



REPORT

International Association of Drilling Contractors
Offshore Division

International Regulatory and Standardization Activities affecting the Offshore Oil and Gas Industries

1 October 2014

Climate Summit 2014

In advance of a meeting of the United Nations' General Assembly, UN Secretary-General Ban Ki-moon organized the [Climate Summit 2014](#) on 23 September 2014, to "galvanize and catalyze climate action". The goal of the Summit was to consider actions to reduce emissions, strengthen climate resilience, and mobilize political will for a meaningful legal agreement.

The Chair's Summary of the Summit included the following:

- Leaders committed to limit global temperature rise to less than 2 degrees Celsius from pre-industrial levels.
- Leaders committed to finalize a meaningful, universal new agreement under the United Nations Framework Convention on Climate Change (UNFCCC) at 21st Conference of Parties (COP-21), in Paris in 2015, and to arrive at the first draft of such an agreement at COP-20 in Lima, in December 2014.
- Many leaders affirmed their commitment to submit their Intended Nationally Determined Contributions for the new agreement in the first quarter of 2015.
- Many leaders reaffirmed the objectives and principles of the UNFCCC, including the principles of equity and common but differentiated responsibilities.
- European Union countries committed to a target of reducing emissions to 40 per cent below 1990 levels by 2030.
- Leaders expressed strong support for the Green Climate Fund and many called for the Fund's initial capitalization at an amount no less than \$10 billion. Six countries pledged \$2.3 billion to the Fund's initial capitalization. Six others committed to allocate contributions by November 2014.
- Seventy-three national Governments, 11 regional governments and more than 1,000 businesses and investors signaled their support for pricing carbon. These leaders represent 52% of global GDP, 54% of global greenhouse gas emissions and almost half of the world's population.
- Leaders of the oil and gas industry¹, along with national Governments and civil society organizations, made a [commitment](#) to identify and reduce methane emissions by 2020. A second industry-led initiative was launched by leading producers of petroleum who committed to address methane as well as other key climate challenges, followed by regular reporting on ongoing efforts.

Intergovernmental Panel on Climate Change (IPCC)

The Working Group III (mitigating climate change) contribution to the IPCC 5th Assessment Report "[Mitigation of Climate Change](#)" was presented to the IPCC member governments and was accepted but

1 ENI, Petróleos Mexicanos, Southwestern Energy; Statoil Group; BG Group, and PTTEP.

not approved in detail by the IPCC's 39th session in April 2014. A copy-edited version of the final draft report is currently available. A 31-page [Summary for Policy Makers](#) is also available. IPCC's 40th session will be held in Copenhagen, 24 to 31 October 2014.

UNFCCC and Kyoto Protocol

The subsidiary bodies of the United Nations Climate Change Convention (UNFCCC), met in Bonn, Germany from 4 to 15 June 2014.

The 40th session of the Subsidiary Body for Scientific and Technological Advice (SBSTA) considered methodological issues under the Convention in the context of "Emissions from fuel used for international aviation and maritime transport." SBSTA took note of the information received from and progress reported by the secretariats of the International Maritime Organization (IMO) on the ongoing work on addressing emissions from fuel used for international maritime transport.

The next deliberations possibly affecting shipping will take place under the *Ad Hoc* Working Group on the Durban Platform for Enhanced Action (ADP) during the 6th part of its 2nd session from 20 to 25 October 2014 in Bonn, Germany, in preparation for COP-20 and COP-21.

Convention on Biological Diversity (CBD)

Underwater Noise and its Impacts on Marine and Coastal Biodiversity

The [12th Conference of Parties](#) is scheduled to meet from 6 to 17 October 2014. Parties and other Governments and competent organizations, including the IMO, will be invited to take appropriate measures within their mandates to avoid, minimize and mitigate the potential significant adverse impacts of anthropogenic underwater noise on marine and coastal biodiversity, including through, *inter alia*:

- Defining and differentiating types or intensities of underwater noise where there are adverse impacts and characterizing noise by source;
- Conducting further research on the remaining significant knowledge gaps;
- Developing and transferring quieter technologies, including for air guns, pile driving and ship quieting, and applying the best available practice in all relevant activities;
- Mitigating and managing anthropogenic underwater noise through the use of spatio-temporal management of activities;
- Conducting appropriate impact assessments before carrying out activities that may have adverse impacts on noise-sensitive species, and carrying out appropriate monitoring;
- Including noise considerations in the establishment and development of management plans for marine protected areas and other relevant plans, as appropriate;
- Considering thresholds as a tool to protect noise-sensitive species, taking into account their locations during critical life cycle stages as well as relevant results of research and additional information;
- Standardizing metrics and sound measurements;
- Engaging industry and other relevant sectors in the development of guidelines in order to increase their ownership and participation in the implementation of the guidelines; and
- Linking relevant information on the adverse impacts of underwater noise on noise-sensitive species when harmonizing processes related to marine spatial planning and area-based management.

Montreal Protocol

Treatment of ozone-depleting substances (ODS) used by ships

The [34th meeting of the Open-ended Working Group of the Parties](#) to the Montreal Protocol on Substances that Deplete the Ozone Layer was held in Paris from 14 to 18 July 2014.

Expressing concern at the slow progress with the phase-out of halons, the representative of the United States said that, together with Norway and Australia, they would be submitting a draft decision on halons, calling for liaison with IMO over the management of the need for halons and calling for further information on and continued scrutiny of the safe use of halon banks. For them, a mandate from the

parties for the Panel to collaborate with the IMO in addressing the use of halons in ships would be welcomed. It was noted that the use of halons had been banned in ships built from 1993 onwards, but ships tended to have very long lifetimes, and the Panel suspected that old ships might be a significant source of recycled halons and it would be helpful to be able to confirm if this is the case. An estimate of the amount and purity of halon 1211 and 1301 available from the ship-breaking was called for.

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

Commission on the Limits of the Continental Shelf

On 16 April 2014, France submitted [information](#) on the limits of the continental shelf beyond 200 nautical miles (NM) from the baselines from which the breadth of the territorial sea is measured in respect of Saint-Pierre-et-Miquelon.

On 23 April 2014, the Kingdom of Tonga submitted [information](#) on the limits of the continental shelf beyond 200 NM from the baselines from which the breadth of the territorial sea is measured in the western part of the Lau-Colville Ridge.

On 21 July 2014, the Federal Republic of Somalia submitted [information](#) on the limits of the continental shelf beyond 200 NM from the baselines from which the breadth of its territorial sea is measured.

On 25 September 2014, the Republic of Cabo Verde, the Republic of The Gambia, the Republic of Guinea, the Republic of Guinea-Bissau, the Islamic Republic of Mauritania, the Republic of Senegal and the Republic of Sierra Leone, jointly submitted [information](#) on the limits of the continental shelf beyond 200 NM from the baselines from which the breadth of the territorial sea is measured in respect of areas in the Atlantic Ocean adjacent to the coast of West Africa..

The 34th session of the Commission was held from 27 January to 14 March 2014. It's [statement](#):

- Contains an overview of the work on the submissions made by the Russian Federation (Okhotsk Sea, partial revised submission); Uruguay; the Cook Islands (Manihiki Plateau); Argentina; Ghana; Iceland (Ægir Basin area and the western and southern parts of Reykjanes Ridge); Denmark (the area north of the Faroe Islands); Pakistan; Norway (Bouvetøya and Dronning Maud Land); and South Africa.
- Contains information about presentations made to the Commission by the Russian Federation (Okhotsk Sea); Ghana; Iceland (Ægir Basin area and the western and southern parts of Reykjanes Ridge); and Denmark (the area north of the Faroe Islands) as well as on the adoption of recommendations in respect of the submissions made by the Russian Federation (Okhotsk Sea); and Denmark (the area north of the Faroe Islands).
- Contains information about presentations made to the Commission by Nicaragua (the southwestern part of the Caribbean Sea); and the Federated States of Micronesia (Eauripik Rise).
- Addresses the establishment of sub-commissions for consideration of the submission made by South Africa, in respect of the mainland of the territory of the Republic of South Africa; the joint submission by the Federated States of Micronesia, Papua New Guinea and Solomon Islands (Ontong Java Plateau); the joint submission by France and South Africa (Crozet Archipelago and the Prince Edward Islands); and the submission by Mauritius (Rodrigues Island).

The 35th session of the Commission was held from 21 July to 5 September 2014, a report is not yet available. The 36th session is planned to be held from 20 October to 28 November 2014.

International Court of Justice (ICJ)

Delimitation of the Continental Shelf between Nicaragua and Colombia

By an Order of 19 September 2014, the International Court of Justice fixed 19 January 2015 as the time-limit within which the Republic of Nicaragua may present a written statement of its observations and submissions on the preliminary objections raised by the Republic of Colombia on 14 August 2014 in the case concerning the Question of the Delimitation of the Continental Shelf between Nicaragua and Colombia beyond 200 nautical miles from the Nicaraguan Coast (Nicaragua v. Colombia).

Delimitation of the Continental Shelf between Kenya and Somalia

On 18 August 2014, the Federal Republic of Somalia instituted proceedings against the Republic of Kenya before the International Court of Justice with regard to “a dispute concerning maritime delimitation in the Indian Ocean”.

Bolivian coastal claim

On 15 April 2014 Bolivia filed a claim to a 240-mile area in Chile that provides access to the Pacific Ocean. Bolivia reportedly lost its claim of ownership to the land during a war with Chile in the 1800s. Chile alleges a treaty has already resolved the dispute. Bolivia's demand for coastline's return has been the source of political disagreement between the two nations since the late 1970s. By an [Order of 15 July 2014](#), the President of the ICJ has fixed the time-limit for the filing a counter-claim by Chile as 18 February 2015.

Permanent Court of Arbitration

Bay of Bengal Maritime Boundary Arbitration between Bangladesh and India

On 7 July 2014, the Arbitral Tribunal constituted under Annex VII of the United Nations Convention on the Law of the Sea in the matter of the Bay of Bengal Maritime Boundary Arbitration between the People's Republic of Bangladesh and the Republic of India issued its [Award](#) in respect of the delimitation of the maritime boundary between the two States.

In its Award, the Tribunal decided that it has jurisdiction to identify the land boundary terminus and to delimit the territorial sea, the exclusive economic zone, and the continental shelf between the Parties within and beyond 200 NM in the areas where the claims of the Parties overlap. The Tribunal was also unanimous in identifying the location of the land boundary terminus between Bangladesh and India and in determining the course of the maritime boundary in the territorial sea. The Tribunal determined the course of the maritime boundary line between Bangladesh and India in the exclusive economic zone and the continental shelf within and beyond 200 nautical miles. A map indicating the delimitation decided on by the Tribunal is enclosed with the [press release](#) announcing the Award.

Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)

Development of an Offshore Protocol to the Barcelona Convention

The [3rd Offshore Protocol Working Group Meeting](#) was held in Malta, 17-18 June 2014, with 36 participants, including representatives from 16 Mediterranean coastal States (Albania, Algeria, Croatia, Cyprus, Egypt, France, Greece, Israel, Italy, Libya, Malta, Montenegro, Morocco, Tunisia and Turkey).

The draft Action Plan for the implementation of the Protocol for the Protection of the Mediterranean Sea against Pollution Resulting from Exploration and Exploitation of the Continental Shelf and the Seabed and its Subsoil (Offshore Protocol); was reviewed and will be submitted to the upcoming Mediterranean Action Plan (MAP) Focal Point Meetings in 2015 for consideration and adoption.

The meeting also agreed on the following main recommendations:

- Regulate the discharge and disposal of machinery oil, the treatment and discharge of sewage, the disposal and discharge of garbage, the reception facilities and the ship storage according to the requirements listed under the relevant MARPOL Convention Annexes, to regulate the transportation to shore in conformity with the international regulations on ship construction and navigation, and to apply requirements for the loading of ships offshore in conformity with the requirements for the loading of ships in shoreline installations.
- Mandate the UNEP/MAP Working Group of Legal and Technical Experts established by the Contracting Parties to facilitate and assess the implementation of the Guidelines on Liability and Compensation for Damage Resulting from Pollution of the Marine Environment in the Mediterranean Sea Area, to assess the adequacy of the said Liability and Compensation Guidelines to Offshore activities taking into consideration relevant global developments.
- Mandate a correspondence group composed of the seven Contracting Parties to the Protocol, with the support of Contracting Parties to the Barcelona Convention which haven't yet ratified the

Protocol, to propose amendments to the Protocol to be adopted by at least three-fourths of the Parties; and

- Ensure that the appropriate governance structure is defined and approved by the Contracting Parties to support the implementation of the Offshore Protocol and its Action Plan.

International Labour Organization (ILO)

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

MLC 2006 entered into force on 20 August 2013. Recent signatories to the Convention for which the Convention has not yet entered into force are: Kenya (12 August 2014), Ireland (28 July 2014), Belize (8 July 2014), Iran (11 June 2014), Mauritius (30 May 2014), Argentina (28 May 2014), Congo (26 March 2014), Bangladesh (28 April 2014). For these countries, the Convention will enter into force one year after the date indicated.

The 1st meeting of the Special Tripartite Committee established by the Governing Body in accordance with Article XIII of the Convention took place in April, 2014. The Committee adopted [Amendments to the Maritime Labour Convention 2006](#), relating to financial security and shipowners liability.

Seafarers Identity Documents

At its March 2014 session, the ILO Governing Body decided to hold a meeting involving both maritime and visa experts to examine the feasibility and to carry out a cost-benefit analysis of the various options to address the issues involved in the implementation of the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185), for ratifying and non-ratifying flag States, port States and seafarer supplying States, as well as for shipowners and seafarers. The [meeting](#) is scheduled for 4 to 6 February 2015, with the results to be presented to the [Governing Body](#) in June 2015 or June 2016.

Maritime Occupational Safety and Health

On 13 to 17 October 2014, ILO will hold a [Meeting of Experts on Maritime Occupational Safety and Health](#). The purpose of the Meeting is to discuss and adopt guidelines on implementing the occupational safety and health provisions of MLC 2006.

The Meeting will be composed of: six experts nominated, respectively, by the Employers' group of the Governing Body; the Workers' group of the Governing Body; and the Governments of Argentina, Australia, Germany, the Philippines, South Africa, and the United Kingdom.

The meeting will consider [Draft guidelines for implementing the occupational safety and health provisions of the Maritime Labour Convention](#), which are intended to provide supplementary practical information to flag States to be reflected in their national laws and other measures to implement Regulation 4.3 and the related Code of the MLC 2006, as well as other relevant provisions under Regulations 3.1 and 1.1. A [draft timetable](#) has been prepared for the meeting.

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.

2 to 6 September 2013: Sub-Committee on Safety of Navigation (NAV 59)

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 Torres Strait, and the revocation of the Area to be Avoided and a Mandatory No Anchoring Area for the proposed El Paso Deep-water port in the Gulf of Mexico. In general, the Maritime Safety Committee (MSC) was invited to adopt these proposals.

