improving the clarity and technical terminology of the draft Code and achieving fidelity with the equivalent terminology and paragraphs in the IGC Code;
- .3 MSC 94/11/13 (Japan), proposing the addition, in particular paragraphs of the draft IGF Code and the deletion in others, as appropriate, of the phrase "or its recognized organization acting on its behalf", with the objective of aligning the IGF Code and the IGC Code with regard to the scope of special approval or acceptance by the Administration or its recognized organization acting on its behalf; and
- .4 MSC 94/11/14 (Japan), proposing that the term "airlocks" (i.e. single word without space or hyphen between air and locks) be used consistently throughout the draft IGF Code. A redrafted version of paragraph 15.12.9 on electrical equipment located in spaces protected by airlocks is also proposed together with the recommendation that the provisions for electrical equipment for airlocks in paragraphs 5.12.6 and 5.12.9 be moved under chapter 14 (Electrical installations) of the draft Code.

11.38 Having noted that the aforementioned documents proposed amendments to the draft IGF Code of a technical or editorial nature, the Committee agreed to refer the documents to the working group for further consideration.

Regulations for safety measures of fuel tanks

11.39 The Committee had for its consideration document MSC 94/11/15 (Japan), proposing the following amendments to the draft IGF Code:

- .1 delete paragraph 6.7.3.1.1.3 and add a new paragraph requiring tanks to be provided with at least three devices for indicating fuel temperature in order to manage the development of conditions that may lead to rollover;

- .2 delete paragraphs 6.6.3 and 6.6.4.1 or clarify how to depressurize CNG tanks;
- .3 delete paragraph 6.8.2 as it could potentially allow overflow of liquefied fuel from the fuel storage tank during normal operational conditions rather than during an external fire only; and
- .4 amend paragraph 6.4.9.5.2 so the assumed flooding level considered for safety is "up to the summer load draught", as in the equivalent requirement in the IGC Code.

11.40 Following discussion, the Committee agreed not to pursue them further.

Definition of gas and stress categories

11.41 The Committee had for its consideration document MSC 94/11/16 (Japan), proposing amendments to paragraph 2.2.17 and the first paragraph of part A-1 to clarify that gas may also exist in a supercritical state. In addition it is proposed to introduce definitions of stress categories in chapter 6 of the draft IGF Code based on the definitions in the IGC Code.

11.42 In considering document MSC 94/11/16, the Committee noted that only the proposal to include definitions of stress categories in the draft IGF Code based on the definitions in the IGC Code received support. Consequently, the Committee referred only the part of document MSC 94/11/16 relating to definitions of stress categories to the working group for further consideration.

LNG Bunker Delivery Note

11.43 The Committee had for its consideration document MSC 94/11/1 (Belgium, Italy and Norway) containing in the annex a standard form of an LNG Bunker Delivery Note (BDN), which includes the parameters defining gas specifications at delivery. The co-sponsors proposed that the standard form of the LNG BDN be included as an annex to the draft IGF Code and referenced in section 18.4.

11.44 In considering document MSC 94/11/11, the Committee noted the following views expressed on this matter:

- .1 the proposed BDN should also include information on the sulphur content of the LNG fuel, however negligible, in order for LNG-fuelled ships to demonstrate compliance with MARPOL Annex VI regulation 14;

- .2 the term "Bunkering Company Name" on the proposed BDN requires clarification;

11.45 Following consideration of the above views and having noted general support for the proposed BDN the Committee agreed to refer the document to the working group for further consideration.

LNG bunkering connectors

11.46 The Committee had for its consideration document MSC 94/11/2 (Denmark, Finland, Italy and Norway), proposing that ISO be invited to develop a new standard, or include provisions in an existing standard, defining:

- .1 standard I for marine LNG quick bunkering connector size 2"- 6"; and
- .2 standard II for marine LNG mechanical remotely operated connector larger than 6",

with a view to including a suitable reference in the draft IGF Code.

11.47 In considering document MSC 94/11/2, the Committee noted general support for the proposal to invite the ISO to develop a standard for LNG bunkering connectors but not for the proposal to include a reference to such a standard in the draft IGF Code.

11.48 The observer from ISO advised the Committee that there are no published ISO standards on LNG vessels and that ISO 18683, referenced in document MSC 94/11/2, is a technical specification and not a standard. ISO reminded the Committee that, rather than footnoting individual pages of IMO instruments, it is better for ISO implementing standards to be published at the same time as related IMO instruments enter into force, as was the case for the ISPS Code. ISO expressed its readiness to publish an implementing standard to support entry into force of the IGF Code. The full statement by ISO is set out in annex [...]

Remaining matters

11.49 Having considered the above matter, the Committee agreed to invite ISO to develop a standard for LNG bunkering connectors.

11.50 Following consideration of all the documents relevant to the draft IGF Code and having noted that there was one remaining set of square brackets around the value of the distance of fuel pipes from the ship's side in paragraph 5.7.1 of the draft Code, the Committee agreed to refer this issue to the working group for further consideration.

11.51 The Committee noted the monitoring sheet and records for the draft IGF Code and the associated draft SOLAS amendments that had been prepared by CCC 1.

11.52 The Committee also noted that, following finalization of the draft IGF Code with regard to LNG, CCC 1 had re-established the IGF Correspondence Group according to the agreed work plan for the next phase of development of the Code.