Strategy for E-Navigation

The Sub-Committee endorsed the following prioritized potential e-navigation solutions:

- Improved, harmonized and user-friendly bridge design;
- Means for standardized and automated reporting;

- Improved reliability, resilience and integrity of bridge equipment and navigation information;
- Integration and presentation of available information in graphical displays received via communication equipment; and
- Improved Communication of VTS Service Portfolio (not limited to VTS stations).

This was based on assumptions of seamless transfer of data between various items of equipment on board; and seamless transfer of electronic information/data between amongst ships and shore users.

The Sub-Committee also noted the results of the related Formal Safety Assessment (FSA), including the finalized risk and cost-benefit analyses and the identified Risk Control Options (RCOs). In doing so, concern were expressed by the International Chamber of Shipping (ICS), supported by Antigua and Barbuda, the Bahamas, Germany, Greece, Liberia, the Marshall Islands, Panama, the United States, BIMCO and INTERTANKO, that the cost figures used for the FSA did not match the experience of shipowners who have fitted comparable equipment.

The Chairman reiterated the Sub-Committee's prior agreement that the FSA presented by the Group should not be peer-reviewed or revisited -- accepting the premise that if knowing use of bad data leads to bad decisions it is perfectly acceptable.

The Sub-Committee endorsed the further development of the draft:

- *Guidelines on Human Centred Design (HCD) for navigational equipment and systems;*
- *Guidelines on Usability evaluation of navigational equipment;*
- *Guidelines for Software Quality Assurance (SQA) in e-navigation;* and
- *Guidelines for the Harmonization of test-bed reporting.*

The Sub-Committee also endorsed the preliminary draft of the Strategy Implementation Plan, noting that it would require considerable further development.

The Correspondence Group, coordinated by Norway², on e-navigation was re-established to:

- .1 finalize the Strategy Implementation Plan;
- .2 consider whether the use of examples of technical e-navigation solutions should be included;
- .3 further develop or finalize the Guidelines named above; and
- .4 submit a report to the Sub-Committee on Human Element, Training and Watchkeeping (HTW) on any specific questions related to training aspects.

The Sub-Committee agreed to seek approval from the MSC and Council for an intersessional meeting to progress finalization of the e-navigation strategy.

New symbols for AIS Aids to Navigation

The Sub-Committee and endorsed for approval by the MSC the draft:

- MSC circular on Policy on the Use of AIS Aids to Navigation; and
- SN Circular on *Amended Guidelines for the presentation of navigational-related symbols, terms and abbreviations.*

Deep-sea pilots in the North Sea, English Channel and Skagerrak

The Sub-Committee endorsed the draft Assembly resolution on *Recommendation on the use of adequately qualified deep-sea pilots in the North Sea, English Channel and Skagerrak*, for forwarding to the 28th session of the Assembly.

Unified Interpretation of COLREG 1972

The International Association of Classification Societies (IACS) submitted IACS UI COLREG 1 providing a Unified Interpretation to COLREG 1972 annex I, section 9(b). IACS Members would uniformly implement this latest version of UI COLREG 1 from 1 July 2013, unless otherwise instructed.

The Sub-Committee agreed to the IACS UI (with minor amendments) and to revise MSC.1/Circ.1260 for approval by MSC.

Unified Interpretation on of SOLAS regulation V/23 (Pilot Transfer Arrangements)

IACS submitted IACS UI SC 257 on pilot transfer arrangements providing a unified interpretation relevant to SOLAS regulation V/23.

A significant number of delegations spoke, some voicing the opinion that the IACS UI was in direct conflict with SOLAS regulation V/23. The Sub-Committee requested IACS to re-consider its proposal.

2 Mr. John Erik Hagen (john.erik.hagen@kystverket.no)

Unified Interpretation of performance standards for Voyage Data Recorders (VDRs) (resolution MSC.333(90))

IACS submitted IACS UI SC261, providing an interpretation relevant to the Performance Standards for Voyage Data Recorders (VDRs) (resolution MSC.333(90)).

Denmark, supported by other delegations, could not support the IACS UI as it would be in opposition to their known procedures. The Sub-Committee did not agree with the IACS UI on Performance standards for Voyage Data Recorders (VDRs) (resolution MSC.333(90)).

Work program

The proposed planned outputs for the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR), which will take over the agenda for NAV) that are likely to affect the offshore industries are as follows:

Output	Description	Parent	Coordinating	Associated	Target
2.0.3.5	Development of guidelines on harmonized aeronautical and maritime search and rescue procedures, including SAR training matters	MSC	NCSR		2014
5.2.1.17	Development of a mandatory Code of ships operating in polar waters	MSC, MEPC	SDC	HTW, III, NCSR, PPR, SSE, CCC	2014
5.2.1.18	Development of a non-mandatory instrument on regulations for non-convention ships	MSC	III	NCSR, PPR, SDC, SSE, CCC, HTW	2017
5.2.4.13	Revision of the <i>Guidelines for the on board operational use of shipborne automatic identification systems (AIS)</i>	MSC	NCSR		2014
5.2.4.15	Development of explanatory footnotes to SOLAS regulations V/15, V/18, V/19 and V/27	MSC	NCSR		2014
5.2.6.1	Development of an e-navigation strategy implementation plan	MSC	NCSR	HTW	2015

16 to 20 September 2013; Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 18)

Development of an Active Continuous Examination Program (ACEP) database

The Bureau International des Containers et du Transport Intermodal (BIC) provided information on the pilot ACEP database project. BIC has indicated that it will cover the development and operating costs for the proposed database, if formally established.

Sub-Committee requested BIC to update Sub-Committee on Carriage of Cargoes and Containers (CCC 1, which will take over from DSC), on the progress made with the development of the global ACEP database and to explain how the linkage to the Global Integrated Shipping Information System (GISIS) should be arranged.

Amendments to SOLAS chapter VI: Mandatory verification of gross weight of freight containers

The Sub-Committee agreed to the draft amendments to SOLAS regulation VI/2 mandating the verification (by the shipper) of the mass of freight containers. The draft amendment will be submitted to the MSC's 93rd session (MSC 93) for approval with a view to subsequent adoption. The agreed draft SOLAS amendment includes a footnote qualifying the definition of "container" for the purpose of excluding "offshore containers handled in open seas."

The Sub-Committee also agreed to a draft MSC circular on *Guidelines regarding the verified gross mass of a container carrying cargo*, for submission to MSC 93 for approval.

Preventing the use of counterfeit refrigerants

The Sub-Committee agreed, in principle, to the draft amendments to chapter 7 of the International Maritime Dangerous Goods (IMDG) Code for submission to the 20th meeting of the Editorial and

Technical Group for further consideration, with a view to finalization. This course of action effectively restricts the regulatory controls to refrigerated freight containers.

Draft Code of Practice for Packing of Cargo Transport Units (CTU Code)

In considering how best to finalize the Code (updating the 1997 edition) the Sub-Committee agreed that the draft CTU Code, after finalization by the Group of Experts, should be submitted directly to MSC 93 for approval. The Sub-Committee also urged Member States and international organizations to attend the [next session of the Group of Experts](#), in Geneva, from 4 to 6 November 2013.

Amendments to SOLAS IX-1/7 and the MODU Code(s) Mandating enclosed space entry and rescue drills

The Sub-Committee agreed:

- to the draft new SOLAS regulation XI-1/7 relating to the carriage requirements for portable atmosphere testing instruments for enclosed spaces for submission to MSC 93 for approval and subsequent adoption;
- to the draft MSC circular on *Guidelines to facilitate the selection of portable atmosphere testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7* for submission to MSC 93 for approval;
- to the draft consequential amendments to the Code for the construction and equipment of mobile offshore drilling units (1979, 1989 and 2009 MODU Codes), together with associated MSC resolutions, for approval, in principle, by MSC 93 with a view to subsequent adoptions, in conjunction with the adoption of the associated SOLAS amendments;
- that the HSC and DSC Codes need not be amended; and
- that training issues related to atmosphere testing instruments were already adequately covered in the STCW Convention.

23 to 28 September 2013: DSC Editorial and Technical Group of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (ET 18)

Editorial corrections to amendment 36-12 to the IMDG Code (resolution MSC.328(90))

The Group prepared the editorial corrections to amendment 36-12 to the IMDG Code (resolution MSC.328(90)) and requested the Secretariat to issue a *note verbale* thereon, before the entry into force of amendment 36-12 and to take action as appropriate regarding the footnote references in the electronic version of the IMDG Code which are quoted as "Notes"

Marine pollutants

The Group noted that its previous discussion on a possible replacement of the term "Marine Pollutant" or "Marine Pollutant/Environmentally Hazardous" was brought to the attention of the UN/ECOSOC Sub-Committee of Experts on the transport of Dangerous Goods (UNSCETDG), and that, since the identification as marine pollutant is not required by the UN Model Regulations, the UNSCETDG took no further decisions.

The Group deliberated regarding the replacement of the term "Marine Pollutant" or "Marine Pollutant/Environmentally Hazardous" and invited the submission of proposals on this issue to the next RID/ADR/ADN joint meeting.

The Group agreed to incorporate the corresponding amendments for various substances that meet the criteria for environmentally hazardous substances according to the GESAMP Hazard Profiles in the dangerous goods list and in the alphabetical index of the draft amendment 37-14 to the IMDG Code.

Introducing the function of a safety adviser in the IMDG Code

The Group considered the concept of introducing the function of a safety adviser in the IMDG Code in the context of non-declared and mis-declared dangerous goods, and was of the view that an additional development of the existing training provisions in the IMDG Code may help to increase the level of compliance.

Amendments to the Emergency Response Procedures for Ships Carrying Dangerous Goods

The Group finalized draft amendments to the Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide) (MSC/Circ.1025, as amended by MSC.1/Circ.1025/Add.1, MSC.1/Circ.1262, MSC.1/Circ.1360 and MSC.1/Circ.1438) for approval by the MSC 93.

Safety of old IMO type portable tanks

In the context of the continued use of existing IMO type portable tanks and road tank vehicles for the transport of dangerous goods, the Group considered a draft revised version of DSC/Circ.12 on *Guidance on the continued use of existing IMO type portable tanks and road tank vehicles for the transport of dangerous goods*.

Noting that the transitional period allowing deviating tank instructions ran out, but that such tank (constructed according to the former construction requirements) are still in use, the group concluded that a circular is still needed. However, taking into account that the purpose of such a circular has changed (no more relaxation from tank instructions), a new circular should be issued considering the following:

- the text of former versions of the IMDG Code regarding construction of tanks, which are included in the DSC/Circ.12, should remain unchanged;
- identify only those parts that need to be updated; and
- the language of the circular should be in line with the terms used in the IMDG Code.

This information was provided to the correspondence group charged with revision of the guidance.

14 to 18 October 2013: Consultative meeting of Contracting Parties to the London Convention, 1972 and London Protocol, 1996 (LC 35 / LP 8)

Status of the 1996 Protocol to the London Convention, 1972 (London Protocol)

The delegation of Uruguay informed the Meetings that, on 21 June 2013, the Uruguay Parliament had passed Law No. 1901 giving effect to the obligations under the London Protocol, and that Uruguay would be forwarding its instrument of accession in the near future.

Adoption of Guidelines

The following Guidelines were adopted:

- Revised *Specific Guidelines for Assessment of Dredged Material*; and
- *Guidance on the implementation of article 6.2 on the export of carbon dioxide streams for disposal in sub-seabed geological formations for the purpose of sequestration*. (This guidance is subject to entry into force of an amendment to the Convention. To date, only two Parties have accepted the amendment.)

The Meeting also approved the final draft IAEA Guidance on Determining the Suitability of Materials for Disposal at Sea under the London Convention and London Protocol: A Radiological Assessment Procedure (IAEA TECDOC-1375) incorporating the methodology to assess radiological doses to flora and fauna for the purpose of the London Convention and Protocol (LC/LP).

Proposal to amend the London Protocol to regulate placement of matter for ocean fertilization and other marine geoengineering activities

The delegations of Australia, Nigeria and the Republic of Korea presented a proposal to amend the London Protocol to regulate placement of matter for ocean fertilization and other marine geoengineering activities. They underlined that the proposed amendment was intended to effect a legally binding regulation of ocean fertilization and is structured to allow other marine geoengineering activities to be considered in the future, if they fall within the scope of the London Protocol and have the potential to cause harm to the marine environment.

Following referral of the proposal to a Working Group and additional discussions, the Meeting adopted a resolution on the Amendment to the London Protocol to Regulate Placement of Matter for Ocean Fertilization and Other Marine Geoengineering Activities. The amendment will enter into force for those Parties which have accepted it on the 60th day after two-thirds of the Contracting Parties have deposited their instruments of acceptance with IMO.

Cooperation with MEPC on ship hulls' scraping

The Meetings noted that with the issuance of guidelines by the Marine Environment Protection Committee (MEPC), this issue had been resolved from a mariners' perspective (that is from the

perspective of MARPOL and the AFS Convention), it remained an issue for the LC-LP community since the organisms or coatings that fall to the seabed could potentially interfere with dredging and dredged material disposal operations. It was also noted that various types of equipment to remove and collect biofouling from vessels were on the market and some systems for platforms were under development.

Following discussion the governing bodies invited the Scientific Groups to review whether the 2009 *Guidance on Best Management Practices of removal of TBT Paints from Ships* (LC-LP.1/Circ.31) required an update to take into account in-water scraping of hulls, or whether a stand-alone Guidance would need to be developed for the benefit of ports and harbor constituents.

Riverine and sub-sea disposal of mine tailings and associated wastes

A correspondence group on riverine and sub-sea disposal of tailings and associated wastes from mining operations has been established under the lead of Mr. Rodrigo Urquiza (Chile) to:

- With the Secretariat, establish coordination and liaison with the GESAMP and UNIDO process in relation to the scientific scoping paper and the related workshop, and explore the need for and possible sources of funding for further work;
- Develop an inventory and understanding of the scope of the LC/LP;
- Gather information on best practices, existing guidance and other issues of marine and riverine disposal of mine tailings around the world; and
- Prepare and submit a progress report to the next joint session of the Scientific Groups and a report to the next Meetings to provide the governing bodies with further information regarding the subject. This report should include recommendations for potential next steps.

21 to 25 October 2013: Working Group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH 19)

Evaluation of new products

The group reviewed and agreed to the assignment of carriage requirements for these products:

Glucitol/glycerol blend propoxylated (containing 10% or more amines)
Soybean Oil Fatty Acid Methyl Ester
2-Butoxyethanol (58%)/ Hyperbranched polyesteramide (42%) (mixture)
n-Alkanes (C9-C11)
(Polyisobutene) amino products in aliphatic hydrocarbons
Poly(4+)isobutylene (MW >224)

Evaluation of tank cleaning additives

The Group requested concurrence of the Sub-Committee on Pollution Prevention and Response (PPR) with its evaluation of the following tank cleaning additives:

Marclean HC	CP Multipol
Sodium Hypochlorite	CP SMR
Caustic Potash	CP Chemtec KOH
Caustic Flakes	CP Chemtec NaOH
Ecosolu 14 Marine	CP Chemtec Bleach
Masava Tank Cleaner	C CP Chemtec B-Solve
Marclean AC+	CP Chemtec Citric Acid
Marclean H60+	CP Chemtec Nitric Acid
Marclean HCR	CP Chemtec Sodium Carbonate
Marclean Solve	STSC DPPCLEAN
Marclean MB40	STSC VEGCLEAN
Marclean AC	STSC CPPCLEAN
Marclean Soap	STSC DPPCLEAN ECO
Careclean Latex Remover	CitriSurf 3050
Careclean Potassium Hydroxide	Sodium Hypochlorite 12,5% DM
Careclean Caustic Soda	Caustic Potash DM
Carechlor	Caustic Soda DM
CP AlkaSoft	TANKCLEANER P75

Trade-named mixtures

The Group requested PPR to concur with the proposed update of the MEPC.2/Circular and BLG.1/Circ.17 to provide guidance with regard to the naming protocol for trade-named products.