INSTRUCTIONS TO THE JOINT POLAR AND IGF CODES WORKING GROUP

11.53 Having considered all the policy-related matters, the Committee further instructed the Joint Working Group on the Polar and IGF Codes, established under agenda item 3 (see paragraph 3...), taking into account comments and decisions made in plenary, to:

- .1 finalize the draft SOLAS amendments, based on annex 1 to document CCC 1/13, taking into account document MSC 94/11/9 and MSC 94/11/10;
- .2 finalize the draft International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), based on annex 4 to document CCC 1/13, taking into account relevant documents except document MSC 94/11/15 and the proposal in paragraph 6 of document MSC 94/11/16;
- .3 submit a written report to plenary by Thursday, 20 November 2014 with a view to approval of the draft SOLAS amendments and approval, in principle, of the IGF Code at this session; and
- .4 if necessary, continue working through the week on the IGF Code and submit the third part of the report to MSC 95 for consideration when adopting the Code and associated SOLAS amendments.

[REPORT OF THE WORKING GROUP

11.54 Having considered the part of the report of the working group (MSC 94/WP.7/Add.1) related to this item, the Committee approved the report in general and took action as described hereunder.

Draft amendments to SOLAS and the Protocols of 1978 and 1988

11.55 The Committee approved the draft amendments to SOLAS chapters II-1 and II-2 and the appendix to make the IGF Code mandatory, as set out in annex... and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 95.

11.56 In this connection, the Committee also approved the draft amendments to the Protocols of 1978 and 1988 relating to SOLAS 1974, with regard to forms of certificates, in relation to the IGF Code, as set out in annexes ... and ..., respectively, and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 95.

Draft IGF Code

11.57 The Committee noted that the group had continued working through the week on the draft IGF Code and would submit the third part of its report to MSC 95 for consideration when adopting the draft IGF Code and associated amendments to SOLAS and the 1978 and 1988 Protocols.

11.58 In this regard, the Committee approved, in principle, the draft International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), as set out in annex..., with a view to adoption in conjunction with the adoption of the associated draft amendments to SOLAS and the 1978 and 1988 Protocols, taking into account that the finalized text of the draft IGF Code will be submitted to MSC 95 in part 3 of the working group's report.

Instructions to the Secretariat

11.59 The Committee authorized the Secretariat, when preparing the final text of the IGF Code, the amendments to SOLAS and the 1978 and 1988 Protocols, to effect any editorial corrections that may be identified, as appropriate, including updating references to renumbered paragraphs, and to bring to the attention of MSC 95 any errors or omissions which would require further action.]

13 FORMAL SAFETY ASSESSMENT, INCLUDING GENERAL CARGO SHIP SAFETY (Continued)

[Report of the GBS/FSA Working Group

13.11 Having considered the part of the report of the GBS/FSA Working Group (MSC 94/WP.8/Add.1) dealing with this agenda item, the Committee took action as outlined hereunder.

Draft Guidelines for the Committee on consideration and review of the outcome of FSA studies

13.12 The Committee noted that the group, having considered the draft new procedure for considering and reviewing the outcomes of FSA studies, as set out in the annex to document MSC 94/13/2, agreed to replace the term "procedure" with "guidelines", and endorsed the group's decision.

13.13 Following the discussion, the Committee approved the draft Guidelines for considering and reviewing the outcomes of FSA studies (MSC94/WP.8/Add.1, annex 2), to be included in the Committees' Guidelines (see also paragraph 13.14).

Amendments to the Committees' Guidelines (MSC-MEPC.1/Circ.4/Rev.3)

13.14 The Committee approved the draft amendments to existing section 4 of the *Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.4/Rev.3) and draft new annex 6, containing the Guidelines for considering and reviewing the outcomes of FSA studies, as MSC-MEPC.1/Circ.4/Rev.4, as set out in annex ..., subject to concurrent approval by MEPC 68.

13.15 In view of the above, the Committee requested the Secretariat to forward the draft amendments to the Committees' Guidelines to MEPC 68 for concurrent approval.

Amendments to the FSA Guidelines (MSC-MEPC.2/Circ.12)

13.16 The Committee noted that the group did not agree to the draft amendments to appendix 10 of the FSA Guidelines proposed in documents MSC 94/13/1 and MSC 94/13/3, but supported the proposal to ensure that RCOs are written in SMART terms (MSC 94/13/2).

13.17 In connection with the above, the Committee approved the draft amendments to paragraph 9.3.3 of the *Revised guidelines for Formal Safety Assessment (FSA) for use in the*

IMO rule-making process (MSC-MEPC.2/Circ.12), as MSC-MEPC.2/Circ.14/Rev.1, as set out in annex ..., subject to concurrent approval by MEPC 68.

13.18 the Committee requested the Secretariat to forward the draft amendments to the FSA Guidelines to MEPC 68 for concurrent approval.]

16 RELATIONS WITH OTHER ORGANIZATIONS

[16.1 The Committee (MSC 94/16) noted the decisions of C 112 concerning relations with non-governmental organizations and applications for consultative status and related matters.]

[17 REVIEW AND REFORM OF THE ORGANIZATION, INCLUDING APPLICATION OF THE COMMITTEE'S GUIDELINES

Application of the Committee's Guidelines

17.1 The Committee noted that MEPC 67 (MSC 94/2/4) concurrently approved the draft amendments to the Committees' Guidelines, as approved by MSC 93 (MSC 93/22, annex 26), and that the revised Guidelines have been disseminated as MSC-MEPC.1/Circ.4/Rev.3, noting that the amended provisions would be applicable to submissions to MSC 95 and all sub-committee meetings thereafter.