The Group requested that PPR agree to its evaluation of Trade-named mixtures presenting safety hazards (several of which are used in the offshore oil and gas industries) and their consequential inclusion in list 3 of the draft MEPC.2/Circular with validity for all countries and no expiry date:

OLOA 48014 (Chevron oronite)	SCALETREAT TP 8385 (Clariant Oil Services AS)
CTC Crude Type A (Ineos ChlorVinyls Ltd)	SCALETREAT XL36 (Clariant Oil Services AS)
SI-4113 (MI-SWACO)	SOLVTREAT 3030 (Clariant Oil Services AS)
SOLVTREAT 3030 (Clariant Oil Services AS)	Kogasol 56 (SASOL)
R-50359 (Nalco Champion Ltd)	IP CLEAN LX (Idemitsu Kosan)
VX8925 (Nalco Champion Ltd)	IP SOLVENT 1620 (Idemitsu Kosan)
EPT-2492 (MI-SWACO)	AMINE DCT (Dow Chemical)
Gyptron SA3190 (Champion Technologies)	

21 to 22 November 2013: Council Extraordinary Session (C/ES 27)

Strategic Planning

The Council approved, for adoption by the 28th session of the Assembly (A 28):

- an updated Strategic Plan for the Organization for the six-year period 2014 to 2019;
- an updated draft High-level Action Plan and priorities for the 2014-2015 biennium; and
- revised draft *Guidelines on the Application of the Strategic Plan and the High-level Action Plan of the Organization*.

The Council reiterated that strict discipline regarding unplanned outputs should be observed.

Relations with non-governmental organizations

Council decided not to grant consultative status to the Security Association for the Maritime Industry (SAMI).

Budget and resources

The Council:

- approved the Organization's complement for 2014-2015, reflecting the abolition of 33 posts in the regular budget;
- agreed to a total number of 17.2 meeting weeks for 2014 and 15.4 meeting weeks for 2015;
- approved the proposed regular budget appropriation of £31,686,000 for 2014 and £32,618,000 for 2015; and
- agreed to the financing of the biennial appropriation by assessments upon Member States totalling £60,232,000 (£30,116,000 each for 2014 and 2015)..

25 November to 4 December 2013: Assembly Regular Session (A 28)

Resolutions adopted

The following resolutions were adopted:

Resolution	Title
A.1060(28)	Strategic Plan for the Organization (for the six-year period 2014 to 2019)
A.1061(28)	High-Level Action Plan of the Organization and Priorities for the 2014-2015 Biennium
A.1062(28)	<i>Guidelines on the Application of the Strategic Plan and the High-Level Action Plan of the Organization</i>
A.1063(28)	Results-Based Budget for the 2014-2015 Biennium
A.1067(28)	Framework and Procedures for the IMO Member State Audit Scheme
A.1068(28)	Transition from the Voluntary IMO Member State Audit Scheme to the IMO Member State Audit Scheme
A.1069(28)	Prevention and Suppression of Piracy, Armed Robbery Against Ships and Illicit Maritime Activity in the Gulf of Guinea

Resolution	Title
A.1070(28)	IMO Instruments Implementation Code (III Code)
A.1071(28)	Revised <i>Guidelines on the implementation of the International Safety Management (ISM) Code by Administrations</i>
A.1072(28)	Revised <i>Guidelines for a structure of an integrated system of contingency planning for shipboard emergencies</i>
A.1073(28)	Recommendation on the use of National Tonnage in applying International Conventions
A.1074(28)	Notification and circulation through the Global Integrated Shipping Information System (GISIS)
A.1075(28)	<i>Guidelines to assist investigators in the implementation of the Casualty Investigation Code (resolution MSC.255(84))</i>
A.1076(28)	Amendments to the survey guidelines under the Harmonized System of Survey and Certification (HSSC), 2011
A.1077(28)	2013 non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code
A.1078(28)	IMO Ship Identification Number Scheme
A.1079(28)	Recommendations for the Training and Certification of Personnel on Mobile Offshore Units (MOUs)
A.1080(28)	Recommendation on the use of Adequately Qualified Deep-Sea Pilots in the North Sea, English Channel And Skagerrak
A.1081(28)	Recommendation on the use of Adequately Qualified Deep-Sea Pilots in the Baltic Sea
A.1082(28)	Amendments to the International Convention on Load Lines, 1966
A.1083(28)	Amendments to the International Convention on Load Lines, 1966
A.1084(28)	Amendments to the International Convention on Tonnage Measurement of Ships, 1969
A.1085(28)	Amendments to the Convention on the International Regulations for Preventing Collisions at Sea, 1972
A.1086(28)	Entry into Force and Implementation of the 2012 Cape Town Agreement
A.1087(28)	<i>2013 Guidelines for the Designation of Special Areas under MARPOL</i>
A.1088(28)	Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004
A.1089(28)	Implementation of the Facilitation Convention
A.1090(28)	Fair Treatment of Crew Members in Respect of Shore Leave and Access to Shore-Side Facilities
A.1091(28)	<i>Guidelines on the preservation and collection 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 persons affected</i>
A.1092(28)	Relations with Non-Governmental Organizations

Rules for NGOs

The Assembly adopted the consolidated *Rules and Guidelines for Consultative Status of Non-Governmental International Organizations with the International Maritime Organization* which replaces the *Rules Governing Relationship with Non-Governmental International Organizations and the Guidelines on the Grant of Consultative Status*.

Election of members of the Council

The Assembly elected Members of the Council as follows:

Under Article 17(a) China, Greece, Italy, Japan, Norway, Panama, the Republic of Korea, the Russian Federation, the United Kingdom and the United States

Under Article 17(b) Argentina, Bangladesh, Brazil, Canada, France, Germany, India, the Netherlands, Spain and Sweden

Under Article 17(c) Australia, the Bahamas, Belgium, Chile, Cyprus, Denmark, Indonesia, Jamaica, Kenya, Liberia, Malaysia, Malta, Mexico, Morocco, Peru, the Philippines, Singapore, South Africa, Thailand and Turkey.

4 December 2013: Council (C 111)

Agenda for next sessions

The Council agreed to the substantive items for inclusion on the provisional agenda for the next two sessions, with adoption of the agenda to take place at the beginning of each session as is usual practice.

Place and date for the next sessions

The Council decided to hold its 112th regular session at IMO Headquarters from 16 to 20 June 2014 and that budgetary provisions be made for eight plenary sessions with full interpretation.

20 to 24 January 2014: Sub-Committee on Ship Design and Construction (SDC 1)

Development of a Mandatory Code for Ships Operating in Polar Waters – Initial consideration

The MSC had approved an Intersessional Working Group on the Polar Code, from 30 September to 4 October 2013, as concurrently approved by the MEPC, and instructed it to report directly to SDC.

The Sub-Committee considered the report of this Working Group, the results of its own Correspondence Group, as well as the results of the Correspondence Group on Development of a Mandatory Code for Ships Operating in Polar Waters established by the Sub-Committee on Fire Protection (FP) and the results of a Correspondence Groups on Subdivision and Damage Stability (SDS) and Intact Stability (IS) established by the Sub-Committee on Stability and Load Lines and on Fishing Vessel's Safety.

Prior to establishing a Polar Code Working Group, the Sub-committee

- Noted alternative proposals for chapter 13 (Crewing/manning), instructed the Polar Code Working Group to reduce the alternative proposals into one chapter and agreed to forward that chapter, once consolidated, to the 1st session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW) for consideration, with a view to submitting any comments and proposals directly to MSC 93.
- Decided it would request the Committees to consider whether the Polar Code's scope of application should include the northern part of the Bering Sea, and instructed the Polar Code Working Group not to consider this matter since it falls under the purview of the Committees.
- Agreed to include the text describing the mandatory or recommendatory nature of parts I-A, I-B, II-A and II-B of the Code in square brackets, and to replace the word "shall" contained in the text related to parts I-A and I-B with the word "should".
- Agreed, in principle, to the draft amendments to MARPOL Annexes I, II, IV and V, for submission to MEPC 66 for approval, with a view to adoption at MEPC 67, in conjunction with the adoption of the associated draft Polar Code. MEPC was specifically asked to consider:
 - .1 the need to resolve the application (part II-A of the Code), in particular, with regard to existing and new ships' size and category, bearing in mind the different application requirements contained in MARPOL and SOLAS, including matters related to geographical application;
 - .2 the need to prepare consequential amendments to the certificates under MARPOL Annexes II and IV, in light of proposed new requirements in part II-A of the Code concerning tank separation distance for chemical tankers and the discharge of sewage in polar waters; and
 - .3 the need to amend the exemption requirements and other provisions in the MARPOL Annexes, in order to cross reference them with the requirements of part II-A of the Code,
- As with the MARPOL amendments, agreed that the definition of "Polar Code" should include the

text describing the mandatory or recommendatory nature of parts I-A, I-B, II-A and II-B of the Code in square brackets, and that the word "shall" contained in the text related to parts II-A and II-B should be replaced with the word "should".

- In considering the definition of the term "all ships", decided that, for the purposes of regulation 1 of the Code, "all ships" should mean any ship to which SOLAS chapter I applies and ships constructed before, on or after the date of entry into force of the Code, but left the text in square brackets for further consideration by MSC.
- Agreed to retain the text "engaged on international voyages" in square brackets for consideration by MSC.
- Did not agree to exclusion of ships owned or operated by a State, as there was no clear majority for the two options for exclusionary text that had been provided.
- Agreed, in principle, to the draft new chapter XIV to SOLAS to make the Polar Code mandatory, for submission to MSC 93, with a view to adoption at MSC 94 in conjunction with the adoption of the associated draft Polar Code, subject to the Committee deciding on the text remaining in square brackets.
- Following an extensive discussion and having noted the differing views on the matter, invited MEPC 66, to address the policy issue of port reception facilities in the Arctic.

Scope of application of the Polar Code

After an in-depth discussion on the scope of application with regard to the types of ships to be covered by the Code, as well as its application to new and existing ships, the Chairman recalled that the MSC had tasked the Sub-Committee on Ship Design and Equipment (DE) to cover all types of ships when developing the Polar Code and that DE 55, in considering how best to proceed, had decided to undertake the work based on a two-step approach, *i.e.* the Code would initially apply to SOLAS passenger and cargo ships, taking into account the urgent need for relevant mandatory requirements, and later requirements would be introduced for non-SOLAS ships, such as fishing vessels, which would be developed after the first step has been concluded. It was decided that documents addressing non-SOLAS ships would be held in abeyance until such matters are considered by the Sub-Committee.

Regarding the application of the Code to new and existing ships, having noted that there was a clear majority for the Code to be applied to both new and existing ships, it was agreed that both new and existing ships should be certificated under the Code. With regard to structural requirements, the Sub-Committee instructed the Polar Code Working Group to further consider this issue with a view to developing concrete exemptions for the structural requirements that should not be applied to existing ships. The Sub-Committee noted the statement by the delegation of the United States that, although the MSC had considered the application of the Polar Code and agreed to the two-step approach, MEPC had not had the same opportunity to discuss the applicability, specifically of part II-A, which includes proposed MARPOL amendments. MEPC 66 was invited to note the above views regarding the application of the Polar Code and the two-step approach agreed by the MSC.

Development of a Mandatory Code for Ships Operating in Polar Waters – Additional consideration

Having formed a Polar Code Working Group, and received its report, the Sub-committee:

- Agreed to forward the relevant paragraphs of the draft Code to NCSR, for finalization and submission directly to MEPC 67 and MSC 94, for their consideration when adopting the Code.
- Endorsed the group's decision to insert definitions regarding temperature in the Introduction of the Code, taking into account that a number of definitions are still contained in square brackets.
- Agreed to forward portions of chapter 8 (Fire safety/protection) and chapter 9 (Life-saving appliances and arrangements) to the Sub-Committee on Ship Systems and Equipment (SSE) for consideration of the need for the development of new performance or test standards. SSE was invited to forward its views directly to MSC 93.
- Forwarded three options on training and manning (including the introduction of an ice navigator or ice pilot) to the HTW, inviting it to forward its views directly to MSC 93. The matter of the level of additional qualifications, if any, that would be required on different ships for different options was similarly forwarded to HTW for consideration and advice to MSC 93.
- In considering matters related to the prevention of pollution from noxious liquid substances (NLS), noted that the group had considered paragraph 2.4.2.2 of part II-A of the Code, which states that, for new category A and B ships, all tanks used for carriage of NLS shall be separated from the outer shell by a distance not less than 760 mm, and further noted concerns that this structural

requirement, which is not included in the current IBC Code, would have an impact for Type III chemical tankers. This was referred for further consideration to the MEPC.

- Noted possible inconsistencies between chapters in part II-A of the Code and the associated MARPOL Annexes with respect to pollution by sewage from ships and agreed to refer the matter to the MEPC for review.
- Agreed, in principle, to the draft International Code for ships operating in polar waters (Polar Code), for submission to MEPC 66 and MSC 93 for further consideration with a view to their adoption in conjunction with the adoption of the associated draft SOLAS and MARPOL amendments.

Draft Unified interpretations to the 1969 TM Convention

The Sub-Committee agreed to the draft Unified interpretations to the 1969 TM Convention and the associated draft TM.5 circular, for submission to MSC 93 for approval.

Second-generation intact stability criteria

The Sub-Committee noted a general agreement from its Correspondence Group that the 2008 IS Code should have a minimum standard of ice accretion applicable to all ships operating in areas where icing may occur. Interested parties were invited to submit comments and proposals on the amended draft text of chapter 6 of the 2008 IS Code, part B, to account for icing to SDC.