Proposed changes to IMODOCS

17.2 The Committee noted that, as requested by MSC 93 (MSC 93/22, paragraph 19.8), the Secretariat (MSC 94/17) has created a "pink paper" enhancement function in the IMODOCS system, which allows documents within the system to be highlighted with a pink background to indicate that the document is a proposed amendment to a mandatory IMO instrument approved for adoption. The "pink paper" functionality is available in the "Circular Letters" and "Meeting documents" sections of IMO Docs, for those containing approved amendments for adoption by the Committees and those containing proposals for modifications to approved amendments.

17.3 In this connection, the Committee, having noted that MEPC 67 had endorsed the actions taken by the Secretariat and that consequential amendments are set out in paragraph 6.4 of the Committee's Guidelines (MSC 93/22, annex 26), concurred with the actions taken by the Secretariat.

Review and reform of the Organization

17.4 The Committee, having recalled that MSC 92 (MSC 92/26, paragraph 23.30) agreed to consider the impact of the review and reform programme at this session, considered document MSC 94/17/1 (Secretariat) containing an assessment of the impact on the work of the Organization of the review and reform programme and making recommendations based on the experience gained to date for matters that fall under the purview of the Committee.

17.5 In considering the assessment, the Committee noted:

- .1 the beneficial impact that the new working methods had on the efficiency of the Organization including, but not limited to, less time conducting re-elections, reduction of translation work during meetings, quicker processing of submissions for subsidiary body meetings and reduced size of Secretariat documents;
- .2 that 23 outputs (excluding annual and continuous outputs) from the HLAB for this biennium had been completed by the restructured sub-committees in 2014, taking into account that MSC 93 approved three new unplanned outputs and expanded one existing output; and
- .3 that the NCSR and SDC Sub-Committees still have heavy agendas for their forthcoming sessions in 2015.

17.6 In considering the best practices employed by NCSR 1 (MSC 94/17/1, paragraph 5), the Committee encouraged sub-committees with heavy agendas to use the procedures specified in paragraph 6.3 of MSC-MEPC.1/Circ.4/Rev.3, when appropriate, in order to make effective and efficient use of the interpretation time available in plenary sessions.

17.7 In regard to the recommendations related to the heavy agenda of SDC 1 (MSC 94/17/1, paragraphs 7 and 8), the Committee agreed to transfer [temporarily] [permanently] the consideration of all SOLAS chapter II-2 related issues from the SDC Sub-Committee to the SSE Sub-Committee (see also paragraphs 18... and 18...) and, consequently, approved revised terms of reference for the SDC and SSE Sub-Committees, as set out in annexes [...] and [...], respectively.]

18 WORK PROGRAMME

AMENDMENTS TO CONTINUOUS OUTPUTS IDENTIFIED BY C/ES.27

18.1 The Committee recalled that MSC 93 had decided to consider the request of C/ES.27 to MSC and MEPC to review the outputs contained in annex 2, part A, of document C/ES.27/3, in order to examine if they could be more clearly identified.

18.2 The Committee, after considering document MSC 94/18/11 (Secretariat), agreed subject to the concurrent decision of MEPC 68, to amend outputs 5.3.1.1, 10.0.1.1 and 10.0.1.2, as follows:

- .1 replace the description for output 5.3.1.1: "Harmonization of port State control (PSC) activities", with the following text: "Measures to harmonize port State control (PSC) activities and procedures worldwide";
- .2 replace the description for output 10.0.1.1: "Goal-based new ship construction standards for tankers and bulk carriers", with the following text: "Verified goal-based new ship construction standards for tankers and bulk carriers"; and
- .3 replace the description for output 10.0.1.2: "Goal-based ship construction standards for all types of ships, including safety, security and protection of the marine environment", with the following text: "Consideration of development of goal-based ship construction standards for all ship types".

SUB-COMMITTEE ON CARRIAGE OF CARGOES AND CONTAINERS (CCC)

Development of safety requirements for carriage of liquefied hydrogen in bulk

18.3 The Committee considered document MSC 94/18/3 (Australia and Japan), proposing to develop safety requirements for carriage of liquefied hydrogen in bulk and to amend the IGC Code, and agreed to include, in the 2014-2015 biennial agenda of the CCC Sub-Committee and the provisional agenda of CCC 2, a new unplanned output on "Safety requirements for carriage of liquefied hydrogen in bulk", with a target completion date of 2016.

Review SOLAS regulation VI/2 to include requirements for the retention of cargoes test certificates on board the ship

18.4 The Committee considered document MSC 94/18/4 (Democratic People's Republic of Korea), proposing to amend SOLAS regulation VI/2 to require the retention on board the

ship of the test certificates of group A cargoes, except for those ships which are specially constructed or fitted for the carriage of such cargoes, for the purpose of verification by port State control officers. The Committee decided that the proposal placed an unnecessary administrative burden to the ship's crew, and agreed not to include the proposed output in the post-biennial agenda of the Committee.

Biennial status report of the Sub-Committee and provisional agenda for CCC 2

18.5 The Committee approved the Sub-Committee's biennial status report and the provisional agenda for CCC 2, as set out in annexes [] and [], respectively.

18.6 With regard to the output on "Amendments to the IGF Code and development of guidelines for low-flashpoint fuels" (5.2.1.2), the Chairman of the CCC Sub-Committee stated that, under the agenda item, the Sub-Committee would also consider matters related to LNG, based on experience gained by the IGF Code to be adopted at MSC 95, in addition to low-flashpoint fuels other than LNG, which should be considered in the second phase of the IGF Code. The Committee endorsed this approach.

SUB-COMMITTEE ON HUMAN ELEMENT, TRAINING AND WATCHKEEPING (HTW)

Clarification and harmonization of the requirements for escape route signs and equipment location markings in SOLAS and related instruments

18.7 The Committee recalled that, following consideration of document MSC 94/18/6 (United States and ISO), it had agreed to include in the biennial status report of the Sub-Committee and the provisional agenda of SSE 2 an unplanned output on "Revision of requirements for escape route signs and equipment location markings in SOLAS and related instruments", with a target completion date of 2016, in association with the HTW Sub-Committee as and when requested by the SSE Sub-Committee.

Revision of the Guidelines on Fatigue

18.8 The Committee considered document MSC 94/18/7 (Australia et al.), proposing to review MSC/Circ.1014, *Guidelines on fatigue mitigations and management*, and agreed to include, in the 2014-2015 agenda of the HTW Sub-Committee and the provisional agenda of HTW 2, a new unplanned output on "Revision of the Guidelines on Fatigue" under its existing agenda item "Role of the human element", with a target completion date of 2017.

Biennial status report of the Sub-Committee and provisional agenda for HTW 2

18.9 The Committee confirmed the Sub-Committee's biennial status report and the provisional agenda for HTW 2, as set out in annexes [] and [], respectively.

SUB-COMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS (III)**Outcome of III 1**

18.10 The Committee recalled that, following consideration of the outcome of III 1, MEPC 67, while approving the biennial status report of the Sub-Committee and the provisional agenda for III 2, subject to the concurrent decision of MSC 94, had not agreed to include either the existing output 1.1.1.1 on "Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance", or a new output on "Consideration of the recommendations of the third meeting of the Joint FAO/IMO ad hoc Working Group on IUU Fishing and Related Matters (JWG)", therein.

18.11 The Committee agreed that consideration of the report of the Joint FAO/IMO Ad Hoc Working Group on IUU fishing and related matters (JWG) would be maintained under the scope of MSC and MEPC, and not at Sub-Committee level and that MSC would address it under output 1.1.1.1.

18.12 The Committee agreed that there was no need to identify a coordinating organ on output 5.2.1.3 "Review of general cargo ship safety", as the Committee itself would act as coordinating organ.

18.13 The Committee concurred with the recommendations of NCSR 1 and III 1 to keep the output 5.1.2.2 on "Measures to protect the safety of persons rescued at sea" in the post-biennial agenda of the Committee with two sessions needed for completion.

Biennial status report of the Sub-Committee and provisional agenda for III 2

18.14 The Committee approved the Sub-Committee's biennial status report and the provisional agenda for III 2, as set out in annexes [] and [], respectively.

SUB-COMMITTEE ON NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE (NCSR)**Modernization of ECDIS for VHF communication**

18.15 The Committee, having considered document MSC 94/18/2 (Ukraine) proposing to integrate ECDIS and VHF DSC, and taking into account that the compelling need of the proposal had not been established, agreed not to include the proposed output in the post-biennial agenda of the Committee

Development and implementation of e-navigation

18.16 The Committee considered documents MSC 94/18/8 (Australia et al.) and MSC 94/18/10 (Norway) proposing the plan of work for the Organization for the harmonized implementation and future development of the e-navigation and, recognizing the importance of e-navigation and that the Organization should take a leading role, invited interested Member States to:

- .1 review each of the tasks listed in the SIP with a view to reducing the numbers of outputs;
- .2 to prepare each reviewed output in SMART terms in accordance with the information required in annex 3 to resolution A.1062(28);
- .3 prepare a comprehensive prioritized plan of work which includes the time required for the completion of each output; and
- .4 submit the information to MSC 95 for consideration with a view for inclusion in the post biennial agenda of the Committee.

18.17 In this context, the delegation of Norway agreed to coordinate the work with interested parties and submit a revised proposal for consideration at MSC 95.

Measures to protect the safety of persons rescued at sea

18.18 The Committee recalled that, when considering the outcome of III 1, it had agreed to keep the output 5.1.2.2 on "Measures to protect the safety of persons rescued at sea" in the post-biennial agenda of the Committee with two sessions needed for completion.

Biennial status report of the Sub-Committee and provisional agenda for NCSR 2

18.19 The Committee approved the Sub-Committee's biennial status report and the provisional agenda for NCSR 2, as set out in annexes [] and [], respectively.

SUB-COMMITTEE ON SHIP DESIGN AND CONSTRUCTION (SDC)**[Transfer of SOLAS chapter II-2 from SDC to SSE**

18.20 The Committee recalled that, following consideration of document MSC 94/17/1 (Secretariat) (see paragraph 17.[]), it had agreed to transfer [temporarily] [permanently] the consideration of all SOLAS chapter II-2 related issues from SDC to SSE, and, consequently, approved the new terms of reference of SDC and SSE Sub-committees, as set out in annexes [] and [], respectively.]

Computerized stability support for the master in case of flooding

18.21 The Committee recalled that, following consideration of document MSC 94/6/1 (Bahamas) (see paragraph 6.[]), it had agreed to include a new output in the post-biennial agenda of the SDC Sub-Committee on including provisions in SOLAS chapter II-1 relating to providing ships constructed before 1 January 2014 with computerized stability support for the master in case of flooding.