An updated plan of action was agreed. It envisions the preparation of a draft MSC circular with the draft second generation intact stability criteria annexed to the circular. The circular will encourage Members to apply the draft criteria and submit experience gained to SDC. The timetable is:

No.	Agenda Item/Task	Objective	Deadline
1	Finalize vulnerability criteria and standards		
1.1	Parametric roll resonance, pure loss of stability and broaching-to		SDC 2
1.2	Dead ship condition and excessive accelerations		SDC 3
2	Finalize Explanatory Notes for vulnerability criteria	Accumulate experience of application of the vulnerability criteria including an example for each criterion	SDC 3
3	Finalize the guidelines for "direct stability assessment"	Requirements and acceptance criteria for validation of tools and methods for direct stability assessment, procedures for direct stability assessment including an example of application	SDC 4
4	Finalize requirements for "development of ship specific operational guidance" and operational limitations after the second vulnerability check as an alternative to direct stability assessment		SDC 6
5	Collect experience of application of interim Second Generation Intact Stability Criteria including application to more diverse population of vessels and analyse the experience including but not limited to small cargo vessels	Consider possibilities to simplify the criteria	SDC 6

The Sub-Committee agreed to establish a Correspondence Group on Intact Stability, under the coordination of Japan³ and instructed it to:

- .1 continue to work on the items contained in the Updated plan of action;
- .2 finalize the draft amendments to the 2008 IS Code on vulnerability criteria and the standards (levels 1 and 2) related to parametric roll resonance, pure loss of stability and broaching-to;
- .3 further develop the draft amendments to the 2008 IS Code regarding vulnerability criteria and standards (levels 1 and 2) related to dead ship condition and excessive accelerations;

3 Dr. Eng. Naoya Umeda (Email: umeda@naoe.eng.osaka-u.ac.jp)

- .4 further enhance the working version of the Explanatory Notes for vulnerability criteria; and
- .5 further enhance the working version of the guidelines for "direct stability assessment."

Amendments to SOLAS regulation II-1/11 and development of associated Guidelines to ensure the adequacy of testing arrangements for watertight compartments

The Sub-Committee noted its Working Group's view that highly-outfitted spaces not intended to hold liquids should not be subject to hydrostatic tests. Additionally, it was noted that the Group concurred that the existing SOLAS regulation II-1/11 does not necessarily include hydrostatic testing of all watertight boundaries and, therefore, it should be discussed whether such watertight boundaries should be tested in future in accordance with the guidelines to be developed.

A Correspondence Group on Amendments to SOLAS regulation II-1/11 and Development of Associated *Guidelines to Ensure the Adequacy of Testing Arrangements for Watertight Compartments*, was established under the coordination of Japan⁴ and it was instructed it to:

- .1 identify conditions for granting a waiver with the use of alternative tests from hydrostatic testing of water tightness and structural integrity as provided in the existing SOLAS regulation II-1/11;
- .2 consider a possible amendment to SOLAS;
- .3 evaluate the possible ways for application of the draft guidelines for procedures of testing tanks and tight boundaries, including their mandatory status;
- .4 consider details of the quality control standards and how their application should be assessed in order to achieve the desired water tightness and structural integrity;
- .5 continue developing the draft *Guidelines for procedures of testing tanks and tight boundaries with a view to providing an equivalent level of safety to the existing SOLAS regulation II-1/11*; and
- .6 develop suitable common terminology and definitions.

Amendments to the 2011 ESP Code

Sub-Committee agreed to draft amendments to the International Code on the Enhanced Programme of Inspections, 2011 (2011 ESP Code) for submission to MSC 93 for approval, with a view to adoption.

Development of Guidelines for Use of Fibre-reinforced Plastic (FRP) within Ship Structures

The Sub-Committee considered the report of its correspondence group and noted that the group could not reach consensus regarding the possible use of FRP composite structures in the light of SOLAS regulation II-2/17, having regard to regulation II-2/2 (Fire safety objectives and functional requirements).

The Sub-Committee noted the group's conclusion that the current prescriptive regulations assume non-combustible construction. Therefore, if SOLAS regulation II-2/17 is used to justify the use of combustible structures, a thorough review of SOLAS chapter II-2 is required to find any prescriptive requirements affected by an alternative design that assumes non-combustible construction. This matter needs to be resolved in order to further progress the work on the draft guidelines.

To progress the work the Sub-Committee established a Correspondence Group on Development of *Guidelines for Use of Fibre-reinforced Plastic (FRP) within Ship Structures*, under the coordination of Sweden⁵ and instructed it to:

- .1 determine the possible use of FRP composite structures in the light of SOLAS regulation II-2/17, having regard to regulations II-2/2.1 (Fire safety objectives), II-2/2.2 (Functional requirements) and II-2/2.3 (Achievement of the fire safety objectives) and define the consequences that the aforementioned would have on the other issues than fire protection;
- .2 review available fire testing results and research and methodologies with regard to FRP composite structures in ships, as well as current regulations and relevant applications of FRP composite structures;
- .3 develop draft guidelines to be used for assessment and testing of FRP structures;
- .4 discuss if any relevant new procedures and qualification criteria for fire testing and classification of FRP composite structures are required for use on SOLAS ships;
- .5 further consider information from IACS regarding the use of FRP grating on tankers.

4 Mr. Ko Koiso (Email: tank-testing@mlit.go.jp)

5 Mr Johan Wikman (Email: johan.wikman@transportstyrelsen.se)

Development of amendments to SOLAS Chapter II-2, the FTP Code and MSC/CIRC.1120 to clarify the requirements for plastic pipes on ships

Following discussion, the Sub-Committee agreed that further detailed consideration was necessary and invited submission of comments and proposals to SDC 2.

Development of amendments to the criterion for maximum angle of heel in turns of the 2008 IS Code

Having considered the submissions from Japan and Poland and noting the views expressed on the need to further consider the proposed amendments, the Sub-Committee invited submission of comments to SDC 2.

Development of amendments to Part B of the 2008 IS Code concerning towing, lifting and anchor-handling operations

Having considered its Correspondence Group's report, and having noted the views expressed regarding matters related to escort towing, the stability criteria for lifting operations and possible unintended mandatory application of some provisions within part B of the 2008 IS Code, the Sub-Committee decided not to finalize the proposed amendments at this stage. Consequentially, Member Governments and international organizations were invited to submit comments and proposals to SDC 2.

Review of general cargo ship safety

The Sub-committee discussed a proposal to establish an extended survey system for general cargo ships and to strengthen the maintenance responsibilities for ship machinery in the context of the safety management system and ship survey requirements, and noted the views expressed regarding the application of the IACS UR Z7, the positive outcome of a relative cost benefit assessment carried out by IACS and the possibility of administrative and economic burdens caused by extending the survey system.

Having agreed that more time was needed to consider the matter in detail, the Sub-Committee invited submission of comments and proposals to SDC 2.

Guidelines for offshore service craft and offshore construction vessels used in wind farm service.

Having endorsed the approach taken by its Correspondence Group, including the main construction standards suggested in the draft guidelines they produced, the Sub-Committee agreed to establish a Correspondence Group on *Interim Guidelines for Offshore Wind Farm Vessels* under the coordination of the United Kingdom⁶ and instructed it to:

- .1 further develop the draft Interim Guidelines for offshore service craft (OSC);
- .2 further develop the draft Interim Guidelines for offshore construction vessels (OCV); and
- .3 consider how the application of the OSC and OCV guidelines would cover non-Convention ships.

Carriage of more than 12 industrial personnel on board vessels engaged on international voyages

From the discussions, the Sub-Committee was clear on the need for the definition of industrial personnel for all ship types (not limited to OSC and OCV). In this context, it was noted that there was some support in the group for the term "industrial personnel" to be aligned with the 2008 SPS Code's definition of "special personnel". However, there was a concern that industrial personnel should not just be incorporated in the "special personnel" definition, because the definition in the Code may suggest or support a view that such a person automatically becomes a seafarer, which is something that the industry would wish to avoid, and there is no basis to necessarily assume that every wind farm technician and similar offshore worker should automatically be regarded as a "seafarer". Consequently, although the special personnel definition and training requirements may be considered as a basis for "industrial personnel", the group agreed that the two definitions should remain as two categories.

The Sub-Committee noted that, in order to start discussing the short- or long-term options for addressing the carriage of more than 12 industrial personnel on board vessels engaged in international voyages, it was necessary to develop a draft definition of such personnel. In this regard, the Sub-Committee noted that its Working Group had agreed that the draft definition should be based on the proposal by CESA and address personnel being transported or accommodated on board.

Having also noted the discussions and deliberations of the Group regarding the definition for industrial personnel and its future use, the Sub-Committee noted that the group agreed to a draft

6 Mr. Paul Wilkins (Email: offshore@mcga.gov.uk)

definition with the understanding that the definition should be included into the pertinent instruments (e.g. draft guidelines on OSC and OCV). This draft definition is”

Industrial personnel means all persons who are not passengers or members of the crew or children of under one year of age and who are transported or accommodated on board for the purpose of offshore industrial activities; and are:

- .1 able bodied and meet appropriate medical standards; and
- .2 have received basic safety training according to relevant industry standards¹; and
- .3 have a fair knowledge of the layout of the ship and the handling of the ship's safety equipment before departure from port (e.g. through a safety briefing); and
- .4 equipped with appropriate personal safety equipment suitable for the risks to safety such personnel are likely to experience on the forthcoming voyage (e.g. survival suits).

The Sub-Committee agreed that a short-term option (solution) would be to incorporate the new definition of industrial personnel into the draft guidelines, *i.e.* OSCs and OCVs.

While the new definition of industrial personnel and the draft guidelines on OSC and OCV will provide a short-term solution for the renewable energy sector, the Sub-Committee noted that there would still be a need to identify the appropriate design and construction standards for the carriage of more than 12 industrial personnel on international voyages in a broader context. The work on design and construction standards for OSCs will be used as a basis in that broader context. The Sub-Committee also noted that the draft definition of industrial personnel, once finalized, would be a key element to be included in a future MSC circular for the interpretation of SOLAS chapter I, part A, regulation 2(e)(i).

The Sub-Committee noted that the group identified that the future development of the an MSC circular containing the new definition for industrial personnel would need to be augmented with guidance on how the definition should be used in practice (*i.e.* which ship types or ship design and construction standards that could be used for the carriage of those personnel). The group was also of the opinion that this augmentation could be achieved through the development of additional recommendations to support that MSC circular or by reviewing relevant aspects in existing IMO instruments that would be affected.

Regarding a long-term solution and based on the proposal to amend, the Sub-Committee noted that the group was of the view that the new definition could be useful in making a contribution to any future revision of the SOLAS Convention.

In considering the proposed discussed by the group, the Sub-Committee recognized that the title of this agenda item makes no reference to passenger ships or cargo ships, which would indicate how such vessels are to be treated with regard to SOLAS chapter I, and this is one of the issues that needs to be resolved. It was also noted that offshore vessels may not be on international voyages.

The Cook Islands made a statement that it was important to recognize that an IMO agreement that some cargo ship standards can be used for the carriage of larger numbers (more than 12) of industrial personnel off shore would be the only way of ensuring a consistent and rapid approach.

The Sub-Committee, recognizing that further work is necessary on this issue and noting the views expressed on the urgent need to complete this work by the target completion date, instructed the correspondence group offshore service craft (OSC) and offshore construction vessels (OCV) to develop guidance on how the definition of industrial personnel should be used in practice.

Consideration of IACS Unified Interpretations

The Sub-Committee agreed to:

- the draft Unified interpretation on the application of the *Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers* (resolution MSC.289(87)), and the associated draft MSC circular, for submission to MSC 93 for approval.
- the draft Unified interpretation on the application of the *Performance standard for protective coatings for cargo oil tanks of crude oil tankers (PSPC-COT)* (resolution MSC.288(87)), and the associated draft MSC circular, for submission to MSC 93 for approval.

Sub-Committee invited IACS to submit a unified interpretation on the issue of sill and coaming heights for openings on top of deckhouses and companionways to SDC 2 as a short-term solution, also taking into account flush bolted access covers.

Work program

The Sub-committee proposed the following adjustments to its work program:

Output	Description	Parent	Coordinating	Associated	Target
5.2.1.1	Development of amendments to the criterion for maximum \ angle of heel in turns of the 2008 IS Code	MSC	SDC		2014 2015
5.2.1.21	Development of guidelines for use of Fibre Reinforced Plastic (FRP) within ship structures	MSC	SDC		2014 2015
5.2.1.24	Development of amendments to Part B of the 2008 IS Code on towing, lifting and anchor handling operations	MSC	SDC		2014 2015
5.2.1.27	Amendments to SOLAS chapter II-2, the FTP Code and MSC/Circ.1120 to clarify the requirements for plastic pipes on ships	MSC	SSE		2014 2015

Working arrangements for the next session

The Sub-Committee agreed to establish working and/or drafting groups on the following subjects:

- .1 subdivision and damage stability (agenda items 7 and 8);
- .2 intact stability matters (agenda items 5, 14 and 15);
- .3 review of the recommendation on evacuation analysis for new and existing passenger ships (agenda item 13);
- .4 classification of offshore industry vessels and a review of the need for a non-mandatory code for offshore construction support vessels and guidelines addressing the carriage of more than 12 industrial personnel on board vessels engaged on international voyages (agenda items 18 and 19); and
- .5 amendments to SOLAS regulation II-1/11 and development of associated guidelines to ensure the adequacy of testing arrangements for watertight compartments (agenda item 9),

28 to 31 January 2014: OPRC-HNS Technical Group (OPRC-HNS/TG 16)

Updating of IMO Dispersant Guidelines

The Group continued its consideration of draft Part III (Operational and Technical Sheets for surface application of dispersants) of the revised dispersant guidelines and the tentative table of contents for Part IV (Sub-sea Dispersant Application).

Recognizing that more time would be needed, the Group agreed to invite the Sub-committee on Pollution Prevention and Response (PPR) to reestablish the Correspondence Group under the leadership of France⁷ to continue development of the guidelines.

International Offers of Assistance Guidelines

Having made a comprehensive review of the draft Guidelines prepared by its Correspondence Group, the Groups concluded that additional work needed to be carried out and agreed to invite PPR to allow this work to be carried out by the Correspondence Group (above) and to finalized the Guidelines for PPR 2.

Oil spill response in ice and snow conditions

The Group noted the information from the EPPR Working Group about the timeline of the development of the Guide on oil spill response in ice and snow conditions, and approved a revised table of contents for the Guidelines.

An external consultant has been contracted (by Canada) to prepare the first draft of the Guide for review by the EPPR Working Group in June 2014 in Canada, and its subsequent meeting in November 2014. The goal is to submit a finalized draft version of the document as reviewed by the EPPR Working Group to PPR for consideration.

⁷ Mr Francois Merlin (francois.merlin@cedre.fr)

Guidance on the safe operation of oil pollution combating equipment

At its last session the Group referred the draft Guidance to the International Petroleum Industry Environmental Conservation Association (IPIECA); however, no response was received.

The Group agreed to incorporate the comments made by a number of delegations and finalized the draft Guidance for submission to PPR for consideration and to MEPC 67 for approval for publication.

Revision of section II of the Manual on Oil Pollution – Contingency Planning

The Group, noting that in accordance with the work programme of PPR Sub-Committee for the 2014-2015 biennium, the revision of section II of the Manual on Oil Pollution – Contingency Planning is scheduled in 2015, agreed to defer further consideration on the matter and invited interested delegations to submit comments on the draft manual to PPR 2. Contingency planning for offshore units is an identified part of this effort.

IMO support to the Triennial Oil Spill Conferences

The forthcoming conference in the series will be the 2014 International Oil Spill Conference (IOSC), to be held from 5 to 8 May 2014 in Savannah, Georgia, USA.