Biennial status report of the Sub-Committee and the provisional agenda for SDC 2

18.22 The Committee approved the Sub-Committee's biennial status report and the provisional agenda for SDC 2, as set out in annexes [] and [], respectively.

SUB-COMMITTEE ON SHIP SYSTEMS AND EQUIPMENT (SSE)**[Transfer of SOLAS chapter II-2 from SDC to SSE**

18.23 The Committee recalled that, following consideration of document MSC 94/17/1 (Secretariat) (see paragraph 17.[]), it had agreed to transfer [temporarily] [permanently] the consideration of all SOLAS chapter II-2 related issues from SDC to SSE, and, consequently, approved the new terms of reference of SDC and SSE Sub-Committees, as set out in annexes [] and [], respectively.]

Reconsideration of the flashpoint requirements for oil fuel in SOLAS

18.24 The Committee considered documents MSC 94/18/5 (Canada and the United States) and MSC 94/18/9 (Denmark), proposing to lower the allowable minimum flashpoint for oil fuel in SOLAS chapter II-2 from 60°C to 52°C to be consistent with widely available automotive diesel fuels, and to amend regulation II-2/3 to define oil fuels. The Committee

agreed to include, in the 2014-2015 biennial agenda of the SSE Sub-Committee and the provisional agenda of SSE 2, a new unplanned output on "Review of flashpoint requirements for oil fuel in SOLAS chapter II-2", with a target completion date of 2016.

Clarification and harmonization of the requirements for escape route signs and equipment location markings in SOLAS and related instruments

18.25 The Committee considered document MSC 94/18/6 (United States and ISO), proposing to clarify and harmonize existing requirements for escape route signs and equipment location markings in SOLAS regulations II-2/13, III/11 and III/20, to develop a new chapter of the FSS Code for this purpose, and to review related non-mandatory instruments for potential consolidation or consequential amendment. The Committee agreed to include, in the 2014-2015 biennial agenda of the SSE Sub-Committee and in the provisional agenda for SSE 2, a new unplanned output on "Revision of requirements for escape route signs and equipment location markings in SOLAS and related instruments", with a target completion date of 2016, assigning the SSE Sub-Committee as the coordinating organ, in association with the HTW Sub-Committee as and when requested by the SSE Sub-Committee.

In-service testing of automatic sprinkler systems on passenger ships

[18.26 The Committee recalled that, following consideration of documents MSC 94/20/2 (Bahamas) and MSC 94/WP.12 (see paragraph 8.[]), it had agreed to include in the 2014-2015 biennial agenda of the SSE Sub-Committee and in the provisional agenda for SSE 2, a new unplanned output on "Revision of requirements for automatic sprinkler systems [on passenger ships]", with a target completion date of 2015].

Biennial status report of the Sub-Committee and provisional agenda for SSE 2

18.27 The Committee approved the Sub-Committee's biennial status report and the provisional agenda for SSE 2, as set out in annexes [] and [], respectively.

ENDORSEMENT OF OUTPUTS

18.28 In accordance with the relevant provisions of the *Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization* (resolution A.1062(28)), the Committee, having agreed to the sub-committees' biennial agendas and the provisional agendas for their forthcoming sessions, invited the Council to endorse, for inclusion in the current High-level Action Plan, the following unplanned outputs agreed by the Committee:

- .1 safety requirements for carriage of liquefied hydrogen in bulk (paragraph 18.3);

- .2 revision of the Guidelines on Fatigue (paragraph 18.8);
- .3 review of flashpoint requirements for oil fuel in SOLAS chapter II-2 (paragraph 18.24);
- .4 revision of requirements for escape route signs and equipment location markings in SOLAS and related instruments (paragraph 18.25)[; and
- .5 revision of requirements for automatic sprinkler systems [on passenger ships (paragraph 18.26)].

STATUS OF PLANNED OUTPUTS FOR THE 2014-2015 BIENNIUM

18.29 Having recalled that the status of planned outputs would only be produced after the session as an annex to the Committee's report to avoid any unnecessary duplication of work, the Committee invited the Council to note the biennial status report of the Maritime Safety Committee, as set out in annex [].

PROPOSALS FOR THE HIGH-LEVEL ACTION PLAN AND PRIORITIES FOR THE 2016-2017 BIENNIUM

18.30 In preparation of the High-level Action Plan for the 2016-2017 biennium, the Committee instructed the sub-committees to prepare their respective biennial agendas for the coming biennium at their forthcoming sessions, for consideration at MSC 95, and requested the Secretariat to assist them in the usual manner, taking into account that:

- .1 outputs selected for the biennial agenda should be phrased in SMART¹ terms;
- .2 where the target completion year for a specific output goes beyond that 2016-2017 biennium, an interim output should be placed in the biennial agenda with a target completion year of 2016 or 2017, as appropriate, and that a related output should be placed in the Committee's post-biennial agenda with the anticipated completion year; and
- .3 biennial and provisional agendas should not contain sub-items and items placed on the provisional agendas should correspond with the outputs in the Sub-Committee's biennial agenda.

18.31 The Committee requested the Secretariat, in consultation with the Chairman, to prepare the Committee's proposals for the high-level action plan for the coming biennium, for consideration by MSC 95 and subsequent submission to C 114, for inclusion in the Organization's High-level Action Plan and priorities for the 2016-2017 biennium, taking into account that III 2 and CCC 2 will, as usual, report their proposed biennial agendas for the coming biennium directly to CWGSP [] and/or C/ES 28, as appropriate.