IOSC has launched a website, www.ioscproceedings.org, providing the full knowledge base of IOSC proceedings since 1969 free of charge.

3 to 7 February 2014: Sub-Committee on Pollution Prevention and Response (PPR 1)

Outcome of the 19th session of the ESPH Working Group

Having considered the report of the ESPH Working Group, the Sub-Committee:

- agreed to their evaluation of new products and their consequential inclusion in the IBC Code;
- concurred with the results of the evaluation of cleaning additives;
- agreed to their evaluation of trade-named mixtures representing safety hazards and their inclusion in list 3 of the MEPC.2/Circular, with validity for all countries and no expiry date;
- concurred with the proposed update of the MEPC.2/Circular and BLG.1/Circ.17 to provide guidance with regard to the naming protocol for trade-named products; and
- approved the provisional scheduling of ESPH 20 from 29 September to 3 October 2014.

ESPH Working Group

The Sub-Committee established its own ESPH Working Group and having received its report, agreed to:

- .1 The assignment of carriage requirements for Piperazine, 68% solution.
- .2. The evaluation of the following tank cleaning additives:

MarClean BioSolve Tank CC
CHEMIPOL
DYE OUT
IGS CLEANER
TANKSHINE
ER-TEEPOL
ERCLEAN-HCF
ERCLEAN IGS
ERCLEAN CTC
ER-APC AQUA
COAL TAR REMOVER

RUST REMOVER
ER-APC EXTRA 200
ER-HDC
ERCLEAN BUFFER
ER-APC EXTRA 50
MULTICLEANER
SEACLEAN T
ECOCLEAN
ALKACLEAN
Acquaclean MPA
RUST CLEAN

.3 The evaluation of Trade-named mixtures presenting safety hazards (several of which are used in the offshore oil and gas industries) and their inclusion in list 3 of the draft MEPC.2/Circular with validity for all countries and no expiry date:

Ucarsol
Pentylol
Fraction TX
BK Reformed/Platformed Gasoline

BK Gasoline
Fraction C6
Fraction C7

Prohibition of the blending of bulk liquid cargoes and production processes during sea voyages under SOLAS

Based on the significant numbers of questions received stemming from the new SOLAS regulation VI/5-2 (prohibiting of the blending of bulk liquid cargoes and production processes during sea voyages which entered into force on 1 January 2014) the Sub-Committee invited interested parties to submit relevant proposals on this issue to MSC 93.

Development of a Code for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels

The Sub-Committee noted that its Correspondence Group had made progress on chapters 2 (Survival capability and location of cargo tanks), 3 (Ship design), 5 (Cargo transfer), 8 (Firefighting requirements) and 12 (Special requirements); however, had not been able to prepare a complete draft owing to time constraints and various outstanding issues.

The Sub-Committee noted concerns that the damage stability standard proposed by SLF does not adequately address additional risks associated with the carriage of large volumes of severely hazardous products. Also noting concerns over the perceived excessive restrictions on traditional OSVs carrying more benign products, such as drilling muds, these issues were referred to a Working Group.

Having considered the report of its Working Group the Sub-Committee agreed to refer Chapter 2 on ship survival capability and location of cargo tanks and chapter 5 on cargo transfer to SDC; and Chapter 8 on firefighting requirements to SSE.

The Sub-Committee re-established the Correspondence Group on the Development of the OSV Chemical Code under the coordination of Denmark⁸ and instructed it to:

- .1 finalize chapter 3 on ship design and chapter 12 on special requirements, with a view to forwarding the draft text to the SDC for advice and input;
- .2 further develop the remaining chapters of the draft OSV Chemical Code, which have not been sent to the SDC and SSE; and
- .3 consider the need for any amendments to related IMO instruments in order to ensure consistency with the proposed OSV Chemical Code.

Development of a BWM circular on guidance on the use of ballast water management systems during stripping operations

The Sub-Committee agreed, in principle, to the draft *Guidance on stripping operations using eductors* for further consideration by MEPC, for finalization and dissemination as a BWM circular.

Use of fresh water as ballast water

The Sub-Committee noted that the view that, while fresh water may pose a potential risk of enhanced corrosion in ballast tanks, long experience with using ballast water from lakes, rivers and other fresh water sources does indicate that additional corrosion effects, if at all evidenced, were minimal and did not need to be further considered. It was agreed that no further action in the matter was necessary.

Definition of Black Carbon

The Sub-Committee concluded that, based on the views expressed in the plenary, the LAC definition (*i.e.*, "Black Carbon is defined as light absorbing carbonaceous compounds (LAC), resulting from the incomplete combustion of fuel oil.") should be recommended to the Committee for consideration and endorsement. However, it was noted that most delegations were not in a position to express a preference either for LAC or eBC (*i.e.*, "Black Carbon is defined as equivalent Black Carbon (eBC) derived from optical absorption methods that utilize a suitable mass-specific absorption coefficient"), and some delegations considered there was a need for additional information before a final decision.

Guidelines related to approved methods as required under regulation 13.7.1 of MARPOL Annex VI

The Sub-Committee agreed to draft *2014 Guidelines in respect of the information to be submitted by an Administration to the Organization* covering the certification of an approved method as required under regulation 13.7.1 of MARPOL Annex VI, and to draft *2014 Guidelines on the approved method process* for submission to MEPC 66, with a view to adoption by means of MEPC resolutions.

8 Ms. Clea Henriksen (Email: cge@dma.dk)

Guidelines under the revised NOx Technical Code 2008 for NOx-reducing devices

The Sub-Committee agreed that the guidelines, as called for under paragraph 2.2.5.6 of the revised NOx Technical Code 2008, do not need to be developed at this stage.

2009 Guidelines for exhaust gas cleaning systems

The Sub-Committee referred this issue to a Working Group for discussion. The Group prepared draft text prepared for further consideration at the next session

Draft priority list additional MARPOL Annex VI and the NOx Technical Code 2008 guidelines

The Sub-Committee agreed to the following revised priority list for developing other guidelines and guidance documents under MARPOL Annex VI and NOx Technical Code 2008:

No.	Guidelines/Guidance documents
1	Guidelines pertaining to equivalent methods set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines
2	Guidelines for dual-fuel operation utilizing a proportion of high sulphur content non-compliant fuel oil
3	Guidelines for on-board blending of fuel oil
4	Guidelines as to status of blends of petroleum and non-petroleum based fuel oils relative to the requirements of regulations 18.3.1 and 18.3.2 of MARPOL Annex VI
5	Guidelines for dry based Exhaust Gas Cleaning Systems
6	Guidelines as called for under paragraph 2.2.5.6 of the revised NOx Technical Code 2008 (NOx-reducing devices)

Guidelines related to the OPRC Convention and OPRC-HNS Protocol

Having considered the report from the 16th meeting of the OPRC-HNS Technical Group, the Subcommittee:

- .1 Established a correspondence group under the coordination of France⁹ and instructed it to:
 - complete the draft part III of the IMO Dispersant Guidelines and develop a draft part IV of these Guidelines for consideration by PPR 2; and
 - finalize the draft Guidelines on international offers of assistance.
- .2 Noted the plan and timetable for the development of the Guide on oil spill response in ice and snow conditions and concurred with the revised table of contents of the Guide.
- .3 Agreed to the draft *Guidance on the safe operation of oil pollution combating equipment* and instructed the Secretariat to forward the text of the Guidance to MEPC 67, for consideration with a view to approval for publication.
- .4 Agreed that the former OPRC-HNS Technical Group will cease to meet as an intersessional working group and its work will be integrated in the regular work of the Sub-Committee.

Disposal of cooking oil

MEPC 65 had instructed the Sub-Committee to consider the appropriateness of disposing of cooking oil via a ship's oil residue tank (sludge tank), as well as the methods of recording such disposal.

Most of the delegations that spoke supported the view that, in accordance with MARPOL Annex V, cooking oil should be considered as garbage and should be discharged to a reception facility or be disposed by incineration. To provide further clarity in the matter and ensure a consistent approach, the Sub-Committee invited submission of relevant proposals, including text for a draft unified interpretation to MARPOL Annex V, to PPR 2.

9 Mr. Francois Merlin (E-mail: francois.merlin@cedre.fr)

Work program

The Sub-committee proposed the following adjustments to its work program:

Output	Description	Parent	Coordinating	Associated	Target
7.1.2.6	Guidance for international offers of assistance in response to a marine oil pollution incident	MEPC		PPR	2014 2015
7.1.2.10	Guide on Oil Spill Response in Ice and Snow Conditions	MEPC		PPR	2014 2015
7.1.2.11	Updated IMO Dispersant Guidelines	MEPC			2014 2015
7.3.2.2	Keep under review IMO measures and contributions to international climate mitigation initiatives and agreements (including CO2 sequestration and ocean fertilization as well as consideration of the impact on the Arctic of emissions of Black Carbon from international shipping)	MEPC		PPR	2014 2015

17 to 21 February 2014: Sub-Committee on Human Element, Training and Watchkeeping (HTW 1)

Validation of Model Courses

The Sub-Committee validated the following model courses, and instructed the Secretariat to finalize and publish them, as soon as possible:

- Basic Training for Oil and Chemical Tanker Cargo Operations;
- Basic Training for Liquefied Gas Tanker Cargo Operations;
- General Operator's Certificate for GMDSS; and
- Restricted Operator's Certificate for GMDSS.

Updating of other model training course

The Sub-Committee considered and accepted a proposal by the International Maritime Lecturers Association (IMLA) to revise model course 3.17 on Maritime English in order to meet the requirements of the 2010 Manila Amendments. IMLA was requested to submit the revised model course to the Secretariat at an early date.

The Sub-Committee also accepted the offer by the delegation of Australia to update the IMO model course 1.21 on Personal Safety and Social Responsibilities.

IMO Certification verification facility

The Sub-Committee noted information provided by the Secretariat that the [certification verification facility](#) through the IMO website had been used 10,722 times during the year 2013.

Guidelines for onboard ECDIS familiarization training

The Republic of Korea proposed the development of guidelines for onboard ECDIS familiarization training as part of the effective and efficient implementation of ECDIS training. After an in-depth discussion, the Sub-Committee decided not to take any action on this proposal.

Guidance for port State control officers on security-related training and certificates required under regulation VI/6

The Sub-Committee approved STCW.7/Circ.21 on Advice for port State control officers, recognized organizations and recognized security organizations on action to be taken in cases where seafarers do not carry certification on security-related training. It instructed the Secretariat to issue it immediately.

Guidance for port State control officers clarifying training and certification requirements for ship security officers required under section VI/5

The Sub-Committee approved STCW.7/Circ.22 on Advice for port State control officers, recognized organizations and recognized security organizations clarifying training and certification requirements for ship security officers and seafarers with designated security duties. It instructed the Secretariat to issue it immediately.

The ICS expressed its disappointment that, despite the Sub-Committee's action, the Paris MoU had indicated that its member State Port State Control (PSC) authorities will issue deficiencies for the absence of a Certificate of Proficiency for security awareness training, even in cases where the training has been undertaken and documentary evidence can be provided.

Revision of the guidance for model course development, updating and validation processes

The Sub-Committee briefly discussed this issue and referred it to a Working Group for the development of the revised Guidelines. The Working Group made some progress, but the work was not completed. The Sub-Committee invited comments to be submitted to the next session.

Training requirements for officers and crew on board ships operating in polar waters

The Sub-Committee established a Working Group to address issues related to the Polar Code. Having received the Group's report, the Sub-Committee noted the Group's views that:

- .1 basic and advance training requirements for masters, chief mates and officers in charge of a navigational watch on board ships should be defined in chapter V of the STCW Convention and Code (*i.e.* two-tier approach); and
- .2 the application framework for training requirements should be defined under chapter 13 of the Polar Code.

The Sub-Committee also noted the progress made in the preparation of draft amendments to the STCW Convention and part A of the STCW Code relating to training requirements for officers and crew on board ships operating in polar waters and invited submission of comments and proposals to HTW 2.

The Sub-Committee finalized the draft text of chapter 13 for inclusion in the Polar Code and invited the MSC to approve it for inclusion in the Polar Code.

Guidance on training requirements for personnel on board ships operating in polar waters

The Sub-Committee noted the views of its Working Group on the proposed amendments to section B-V/g of the STCW Code related to training of masters and officers for ships operating in polar waters and agreed that it was premature to consider the development of such guidance at this stage.

Development of training and certification requirements for seafarers for ships using gases or other low-flashpoint fuels

The Sub-Committee established a Working Group to address issues related to ships using gases or other low-flashpoint fuels. Having received the Group's report, the Sub-Committee:

- requested the Secretariat to inform the Sub-Committee on Carriage of Cargoes and Containers (CCC, coordinator of the work on the International Code of safety for ships using gases or other low-flashpoint fuels (IGF Code)) that the draft amendments to the STCW Convention and Code did not include requirements on emergency exercises and drills, and to take this into account when considering Training and Operational requirements in part D of the draft IGF Code.
- instructed the Secretariat to inform CCC to take into account in its consideration of chapter 18 of the draft IGF Code that the Sub-committee on Standards of Training and Watchkeeping (STW) had previously agreed that the chapter 18 of the draft IGF Code should only contain a reference to the appropriate provisions of the STCW Convention and Code, as follows:
"Companies shall ensure that [seafarers] on board ships using gases or other low-flashpoint fuels shall have completed training to attain the abilities that are appropriate to the capacity to be filled and duties and responsibilities to be taken up, taking into account the provisions given in the STCW Convention and Code, as amended."
- agreed that a definition of the IGF Code should be included in chapter I of the STCW Convention.
- endorsed draft amendments related to the IGF Code, to the STCW Convention, and to parts A and B of the STCW Code, and instructed the Secretariat to prepare the associated draft MSC resolutions and the STCW Circular, which MSC 94 is invited to approve with a view to adoption at MSC 95.

Guidelines on safety during abandon ship drills using lifeboats

After some discussion, the Sub-Committee agreed to inform the MSC that with reference to the proposed *Guidelines on safety during abandon ship drills using lifeboats*:

- there was no need to standardize drills;
- at this point, there was no need to make the guidelines mandatory; and
- interested parties were invited to submit proposals to the Committee for an unplanned output for the consolidation and harmonization of all relevant guidance.

Development of an e-navigation strategy implementation plan

The Sub-Committee agreed that it was premature to consider any training requirements at this stage, pending the finalization of the e-navigation Strategy Implementation Plan

Consideration of the Deepwater Horizon casualty reports

MSC endorsed the decision of the Sub-committee on Flag State Implementation to forward the report on the incident of the Deepwater Horizon to the various Sub-Committees, together with the analyses and comments made by the correspondence group for their consideration under the agenda item on "Any other business" and for them to advise MSC 93 on how best to proceed.

The Sub-Committee noted that the Marshall Islands and the United States had proposed a new post-biennial output for SDC, SSE and HTW to consider the need for amendments to the 2009 MODU Code, the LSA Code and MSC.1/Circ.1206/Rev.1 in light of the lessons learned from the explosion, fire, and sinking of the Mobile Offshore Drilling Unit (MODU) Deepwater Horizon in the Gulf of Mexico, which occurred from 20 to 22 April 2010.