POST-BIENNIAL AGENDA OF THE COMMITTEE

18.32 The Committee, having noted that the updated post-biennial agenda would only be produced after the session as an annex to the Committee's report to avoid any unnecessary duplication of work, invited the Council to note the updated post-biennial agenda of the Maritime Safety Committee, as set out in annex [].

ACTIVITIES, PRIORITIES AND PLAN OF MEETING WEEKS OF THE COMMITTEES AND THEIR SUBSIDIARY BODIES FOR THE 2016 – 2017 BIENNIUM

18.33 The Committee recalled that paragraph 3.5 of the *Guidelines on the organization and method of work of the Maritime Security Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.4/Rev.2) requires that, at the end of the first year of the biennium, the Committee Chairmen should submit to their respective Committees a joint plan covering the activities, priorities and meetings of the Committees and their subsidiary bodies for the coming biennium, for consideration in the subsequent year, with a view to inclusion in the Secretary-General's relevant budget proposals.

18.34 The Committee, having noted the proposed planned meeting-weeks contained in document MSC 94/18/1 (MSC and MEPC Chairmen), recognized the need to maintain the number of Committee meeting-days for the coming biennium at eight days for the Spring sessions, and therefore agreed that, for budgetary planning purposes, 21 meeting-weeks of MSC and MEPC and their subsidiary bodies should be included in the Secretary-General's relevant budget proposals for the 2016-2017 biennium, and requested the Secretariat to inform C 113 accordingly, bearing in mind that any final decision made by Council will take into account the views of MSC and MEPC.

18.35 The Committee approved eight days for MSC 96 (May 2016), five days for MSC 97 (December 2016) and eight days for MSC 98 (June 2017), for inclusion in the

¹ SMART: specific, measurable, achievable, realistic and time-bound.

Secretary-General's relevant budget proposals for the biennium 2016-2017, and requested the Secretariat to inform C 113 accordingly.

INTERSESSIONAL MEETINGS

18.36 The Committee, taking into account the decisions made at MSC 93, MEPC 67 and the current session, approved/confirmed, as appropriate, the following intersessional meetings and invited the Council to endorse these decisions:

- .1 the twenty-third meeting of the E&T Group for the IMDG Code to be held in the second quarter of 2015;
- .2 the twenty-fourth meeting of the E&T Group for the IMDG Code to be held directly after CCC 2;
- .3 the twenty-first session of the PPR Working Group on the Evaluation of Safety and Pollution (ESPH) to be held in September/October 2015, as approved by MSC 93 and MEPC 66;
- .4 a meeting of PPR Working Group on the Evaluation of Safety and Pollution (ESPH) to be held in 2016, as approved by MEPC 67;
- .5 a meeting of the ICAO/IMO Joint Working Group on Search and Rescue to be held in 2015;
- .6 a meeting of the Joint IMO/ITU Experts Group on Maritime Radiocommunication Matters to be held in 2015; and
- .7 the third meeting of the Joint FAO/IMO Ad Hoc Working Group on IUU fishing and related matters (JWG) to be held in 2015.

SUBSTANTIVE ITEMS FOR INCLUSION IN THE COMMITTEES' AGENDAS FOR THE NEXT TWO SESSIONS AND PROPOSED ARRANGEMENTS FOR MSC 95

Substantive items for inclusion in the agendas for MSC 95 and MSC 96

18.37 The Committee agreed to substantive items to be included in the agendas of its ninety-fifth and ninety-sixth sessions, as set out in document MSC 94/WP.10, as amended.

Establishment of working and drafting groups during MSC 95

18.38 The Committee, taking into account the decisions made under various agenda items, anticipated that working and drafting groups on the following subjects might be established at the Committee's ninety-fifth session:

- .1 [Passenger Ship Safety];
- .2 [Goal-based Standards and Formal Safety Assessment];
- .3 [Maritime Security];
- .4 [Performance review and audit of LRIT Data Centres];
- .5 [IGF Code];
- .6 [Guidelines related to the Polar Code]; and
- .7 consideration and adoption of amendments to mandatory instruments.

18.39 The Committee agreed that the Ad Hoc Capacity-building Needs Analysis Group (ACAG) might also need to be established.

Duration and dates of the next two sessions

18.40 The Committee noted that its ninety-fifth session had been tentatively scheduled to take place from 3 to 12 June 2015; and its ninety-sixth session was tentatively scheduled in May 2016.

19 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2015

19.1 The Committee unanimously re-elected Mr. Christian Breinholt (Denmark) as Chairman, and Capt. M. Segar (Singapore) as Vice-Chairman, both for 2015.

20 ANY OTHER BUSINESS

[Thematic priorities for the ITCP 2016-17

20.1 The Committee recalled that, at its ninety-first session, it had agreed on the safety and security-related thematic priorities for the ITCP covering the 2014-2015 biennium (MSC 91/22, paragraphs 14.4 to 14.9 and annex 33).

20.2 In considering document MSC 94/20 (Secretariat) on the thematic priorities for the ITCP 2016-2017, the Committee noted that the Technical Cooperation Committee, at its sixty-fifth session in 2015, is expected to approve the ITCP for 2016-2017, which will be developed based on the assessed needs of the beneficiaries, the approved work programme of the Organization, the interests of developing partners and the thematic priorities agreed by the Committees and the corresponding needs of developing countries.

20.3 The Committee further noted that, to facilitate its work in this regard and taking into account the Secretary-General's review and reform initiative regarding the identification of a limited number of priority TC themes per year, the Secretariat had updated the thematic priorities agreed at MSC 91 for the ITCP covering the 2014-2015 biennium to reflect the requests and decisions of MSC 91, MSC 92 and MSC 93 and was recommending the following three themes:

- .1 Maritime security and anti-piracy measures (priority 2);
- .2 IMDG and IMSBC Codes (priority 5); and
- .3 Safety of fishing vessels (priorities 6 and 7);

which, depending on the information captured in the Country Maritime Profile, would be included, as far as possible, in the ITCP for 2016-17.

20.4 The Committee recalled that following discussions on the technical review of the GlobalRegs standards being developed as a model set of regulations to be used, as appropriate, for small ships not covered by the SOLAS Convention, MSC 92 had instructed the III Sub-Committee to undertake the task as proposed and that the Secretary-General had indicated his readiness to explore the provision of resources through the Organization's ITCP for this purpose.

20.5 The Committee also recalled that MSC 93 had confirmed the contents of the draft amendments to the IMSBC Code, which should enter into force on 1 January 2015, and that the Secretary-General stated that, taking into account the 2014 theme for the World Maritime Day, "IMO conventions: effective implementation", and in order to enhance global compliance with the Code, the Secretariat would develop a new technical cooperation programme within the framework of the ITCP in consultation with all stakeholders involved in the transport of solid bulk cargoes and would provide information on the support that IMO could provide on this matter.

20.6 Noting the above, and that the audit scheme is a cross-sectoral activity covering other areas of work of the Organization with the involvement of the Council and other Committees and as such is not a maritime safety specific issue to be included in the thematic priorities of the Committee, the Committee agreed the thematic priorities for the 2016-2017 biennium as reflected in the annex to document MSC 94/20 [as amended], and the three priority themes for 2016 and 2017 listed above.

20.7 The Committee also urged Member States that had not yet provided their Country Maritime Profiles (CMPs) to do so as soon as possible in GISIS, and those that have already done so to update them as and when it becomes necessary so as to provide current and correct information.

Guidelines on Places of refuge for ships in need of assistance – resolution A.949(23)

20.8 In considering document MSC 94/20/1 (Liberia et al.), the Committee noted that Assembly 28 had decided that proposals for review of amendments to resolutions should be made strictly in compliance with the workload management mechanism in the resolution entitled *Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization* and the relevant Committee's Guidelines and that, as the proposal in document MSC 94/20/1 amends resolution A.949(23), it would need to be addressed in accordance with the aforementioned guidelines.

20.9 In light of the foregoing, the Committee invited the proponents to submit the proposal for a new unplanned output to amend resolution A.949(23) on *Guidelines on Places of refuge for ships in need of assistance* at a future session of the Committee in accordance with the Committee's Guidelines.

Invitation to co-sponsor the IAEA Safety Requirements on Preparedness and Response for a Nuclear or Radiological Emergency

20.10 In considering document MSC 94/20/3 (Secretariat), the Committee noted that the International Atomic Energy Agency (IAEA) has been revising the Safety Requirements publication (No.GS-R-2) on Preparedness and Response for a Nuclear or Radiological Emergency, which was published in 2002, taking into account, inter alia, the feedback obtained from IAEA Member States applying the aforementioned requirements, and that the draft revised requirements, as set out in annex 2 to document MSC 94/INF.16 (Secretariat), will be finalized and issued by IAEA at the end of 2014.

20.11 The Committee further noted that the IMO Secretariat has contributed a maritime perspective to the discussions through participation at meetings of the Inter-Agency Committee on Radiological and Nuclear Emergencies (IACRNE), and that the IAEA has officially invited IMO to co-sponsor the publication in name, without any financial implication for the Organization.

20.12 In line with the Organization's agreement with IAEA, the Committee agreed to accept the invitation by IAEA for IMO to co-sponsor the IAEA Safety Requirements, and requested the Secretariat to continue its participation with IACRNE, and to keep the Committee informed of any relevant developments.]

Ebola virus disease

20.13 Expressing concern over the developments related to the spread of the Ebola virus disease, the Committee noted with appreciation the efforts of the Secretary-General and the Secretariat, in conjunction with industry and the World Health Organization, to provide advice, information and guidance to the maritime industry, based on WHO advice, as outlined in document MSC 94/20/4 (Secretariat). The Committee further noted some of the difficulties being encountered related to port delays, additional inspections, etc., and most particularly the failure to provide medical care to sick seafarers on ships that had called at ports in EVD-affected areas.

20.14 The Committee also noted the information provided by CLIA in document MSC 94/INF.17 on the same issue.

20.15 The Committee further noted the need, as expressed by the delegation of Malta, to ensure that issues related to protecting the health of those conducting search and rescue

operations – both dedicated SAR personnel and personnel from merchant ships called upon to rescue persons in distress at sea – were being adequately addressed. In this regard, the delegation from ICS noted that it is currently redeveloping its own guidance, based on work done by Norway and relating to migrants rescued at sea, which addresses infectious diseases including but not limited to Ebola.