It was agreed that, pending the outcome of the decision of MSC 93 relating to the proposed new post-biennial output, it would be premature to provide comments to the Committee on the best way forward.

Work program

The Sub-committee proposed the following adjustments to its work program:

Output	Description	Parent	Coordinating	Associated	Target
5.2.2.1	Guidance for the implementation of the 2010 Manila Amendments	MSC		HTW	2014 2017

10 to 17 March 2014: Sub-Committee on Ship Systems and Equipment (SSE 1)

Amendments to SOLAS regulations II-1/45 regarding electrical installations

A proposal from Denmark to amend SOLAS regulation II-1/45 to ensure that electrical installations on board ships are manufactured and maintained according to relevant and recognized electrical standards was considered.

The Sub-Committee, having noted the views expressed that the existing SOLAS regulations remain fit for purpose and that issues related to maintenance of such systems are adequately addressed by the ISM Code, decided not to proceed with amendments to SOLAS regulations II-1/45.

Development of life-safety performance criteria for alternative design and arrangements for fire safety (MSC/Circ.1002)

The Sub-Committee considered proposals from the United States, IACS and China on this topic.

Following discussion, the Sub-Committee established a Correspondence Group on Development of Life-Safety Performance Criteria for Alternative Design and Arrangements for Fire Safety (MSC/Circ.1002), under the coordination of the United States¹⁰, and instructed it to:

- .1 review available research, accepted methodologies and available standards with regard to the allowable levels of fire effluents considered safe for human exposure to address paragraph 6.3.4.1 of the *Guidelines on alternative design and arrangements for fire safety* (MSC/Circ.1002);

10 Mr. Randall Eberly (Randall.eberly@uscg.mil)

- .2 consider whether the safety margins employed in shoreside building design are adequate for use on ships, taking into account the differences in shipboard means of escape and the availability of trained crew members to assist with the evacuation; and
- .3 develop appropriate framework for assessment of minimum life-safety performance criteria and safety margins to address the survivability of passengers and crew exposed to the effects of heat, smoke, toxicity, reduced visibility, etc., in relation to evacuation time.

Evaluation of existing on-load release and retrieval systems

In considering a document submitted by eight non-governmental observers (NGOs), the Sub-Committee noted the concerns regarding the application of the *Guidelines for evaluation and replacement of lifeboat release and retrieval systems* (MSC.1/Circ.1392). The NGOs stated that existing on-load release hooks should be reapproved under MSC.1/Circ.1392 only when the function of the hook itself was safe without the use of additional operating mechanisms or devices, and that this requirement had not been met for some hooks listed in the Global Integrated Shipping Information System (GISIS) database as having been re-approved.

Subsequently, the Sub-Committee encouraged Member Governments to:

- .1 ensure that modifications of hooks carried out to obtain re-approval do not use additional operating mechanisms; and
- .2 provide unambiguous information regarding the names of release hooks and any remedial actions required when including the results of evaluations of on-load release hooks conducted in compliance with MSC.1/Circ.1392 in the GISIS database.

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

The Sub-Committee on Ship Design and Equipment had agreed, in principle, to the draft *Goal-based guidelines on the framework of requirements for ships' life-saving appliances*. It had also agreed that the draft guidelines should be submitted to the MSC for approval once the work on the development of safety objectives and functional requirements of the *Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III* had been finalized.

The Sub-Committee considered submissions from Japan, ICS, Germany, ILAMA, China and Germany on this topic and endorsed a proposal (Germany) that:

“There should be a document supporting the implementation of life-saving appliances requirements in general. Similar to other provisions in SOLAS like explanatory notes and background information, if published, is helpful when trying to understand some of the provisions. The review of these matters, however, could be recorded in such document. This would further assist where a need for amendments was proposed.”

The Sub-Committee established a working group to consider the submissions and other matters. Having received the working group's report, it endorsed the group's view that:

- before it started its work on updating the work plans for LSA requirements and for SOLAS chapter II-1 and III, it was necessary to address the draft *Goal-based guidelines on the framework of requirements for ships' life-saving appliances*; and
- the uses of the guidelines would be the for (1) restructuring/rearrangement of SOLAS chapter III in order to give the chapter an improved user-friendly structure (without adding new or additional requirements; and (2) evaluating the feasibility, adequacy and effectiveness of future proposals on new requirements.

In order to progress the work intersessionally, Correspondence Group on Life-Saving Appliances (LSA), under the coordination of Japan¹¹, was established with the following terms of reference:

- .1 further develop the draft Goal-based guidelines on the framework of requirements for ships' life-saving appliances, based on annex 1 to document DE 57/WP.5 and taking into account documents SSE 1/8, SSE 1/8/1, SSE 1/8/2, SSE 1/8/4, SSE 1/INF.2, SSE 1/INF.5 and SSE 1/WP.4, in particular to:
 - review Tier II (Functional requirements); and
 - establish Tier IV (Basic requirements) on ships' life-saving appliances;
- .2 review the regulation mapping in light of the reviewed Tier II; and

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- .3 if time permits, consider the draft goal for the framework of requirements for approval of alternative design and arrangements for SOLAS chapter II-1 (parts C, D and E).

Development of amendments to the LSA Code for free-fall lifeboats with float-free capability

The Sub-Committee noted that the proposal for "free-fall lifeboats with float-free capability" originated as a Risk Control Option (RCO) from the FSA study on bulk carrier safety over 10 years previously. The RCO had been accepted by the Committee and a new SOLAS regulation mandating the use of free-fall lifeboats with float-free capability on bulk carriers had been agreed, but not adopted, and remained in abeyance awaiting verification of the availability of such equipment. Taking this into account, it was decided not to proceed with development of the relevant requirements.

Development of amendments to the 2009 MODU Code concerning lifeboat drills

The MSC 89, having considered Brazil's proposal to develop amendments to the 2009 MODU Code to allow alternative drills for lifeboats on mobile offshore drilling units (MODUs) to those required by paragraph 14.12.5 of the Code (referring to SOLAS regulation III/19.3.3.3) agreed to include an output on "Development of amendments to the 2009 MODU Code concerning lifeboat drills", and placed the matter on the agenda for SSE 1.

The Sub-Committee considered submissions on this topic from Brazil and the Marshall Islands. In considering these submissions Sub-Committee noted that:

- there is the possibility to extend the application of alternative methods to other types of vessels; however, such an extension is outside the scope of the current planned output;
- the familiarity of crew with onboard equipment should be ensured;
- the need for amendments to previous editions of the MODU Code should be considered;
- the safety level should be equal to the current requirements; and
- the distinction between "good weather" and "bad weather" should be defined.

The Sub-Committee agreed to:

- the draft MSC resolution on amendments to the 2009 MODU Code, for submission to MSC 94 for adoption; and
- the draft MSC circular on *Guidelines on alternative methods for lifeboat drills on MODUs*, for approval by MSC 94, in conjunction with the associated amendments above.

The Sub-Committee noted that the draft guidelines may be used in conjunction with the provision of onboard training and instructions in paragraph 10.6.3 of the 1979 MODU Code and in paragraph 14.12 of 1989 MODU Code, and that this matter was included in the draft circular.

Checking of the expiry date of equipment in survival craft at the time of servicing

The Sub-Committee agreed to a draft MSC resolution on *Amendment to the recommendation on conditions for the approval of servicing stations for inflatable liferafts* (resolution A.761(18)) for adoption by MSC 94.

Development of requirements for onboard lifting appliances and winches

DE 57 had established a correspondence group on lifting appliances and winches to report to this Sub-Committee. The group reported the following conclusions on the scope of future guidelines:

- the application should be limited to "all onboard cargo lifting appliances" (for clarity, this does not include stores cranes, lifts and escalators, gear on fishing vessels, life-saving appliances); and
- the guidelines should be applied to new and existing onboard cargo-lifting appliances.

Concern was expressed by a number of delegations that some participants had experienced technical difficulties in corresponding with the coordinator and that the report had not been circulated to the group prior to submission in accordance with the Committees' *Guidelines on the organization and method of work*. Consequently, the Sub-Committee agreed only to note the report at this time.

The Sub-Committee considering submissions from Germany and New Zealand noted the following comments:

- the scope and applicability of the requirements should not be limited to cargo-lifting appliances only and should be further clarified;
- matters relating to operational procedures and maintenance are already regulated on a mandatory basis via the provisions of the ISM Code;
- a renewal survey needs to be consistent with other surveys, so the five-year interval should be used; and

- standards for loose gear steel wire rope and shackles should be developed.

Following a lengthy discussion, the Sub-Committee established the Working Group on Development of Requirements for Onboard Lifting Appliances and Winches. Having considered this group's report, the Sub-Committee:

- Noted the group's view that the incident data and analysis contained in the information provided with the correspondence group's report was valuable, but not sufficient on its own for the group to make a strong recommendation on the scope and application of potential future measures for onboard lifting appliances and winches or on the necessity of specific measures. It also noted the group's conclusion that a more detailed consideration of all the incidents should be undertaken.
- Having noted that some delegations in the group were confident that additional incident data existed and, therefore, that this data should be considered before determining the scope and application of any potential measures, the Sub-Committee encouraged the submission of such data to the upcoming correspondence group.

The Sub-Committee endorsed the following recommendations of the group on incident data analysis methodology:

- .1 common elements and trends in the incident reports should be identified;
- .2 where possible, the onboard lifting appliance operators (*i.e.* ship's crew or shore-based personnel) should be determined;
- .3 where relevant data is available, the status of certification and test reports of onboard lifting appliances and winches should be determined;
- .4 misuse of equipment that may have contributed to the incident should be considered; and
- .5 incident reports could be classified according to the level of detail and completeness of information that they contain; however, care should be taken during such an exercise, since many incident reports that are not originally available in English, may not be provided in full, and reporting administrations would have to exercise their judgment when selecting the relevant sections of a report that should be translated into English.

The Sub-Committee endorsed the group's view that the scope of potential measures for onboard lifting appliances and winches should be broad for initial consideration, and not limited to cargo-handling lifting appliances. However, it also endorsed the group's view that personnel/passenger elevators (lifts) and escalators on board ships should not be included in the scope of potential measures.

In regard to equipment regulated by the LSA Code, the Sub-Committee endorsed the view that such equipment should not be included in the scope of potential measures, in order to avoid duplication or conflicting requirements with other IMO instruments, unless such equipment has dual or multiple purpose and the alternate uses are not covered by existing regulations.

The Sub-Committee noted the group's conclusion that, based on presently available data, onboard lifting appliances might be defined as stationary or mobile load-handling appliances used on board ships for suspending, raising or lowering loads, or for moving loads from one position to another while suspended. The Sub-Committee also noted that the above definition could be further expanded or refined by a correspondence group, based on further consideration of the data available.

The Sub-Committee endorsed the group's view that potential measures for onboard lifting appliances and winches should be considered for application to all ships to which SOLAS applies. It also endorsed the view that MOUs certified under the MODU Code should not be included in the scope of potential measures. It also endorsed the group's view that fishing vessels should be left out of the scope of potential measures at this stage but that they may need to be addressed in future.

The Sub-Committee noted the group's discussion regarding the application of potential measures, in particular the following:

- If the measures address operation, maintenance, training, inspection, testing and certification, these provisions might be applicable to new and existing ships;
- If, however, the measures address the issue of design and construction, such provisions might apply to newly-installed equipment, regardless of whether the equipment would be installed on new or existing ships; and if this item is included in potential measures, a transitional period for existing ships should be considered.

With regard to training, the Sub-Committee noted the group's view that ILO should be consulted and included in further consideration of potential measures, in order to avoid duplication of effort, and, in addition, national requirements for training should be taken into consideration.

To continue work intersessionally, the Sub-Committee established a Correspondence Group on Onboard Lifting Appliances and Winches, under the coordination of New Zealand¹², with the following terms of reference:

- .1 collect and analyze additional incident reports and data related to onboard lifting appliances and winches and review detailed background reports associated with all identified incidents;
- .2 further consider the need for and scope and application of potential measures for onboard lifting appliances and winches, identifying ranges of equipment and types of ships, and refine the focus of the measures based on the incident data analysis;
- .3 where necessary, develop a framework for potential measures for onboard lifting appliances and winches, taking into account available standards and identify additional elements of existing instruments that could be cross-referenced (e.g. ILO instruments, SOLAS, STCW, ISM Code, BLU Code, HSSC Guidelines, PSC Guidelines, etc.) and any gaps to be covered; and
- .4 if time permits, develop draft text for a subset of the items identified in the framework to serve as examples, to assist the deliberations of the Sub-Committee;

Amendments to the provisions of SOLAS Chapter II-2 relating to secondary means of venting cargo tanks

The Sub-Committee agreed to the draft amendments to SOLAS regulations II-2/4.5 and II-2/11.6, for submission to MSC 94 for approval with a view to subsequent adoption.

Testing and approval of pipe penetrations and cable transits for use in "A" class divisions

The Sub-Committee agreed to the draft MSC circular on the unified interpretation of part 3 of annex 1 to the 2010 FTP Code, for submission to MSC 94 with a view to approval.

Use of flexible bellows

The Sub-Committee agreed to the draft MSC circular on the unified interpretation of SOLAS regulation II-2/9.7.1.1 for application to existing ships only, for submission to MSC 93 for approval; and noting that the revised SOLAS regulation II-2/9.7.1.1, to be adopted at MSC 93, only applies to new ships, agreed to advise MSC 93 to modify the text of the first sentence of the draft revised regulation as follows:

- 7.1.1 Ventilation ducts, including single and double wall ducts, shall be of steel or equivalent material except flexible bellows of short length not exceeding 600 mm used for connecting fans to the ducting in air-conditioning rooms.

Load testing of hooks intended for the primary release of lifeboats

Having considered and agreed to the proposed revision of IACS UI SC 244, the Sub-Committee agreed to the draft MSC circular on the unified interpretation of the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)), for submission to MSC 94 for approval.

Proposed amendments to MARPOL Annex I -- Oil residue (sludge) tank and associated piping

The Sub-Committee agreed to the draft amendments to MARPOL Annex I, for submission to MEPC 67 for approval with a view to subsequent adoption.

The Sub-Committee also agreed to the draft revised unified interpretation of regulation 12 of MARPOL Annex I, for submission to MEPC for consideration, with a view to approval by MEPC 70 (after the deemed acceptance date for the amendments to MARPOL Annex I).

Embarkation station and stowage location of the liferaft -- SOLAS regulation III/31.1.4

Having agreed to modify the proposed IACS UI SC 213, the Sub-Committee agreed to the draft MSC circular on the unified interpretation of SOLAS regulation III/31.1.4, for approval by MSC 94.

Fixed fire detection and fire alarm systems

Having considered IACS UI SC 35 relating to the provisions in chapter 9 of the FSS Code on fixed fire detection and fire alarm systems, the Sub-Committee agreed to the draft unified interpretation of chapter 9 of the FSS Code, for submission to MSC 94 for approval.

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Release operation of the CO2 system

Having considered the latest version of IACS UI SC 132 relating to the release operation of the CO2 system (FSS Code, chapter 5), the Sub-Committee agreed to the draft unified interpretation of chapter 5 of the FSS Code and the associated MSC circular, for submission to MSC 94 for approval.

Implementation of the FSS Code, chapter 14 – Fixed deck foam systems

Having considering IACS comments on the amendments to paragraph 2.3.2.3 of the FSS Code, chapter 14, as adopted by resolution MSC.339(91), and proposed a revision of MSC/Circ.1120 in order to facilitate consistent implementation of its provisions upon entry into force of the related amendments adopted by resolution MSC.339(91) from 1 July 2014, the Sub-Committee agreed to the draft MSC circular on amendments to the unified interpretations of SOLAS chapter II-2, the FSS Code, the FTP Code and related fire test procedures (MSC/Circ.1120), for submission to MSC 94 for approval.

Casualty analysis – Deepwater Horizon

The Sub-Committee had for its consideration the request from the Sub-Committee on Flag State Implementation to consider the investigation reports on the Deepwater Horizon casualty. It took no action as the Sub-Committee was advised by the delegation of the United States that a document, co-sponsored by the Marshall Islands, United States and IADC, had been submitted to MSC 93, proposing a new unplanned output on revision of the fire safety provisions of the 2009 MODU Code, which is based on the recommendations emanating from the investigation of the casualty.

Proposed amendments to the MODU Code and the Recommendation on helicopter landing areas on ro-ro passenger ships (MSC/Circ.895)

FP 56 had considered a proposal by the United States suggesting amendments to SOLAS regulation II-2/18.5, the MODU Code and the Recommendation on helicopter landing areas on ro-ro passenger ships (MSC/Circ.895). The proposed draft amendments to the MODU Code and MSC/Circ.895, had been referred to DE 57 for appropriate action, noting that these draft amendments were applicable to new MODUs and new ro-ro passenger ships, as appropriate.

The Sub-Committee invited interested Member Governments and international organizations to submit their comments to the next session.

Work program

The Sub-committee proposed the following adjustments to its work program:

Output	Description	Parent	Coordinating	Associated	Target
5.1.1.4	Development of life-safety performance criteria for alternative design and arrangements for fire safety (MSC/Circ.1002)	MSC			2014 2015
5.2.1.14	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	MSC			2014 2015
5.2.1.28	Amendments to the requirements for foam-type fire extinguishers in SOLAS regulation II 2/10.5	MSC			2014 2015
5.2.1.xx ¹³	Development of amendments to the <i>Guidelines for vessels with dynamic positioning (DP) systems</i> (MSC/Circ.645)	MSC	SSE	NCSR	2016

13 Council to assign number in due course, if approved by MSC 93.

26 to 28 March 2014: Council Risk Review, Management and Reporting Working Group (CWGRM 6)

Outcome of the Secretariat's risk management exercise 2014

The Working Group noted the outcome of the Secretariat's risk management exercise 2014. It noted:

- That the Secretariat had identified 46 risk events from the Secretariat's Business Plan and that these had been grouped as 13 groupings of high-level risk events with similar characteristics:
 - .1 Shortfall of approved budget;
 - .2 Timely organization, preparation, running and support of IMO meetings;
 - .3 Failure of ICT systems and inability to implement the update plans;
 - .4 Disruption of SAP system and services;
 - .5 Unavailability of key staff and retaining of staff;
 - .6 Recruitment of staff;
 - .7 Technical cooperation planning and delivery;
 - .8 Support of REMPEC and GESAMP activities;
 - .9 Damages to HQ building;
 - .10 Internal oversight activities;
 - .11 Treasury Placements;
 - .12 Accounting for in-kind services; and
 - .13 Human Resource measures.
- The explanation from the Secretariat that risk management was still to be further developed and as such this should be seen as an iterative process, noting more focus could be achieved by further grouping risk events, while recognizing that some of the risk events were interlinked.
- There was great disparity in the severity of the risk events, and that some of the risk events were probably not of a nature where risk management techniques could be applied, relating rather to matters of potential human error, and that internal systems in the Secretariat were in place to handle these.

31 March to 4 April 2014: Marine Environment Protection Committee (MEPC 66)

MEPC Resolutions

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

Resolution	Title
MEPC.242(66)	2014 Guidelines in respect of the information to be submitted by an Administration to the Organization covering the certification of an approved method as required under regulation 13.7.1 of MARPOL Annex VI
MEPC.243(66)	2014 Guidelines on the approved method process
MEPC.244(66)	2014 Standard Specification for Shipboard Incinerators
MEPC.245(66)	2014 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for new ships
MEPC.246(66)	AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973 (amendments to MARPOL Annexes I, II, III, IV and V to make the use of the III Code mandatory) (for entry into force on 1 January 2016)
MEPC.247(66)	AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973 (To make the use of the III Code mandatory) (for entry into force on 1 January 2016)
MEPC.248(66)	AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973 - - Amendments to MARPOL Annex I (Mandatory carriage requirements for a stability instrument) (for entry into force on 1 January 2016)

Resolution	Title
MEPC.249(66)	AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE) (Cargo containment and Form of Certificate of Fitness) (for entry into force on 1 January 2016)
MEPC.250(66)	AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE) (General, Ship survival capability and location of cargo tanks, Cargo tank venting and gas-freeing arrangements, Environmental control, Fire protection and fire extinction, Special requirements, Summary of minimum requirements, and Form of Certificate of Fitness) (for entry into force on 1 January 2016)
MEPC.251(66)	AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1997 TO AMEND THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO -- Amendments to MARPOL Annex VI and the NOx Technical Code 2008 (Amendments to regulations 2, 13, 19, 20 and 21 and the Supplement to the IAPP Certificate under MARPOL Annex VI and certification of dual-fuel engines under the NOx Technical Code 2008) (for entry into force on 1 September 2015)

Circulars

The Committee adopted the Circulars listed below. Circulars are made available on the IMO website (www.imo.org) by following the link to “Circulars” at the bottom of the page:

Circular number	Title
BWM.2/Circ.13/Rev.2	revised <i>Methodology for information gathering and conduct of work of the GESAMP-BWWG</i> (to supersede the existing BWM.2/Circ.13/Rev.1 of 26 April 2012)
BWM.2/Circ.52	<i>Guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single Party</i>
MEPC.1/Circ.795/Rev.1	<i>Amendments to the interpretation of regulation 2.24 of MARPOL Annex VI</i>
MEPC.1/Circ.469/Rev.2	<i>Revised consolidated format for reporting alleged inadequacies of port reception facilities</i>
MEPC.1/Circ.833	<i>Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life</i>
MEPC.1/Circ.834	<i>Consolidated guidance for port reception facility providers and users</i>

BWM Convention – status

It was reported that the number of Contracting Governments to the "International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004" (BWM Convention) is 38, representing 30.38% of the world's merchant fleet tonnage. It will enter into force 12 months after it has been ratified by 30 states representing 35 percent of the world's merchant shipping tonnage.

Approval of ballast water treatment systems

The total number of type-approved ballast water management systems now stands at 42.

Final Approval was granted to: Ballast Water Management System with PERACLEAN[®] Ocean (SKY-SYSTEM[®])(Japan) and Evonik Ballast Water Treatment System with PERACLEAN[®] Ocean (Germany).

Basic Approval was granted to: ECOLCELL BTs Ballast Water Management System (Italy); and ATPS-BLUE_{sys} Ballast Water Management System, Ecomarine-EC Ballast Water Management System, and KURITA[™] Ballast Water Management Systems (Japan).

Threshold values and exemptions under the Hong Kong Convention on Recycling of Ships

Once again, the Committee's correspondence group made good progress, but various threshold values and the issue of exemptions as well as certain underlying concepts still are to be discussed.

The Committee had extensive discussions, particularly with regard to the threshold value for asbestos, but did not finalize the work. The Committee agreed to establish of a Correspondence Group, coordinated by the United States¹⁴, to finalize the development of threshold values, exemptions and bulk listings applicable to the materials to be listed in Inventories of Hazardous Materials and prepare relevant

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amendments to the 2011 *Guidelines for the Development of the Inventory of Hazardous Materials* to be considered at MEPC 67.

Only one State (Norway) has acceded to the Hong Kong Convention. France indicated it expects to ratify the Hong Kong Convention within two months' time.

Quality control measures prior to fuel oil being delivered

In discussing fuel oil quality, the following comments, *inter alia*, were made:

- Fuel oil quality is having an impact on the safety of shipping and is an important factor for marine protection including control of emissions and energy efficiency;
- Guidance should be prepared for those responsible for controlling and authorizing local fuel oil suppliers (IMO Member governments are reluctant to impose requirements on governments);
- There may be a need to consider a review and amendment of ISO standard 8217:2010 so that it aligns with the fuel oil quality requirements of marine diesel engine manufacturers, e.g. with respect to content of refinery catalyst fines;
- There is a need to consider the illegal blending of chemical wastes; and
- The supply and delivery of fuel oil to a ship and the assurance of fuel oil quality were commercial issues and any dispute between supplier and ship was a contractual matter regulated by domestic legislation.

Following discussion, the Committee agreed to develop possible quality control measures prior to fuel oil being delivered to a ship and invited submission of concrete proposals to MEPC 67.

Establishment of an Energy Efficiency Design Index (EEDI) database

The Committee agreed to the establishment of an EEDI database, agreed to the following minimum data needed to support the reviews required under regulation 21.6 of MARPOL Annex VI, and invited IACS to submit these data to the Secretariat on an *ad hoc* basis to support the reviews:

- .1 type of ship;
- .2 capacity of ship (GT/DWT as appropriate);
- .3 year of delivery;
- .4 applicable Phase;
- .5 required EEDI;
- .6 attained EEDI; and
- .7 use of innovative energy efficiency technologies (tick-box indication of whether the fourth and fifth terms of the numerator of the EEDI equation are employed).

(Note: In accordance with previous decisions by the Committee, provisions of chapter 4 do not apply to ships not propelled by mechanical means, platforms, drilling rigs, barges, etc.)

IMO model course on energy efficient operation of ships

The Secretariat published the IMO Model Course on Energy Efficient Operation of Ships (reference ET405E).

Correspondence group on the assessment of availability of fuel oil under MARPOL Annex VI

The Committee agreed to re-establish the Correspondence Group on the Assessment of Availability of Fuel Oil required under regulation 14.8 of MARPOL Annex VI, under the coordination of the United States¹⁵, and instructed it to develop the methodology to determine the availability of fuel oil to comply with the fuel oil standard set out in regulation 14.1.3 of MARPOL Annex VI, addressing in particular:

- .1 how to use the supply/demand models identified through previous discussions of the draft methodology, giving consideration to the latest amendments to MARPOL Annex VI, and any new emission control areas (ECAs) that may be proposed or adopted;
- .2 how to track changes in fuel oil demand and supply and what facilities or resources may need to be engaged; means to improve the accuracy of longer term forecasts should also be considered;
- .3 how to forecast changes to marine fuel oil availability specified in regulation 14.1.3 of MARPOL Annex VI, on both a global level and for the regions defined in the refinery modelling tool, taking into account:
 - .1 the addition of new ECAs;

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- .2 changes in global fuel oil supply and demand as a result of projected economic activity or other influences;
- .3 the impact of the use of alternative fuels such as LNG and biofuels; and
- .4 the impact of the use of alternative compliance methods (abatement technology);
- .4 an early review of actual and planned refinery supply capabilities based on publically available information to provide reliable data for the refinery supply modelling;
- .5 appropriate terms of reference, including timeline and pros and cons for early review, required under regulation 14 of MARPOL Annex VI;
- .6 resources needed to carry out the analysis;
- .7 implications of competition regulations in place globally related to the exchange of business information and how it can be ensured that such regulations are complied with throughout; and
- .8 report to MEPC 67, with a view to the Committee adopting the terms of reference of the study at MEPC 68 in 2015.

Engines solely fuelled by gaseous fuels

The Committee approved draft amendments to MARPOL Annex VI regarding engines solely fuelled by gaseous fuels, with a view to adoption at MEPC 67; and invited the submission of proposals for associated draft amendments to the NOx Technical Code, including any consequential amendments, to MEPC 67 for consideration, with a view to approval.

Data collection system for fuel consumption of ships

The Committee agreed to establish a Correspondence Group on Further Technical and Operational Measures for Enhancing Energy Efficiency, under the coordination of Cyprus¹⁶, and instructed it to consider the development of a data collection system for fuel consumption of ships, including identification of the core elements of such a system.

IMO Update Study for the GHG Emissions Estimate for International Shipping

The Committee received an update by the Steering Committee Coordinator informing it that, at the end of February 2014, the contractor, UCL Consultants Ltd, had submitted a progress report. The Steering Committee were of the view that the work was on track to meet the completion date and the terms of reference of the study were being met.

The report of the third IMO GHG Study 2014 is expected to be considered at MEPC 67.

Draft amendments to MARPOL Annex V on Record of Garbage Discharge

MEPC 65 had approved draft amendments to MARPOL Annex V on Record of Garbage Discharge.

The Bahamas suggested reconsidering the earlier adoption of the draft amendments due to perceived discrepancies between the text of the Convention and the form of the Garbage Record Book. In the ensuing discussion, the Committee noted the support for the need to address the discrepancies. A number of delegations also suggested that the Garbage Record Book should be amended to cater for recording the disposal of residues of solid bulk cargo, in particular when those cargo residues are classified as harmful to the marine environment.

The Committee agreed to postpone adoption of the draft amendments and invited submission of comments to MEPC 67 for consideration, with a view to adoption.

Adoption of the amendments to MARPOL Annex VI and the NOx Technical Code 2008

After considerable discussion, and with some continued disagreement, the Committee adopted resolution MEPC.251(66). There were lingering concerns expressed, *inter alia*, with regard to:

- .1 the development of the Selective Catalytic Reduction (SCR) technology has not reached an acceptable level and its serious drawbacks have not been rectified;
- .2 Exhaust Gas Recirculation (EGR) technologies and the use of LNG as fuel for ships other than gas carriers are still at a very early stage;
- .3 ammonia slip and generation of CO₂ emissions as part of the SCR chemical reaction and methane slip in gas engines may lead to an environmental impact that negates the benefit of reducing NOx emissions, and these concerns should be carefully addressed; and

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- .4 the economic burden associated with compliance with NOx Tier III emission standards for shipowners and operators needs to be properly considered. Industry needs to have certainty as to when the NOx Tier III emission standards could apply and retrospective application needs to be limited.

A number of delegations urged that more research and studies be carried out to address the potential operational safety and environmental effects associated with NOx emission reduction technologies

A number of delegations stated that they shared the concerns that the amendments had been adopted hastily, and some indicated their intention to consider applying MARPOL article 16(2)(f)(ii) with regard to the procedure for acceptance of the amendments.