[Global Integrated Shipping Information System (GISIS)]

20.16 The Committee noted the information provided in document MSC 94/INF.2 (Secretariat) on the Global Integrated Shipping Information System (GISIS), in particular, regarding:

- .1 A new module on reporting requirements which identifies whether a GISIS module can be used to fulfil a Member State's obligation and allows monitoring of Member States' own reporting performances; and
- .2 A further module on survey and certification allowing Member States to fulfil the reporting requirements on exemptions and equivalents granted to individual ships, as well as the uploading of specimen certificates.

Fuel oil quality matters

20.17 The Committee recalled that MSC 93 had conducted an extensive discussion on "out of specification" marine fuels, and invited Governments and international organizations to submit proposals to MSC 94, to be considered in conjunction with the outcome of MEPC 67 on the issue with a view to developing a specific way forward.

20.18 The Committee noted that MEPC 67 had decided to establish a correspondence group to develop draft guidance on the quality of fuel oil, consider the adequacy of the current regulatory framework and submit a report to MEPC 68.

20.19 The Committee further noted that Singapore had submitted document MSC 94/INF.8 on the issue, and agreed to forward that document to the MEPC Correspondence Group, as requested by MEPC 67 (MSC 94/2/4, paragraph 2.1), for further consideration.]

LIST OF ANNEXES

- ANNEX... RESOLUTION MSC.380(94) – AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS), 1974, AS AMENDED (CHAPTERS II-2, VI AND XI-1 AND APPENDIX)
- ANNEX ... RESOLUTION MSC.381(94) – AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)
- ANNEX ... RESOLUTION MSC.382(94) – AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS (MODU CODE) (RESOLUTION A.414(XI))
- ANNEX ... RESOLUTION MSC.383(94) – AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS, 1989 (1989 MODU CODE) (RESOLUTION A.649(16))
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- ANNEX... DRAFT AMENDMENTS TO SOLAS CHAPTER II-2
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LIST OF CIRCULARS APPROVED BY MSC 94

[MSC.1/Circ...	Early implementation of SOLAS regulation XI-1/7 on atmosphere testing instrument for enclosed spaces]
MSC.1/Circ.1485	Guidelines on alternative methods for lifeboat drills on MODUs
MSC.1/Circ.1486	Unified interpretations of chapters 5, 9 and 10 of the FSS Code
MSC.1/Circ.1487	Unified interpretation of part 3 of annex 1 to the 2010 FTP Code
MSC.1/Circ.1488	Unified interpretation of the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70))
MSC.1/Circ.1489	Unified interpretation of SOLAS regulation III/31.1.4
MSC.1/Circ.1490	Amendments to the Unified interpretations of SOLAS chapter II-2, the FSS Code, the FTP Code and related fire test procedures (MSC/Circ.1120)
MSC.1/Circ.1491	Amendments to the Unified interpretations of SOLAS chapter II-2 and the FSS and FTP Codes (MSC.1/Circ.1456)
[MSC.1/Circ...	Interim guidance for in-service testing of automatic sprinkler systems on passenger ships]
MSC.1/Circ.1492	Guidelines on Harmonization of test beds reporting
MSC.1/Circ.1493	Unified interpretations of SOLAS regulation V/23.3.3
MSC.1/Circ.1494	Unified interpretations on the Appendix of SOLAS Convention regarding the records of equipment concerning nautical charts and ECDIS
MSC.1/Circ.1495	IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)
MSC.1/Circ.1496	Informative material related to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)
[MSC.1/Circ...	Unified interpretation of chapter 3 of the FSS Code]
[MSC.1/Circ...	Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments]
MSC.1/Circ.1164/Rev.14	Promulgation of information related to reports of independent evaluation submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that Parties are giving full and complete effect to the relevant provisions of the Convention

MSC.1/Circ.797/Rev.26	List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code
MSC.1/Circ.1259/Rev.6	LRIT Technical documentation (Part I)
MSC.1/Circ.1294/Rev.4	LRIT Technical documentation (Part II)
MSC.1/Circ.1338/Rev.1	Guidance to Search and Rescue services in relation to requesting and receiving LRIT information
MSC.1/Circ.1376/Rev.2	Continuity of service plan for the LRIT system
MSC.1/Circ.1412/Rev.1	Principles and guidelines relating to the review and audit of the performance of LRIT Data Centres and the International LRIT Data Exchange
MSC.1/Circ.1310/Rev.1	Revised Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI)
MSC.1/Circ.1210/Rev.1	Guidance on the COSPAS-SARSAT International 406 MHz Beacon Registration Database (IBRD)
MSC.1/Circ.1182/Rev.1	Guide to recovery techniques
MSC.1/Circ.1352/Rev.1	Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code)
MSC.1/Circ.1353/Rev.1	Revised guidelines for the preparation of the Cargo Securing Manual

OTHER CIRCULARS

MSC-MEPC.5/Circ.9	Unified interpretation on keel laying date for fibre-reinforced plastic (FRP) craft
COLREG.2/Circ.66	Amended traffic separation schemes
SN.1/Circ.327	Routeing measures other than traffic separation schemes
SN.1/Circ.328	Amendments to the existing mandatory ship reporting system "Off Chengshan Jiao Promontory" (resolution MSC.389(94))
SN.1/Circ.329	Recognition of the Beidou Satellite Navigation System (BDS) as a component of the World-Wide Radionavigation System
COMSAR.1/Circ.54/Rev.2	Audits of LRIT Data Centres and of the International LRIT Data Exchange conducted by the LRIT Coordinator
STCW.7/Circ.23	Interim guidance on training for seafarers on board ships using gases or other low-flashpoint fuels