Use of electronic record books under MARPOL

The Committee considered the report of its correspondence group providing the text of draft guidance for the use of electronic record books under MARPOL. It raised a number of outstanding issues that needed further consideration. A number of delegations highlighted that the use of electronic record books should be considered optional. Also noted were concerns on the certification and verification of electronic record books, that an electronic record book should achieve the same level of integrity as a hard copy required under MARPOL, e.g., the requirement that each completed page of the record be signed by the master.

The Committee re-established the Correspondence Group on the Use of Electronic Record Books under MARPOL, under the coordination of Australia¹⁷, and instructed it to:

- .1 finalize the draft guidance for the use of electronic record books under MARPOL, taking into account the ongoing work of the Facilitation Committee (FAL);
- .2 consider and prepare any necessary amendments and/or unified interpretations of annexes of MARPOL, as appropriate, in order to allow for the use of electronic record books; and
- .3 consider the need for any consequential amendments to the Procedures for port State control, 2011 (resolution A.1052(27)).

Guidelines for the reactivation of the Safety Management Certificate following an operational interruption of the SMS due to lay-up

The Committee approved the draft MSC-MEPC circular on *Guidelines for the reactivation of the Safety Management Certificate following an operational interruption of the SMS due to lay-up over a certain period*, subject to concurrent approval by the MSC.

Guidance on safety when transferring persons at sea

The Committee approved the draft MSC-MEPC circular on *Guidance on safety when transferring persons at sea*, subject to concurrent approval by MSC 93.

Proposed ISM Code amendments -- transfer of ship maintenance and failure records

Noting the discussion at STW on proposed amendments to the ISM Code concerning the transfer of ship maintenance and failure records, the Committee endorsed the decision of the Sub-Committee not to develop relevant amendments to the Code, subject to concurrent endorsement by MSC.

Evaluation of new products, trade-named mixture products and cargo tank cleaning additives

The Committee endorsed the evaluation by PPR of new products, trade-named mixture products and cargo tank cleaning additives.

Development of the Polar Code

The Committee once again discussed the development of the Polar Code. Matters discussed and decisions reached included:

- Agreement that the applicability of the relevant MARPOL Annexes should be extended to the corresponding chapters of part II-A, that operational requirements should be applied to both new and existing ships, and that exemptions should be considered for any additional structural requirements..
- The Committee agreed to delete the goals and functional requirements from part II-A of the Code and that each chapter in that part should consist only of prescriptive requirements.

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- The Committee considered the Russian Federation's proposal to allow ships operating in Arctic waters to discharge oily mixtures from machinery spaces under the conditions stipulated for special areas under MARPOL Annex I; however, having established that it had not received sufficient support, the Committee did not agree to the proposal.
- Rather than a prohibition, discharge of food waste into the sea would only be allowed under certain conditions.
- The Committee agreed to the need for the provision of adequate reception facilities in Arctic waters, but also that this should not constitute a condition for implementation of the Code. The Committee instructed that relevant text be developed for inclusion in part II-A of the Code.

The Committee established a Polar Code Correspondence Group under the coordination of the United Kingdom¹⁸ and instructed it to finalize:

- .1 parts II-A and II-B of the draft International Code for Ships Operating in Polar Waters; and
- .2 the draft amendments to the relevant Annexes of MARPOL to make the Polar Code mandatory.

Noise from commercial shipping and its adverse impacts on marine life

The Committee approved MEPC.1/Circ.833 on *Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life* and requested the Secretariat to issue the circular as soon as possible.

In considering the issue of future work on this topic the Committee noted, *inter alia*, that:

- A large number of gaps in knowledge remained and no comprehensive assessment of this issue was possible at this stage. It was highlighted that sound levels in the marine environment and the contribution from various sources was a complex issue. The wide variety of ship types, sizes, speeds and operational characteristics all contributed to this complexity;
- Given these complexities, setting future targets for underwater sound levels emanating from ships was premature and would be difficult to evaluate at this time; and
- More research was needed, in particular on the measurement and reporting of underwater sound radiating from ships.

The Committee invited Member Governments that wished to pursue these matters further to submit proposals for appropriate new outputs to a future session.

Work program

The agreed planned outputs for the Committee likely to affect the offshore industries include the matters listed below.

Output	Description	Parent	Coordinating	Associated	Target
2.0.1.2	Guidelines for port State control under the 2004 BWM Convention, including guidance on ballast water sampling and analysis	MEPC	PPR	III	2015
2.0.2.3	Amendments making the IMO instruments implementation Code (III Code) and auditing mandatory	MSC / MEPC			2015
5.2.1.15	Mandatory Code of ships operating in polar waters	MSC / MEPC		HTW / PPR / SDC / SSE/ NCSR	2015
5.2.1.17	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)	MSC / MEPC		III	Annual
5.3.1.1	Measures to harmonize PSC activities and procedures worldwide	MSC / MEPC		III	Continuous
7.1.2.1	Revised Guidelines for the Inventory of Hazardous Materials	MEPC			2014

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Output	Description	Parent	Coordinating	Associated	Target
7.1.2.5	Production of a manual entitled "Ballast Water Management – how to do it"	MEPC		PPR	2015
7.1.2.9	Revised section II of the Manual on Oil Pollution-Contingency planning	MEPC		PPR	2015
7.1.2.10	Guide on Oil Spill Response in Ice and Snow Conditions	MEPC		PPR	2014
7.1.2.11	Updated IMO Dispersant Guidelines	MEPC		PPR	2015
7.1.2.12	Review of nitrogen and phosphorous removal standards in the 2012 Guidelines on the implementation of effluent standards and performance tests for sewage treatment plants	MEPC			2014
7.1.2.13	Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels	MSC / MEPC	PPR	SDC / SSE	2015
7.3.1.1	Guidelines related to MARPOL Annex VI and the NOx Technical Code in accordance with Action Plan endorsed by MEPC 64	MEPC		PPR	2015
7.3.2.1	Further development of mechanisms needed to achieve the limitation or reduction of CO ₂ emissions from international shipping	MEPC			Annual
7.3.2.2	Keep under review IMO measures and contributions to international climate mitigation initiatives and agreements (including CO ₂ sequestration and ocean fertilization as well as consideration of the impact on the Arctic of emissions of Black Carbon from international shipping)	MEPC		PPR	2015
8.0.3.1	Requirements for access to, or electronic versions of, certificates and documents, including record books required to be carried on ships	FAL	MSC / MEPC / LEG	III	2015
10.0.1.2	Consideration of development of goal-based ship construction standards for all ship types	MSC / MEPC			2015
12.1.2.1	Analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations	MSC / MEPC	III	HTW / PPR / SDC / SSE / NCSR	Annual

28 April to 1 May 2014: Legal Committee (LEG 101)

Updates on progress with regard to the ratification and implementation of IMO instruments

The following updates were provided to the Committee:

- Greece had concluded the process of ratifying the 2005 SUA Protocols and the 2002 Athens Protocol and that the relevant instruments had been deposited with the Secretariat.
- Denmark deposited, on 14 April 2014, of an instrument of ratification of the 2007 Nairobi Wreck Removal Convention, thereby effecting its entry into force on 14 April 2015. Denmark is also working towards the ratification of the SUA 2005 Protocols and the 2010 HNS Convention.
- Sweden informed the Committee that its Government expected to be in a position to ratify the 2005 SUA Protocols in summer 2014. A bill regarding the 2010 HNS Convention would be presented to Parliament later in 2014 or in early 2015. A bill to be presented to Parliament

regarding the 2007 Nairobi Wreck Removal Convention was expected to be completed in 2015.

- The Netherlands informed the Committee that with regard to the 2007 Nairobi Wreck Removal Convention, legislation was currently going through Parliament and ratification was expected by the end of 2014. Concerning the 2009 Hong Kong Convention, the Netherlands was in the process of implementing its provisions and ratification would take at least one more year. The 2012 Cape Town Agreement was already in domestic legislation and the relevant instrument of ratification was expected to be deposited with the Secretariat shortly.
- Argentina informed the Committee that the Senate had approved the 2004 Ballast Water Management Convention, which was undergoing the final stages of ratification.
- South Africa informed the Committee that it was awaiting parliamentary approval for both the 2007 Nairobi Wreck Removal Convention and the 2010 HNS Convention.
- New Zealand reported on its recent deposit of instruments of ratification of the 1973 Intervention Protocol, the Protocol of 1996 to amend the Convention on Limitation of Liability for Maritime Claims, 1976, and the 2001 Bunkers Convention.

Work program

The Committee reported to Council its planned outputs for the current biennium. The following potentially affect offshore oil gas operations:

Output	Description	Parent	Coordinating	Associated	Target
8.0.3.1	Requirements for access to or electronic versions of certificates and documents, including record books required to be carried on ships	FAL	MSC / MEPC / LEG	III	2015

Liability and compensation issues connected with transboundary pollution damage from offshore exploration and exploitation activities

At its 99th session Committee had decided to analyze further the liability and compensation issues connected with transboundary pollution damage resulting from offshore oil and exploration activities. The aim was to develop guidance to assist States interested in pursuing bilateral or regional arrangements, without revising Strategic Direction 7.2. That decision had been noted by the Council's 108th session.

The Committee, at its 100th session, expressed general support for increased cooperation between States on the subject, as well as for further work by the Committee. It was suggested that Indonesia should pursue the subject intersessionally and that more States should participate in such work. Member States were invited to send examples of existing bilateral and regional agreements to the Secretariat.

The Secretariat summarized developments relating to liability and compensation issues concerning transboundary pollution damage from offshore oil exploration and exploitation activities following the Committee's last session. This included a summary list of instruments on liability and compensation for oil pollution damage from offshore activities. The Secretariat had not received any further examples of bilateral and regional agreements.

The delegation of Indonesia provided the statement, attached to the IMO report of the session, indicating, *inter alia*, that Indonesia will no longer insist on the establishment of the international regime as time is not yet ripe for such undertaking. The Committee was informed that Indonesia remained committed to this issue and ready to participate in further work. The delegation requested the Committee to remain seized of the issue.

Various delegations shared the concerns raised by the delegation of Indonesia that transboundary oil pollution damage from offshore exploration and exploitation activities remained a threat to the marine environment and ecosystems, and that the matter needed to be addressed.

13 to 23 May 2014: Maritime Safety Committee (MSC 93)

Adoption of amendments to mandatory instruments

Amendments to the following mandatory instruments were adopted:

- Amendments to the 1974 SOLAS Convention: Chapter II-1, regulation 29 – Steering gear (trials); Chapter II-2, regulation 1 – Application, regulation 3 – Definitions (dampers), regulation 4 –

Probability of ignition (inert gas systems), regulation 9 – Containment of fire (ventilation systems); regulation 10 – Firefighting (purpose); regulation 13 – Means of escape; and, regulation 16 (operations (inert gas systems), with intended entry into force on 1 January 2016 (resolution MSC.365(93);

- Amendments to the 1974 SOLAS Convention: Addition of a new Chapter XIII – Verification of compliance (IMO Audit Scheme), with intended entry into force on 1 January 2016 (resolution MSC.366(93);
- Amendments to the International Code for Fire Safety Systems (FSS Code): Chapter 15 (Inert gas systems), with intended entry into force on 1 January 2016 (resolution MSC.367(93) ;
- Amendments to International Life-Saving Appliance (LSA) Code (LSA Code): Chapter II (lifejackets), with intended entry into force on 1 January 2016 (resolution MSC.368(93);
- Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code): Chapter 1 (purging and gas freeing); Chapter 2 (freeboard and intact stability); and Chapter 8 (cargo tank venting and gas-freeing arrangements), with intended entry into force on 1 January 2016 (resolution MSC.369(93);
- Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), comprising a complete rewrite of the Code, with intended entry into force on 1 January 2016 (resolution MSC.370(93);
- Amendments to the International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers (the 2011 ESP Code), with intended entry into force on 1 January 2016 (resolution MSC.371(93);
- Amendments to the International Maritime Dangerous Goods Code (IMDG Code) , with intended entry into force on 1 January 2016 (resolution MSC.372(93);
- Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), to adopt the IMO Audit Scheme, with intended entry into force on 1 January 2016 (resolution MSC.373(93);
- Amendments to the Seafarers’ Training, Certification and Watchkeeping for Seafarers (STCW) Code, to adopt the IMO Audit Scheme, with intended entry into force on 1 January 2016 (resolution MSC.374(93); and
- Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol), as amended, to adopt the IMO Audit Scheme, with intended entry into force on 1 January 2016 (resolution MSC.375(93)).

Adoption of amendments to non-mandatory instruments

Amendments to the following mandatory instruments were adopted:

- Amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code), addressing cargo containment, with intended entry into force on 1 January 2016 (resolution MSC.376(93);
- Amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code), with intended entry into force on 1 January 2016 (resolution MSC.376(93);
- Amendments to the Code for Existing Ships Carrying Liquefied Gases in Bulk (EGC Code), with intended entry into force on 1 January 2016;
- Amendments to the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code), with intended entry into force on 1 January 2016 (resolution MSC.377(93); and
- Amendments to the revised recommendation on testing of life-saving appliances (resolution MSC.81(70), as amended (resolution MSC.378(93)),

Circulars

The Committee adopted the Circulars listed below. Circulars are made available on the IMO website (www.imo.org) by following the link to “Circulars” at the bottom of the page:

Circular number	Title
MSC.1/Circ.1260/Rev.1	Unified interpretations of COLREG 1972, as amended

Circular number	Title
MSC.1/Circ.1470	<i>Guidelines for validating the construction of a completed adult life jacket reference test device (RTD)</i>
MSC.1/Circ.1471	Recommendation on safety measures for existing vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo
MSC.1/Circ.1472	<i>Guidelines for the design, performance, testing and approval of mobile water monitors used for the protection of on-deck cargo areas of ships designed and constructed to carry five or more tiers of containers on or above the weather deck</i>
MSC.1/Circ.1473	Policy on use of AIS aids to navigation
MSC.1/Circ.1474	<i>Guidance on the Bridge Navigational Watch Alarm System (BNWAS) auto function</i>
MSC.1/Circ.1475	<i>Guidelines regarding the verified gross mass of a container carrying cargo</i>
MSC.1/Circ.1476	Amendments to the Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS) Guide
MSC.1/Circ.1477	<i>Guidelines to facilitate the selection of portable atmosphere-testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7</i>
MSC.1/Circ.1478	Unified interpretation on the application of the performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers (resolution MSC.289(87))
MSC.1/Circ.1479	Unified interpretation on the application of the performance standard for protective coatings for cargo oil tanks of crude oil tankers (resolution MSC.288(87))
MSC.1/Circ.1480	Unified interpretation of SOLAS regulation II-2/9.7.1.1 (for application to existing ships only)
MSC.1/Circ.1481	<i>Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments</i> (relating generally to regulation II-2)
MSC.1/Circ.1482	Early implementation of the amendments to SOLAS regulation II-1/29
MSC.1/Circ.1483	Interim guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments
MSC-MEPC.2/Circ.14	Products requiring oxygen-dependent inhibitors
MSC-MEPC.1/Circ.4/Rev.3	<i>Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies (subject to concurrent approval by MEPC)</i>
MSC-MEPC.7/Circ.9	<i>Guidelines for the reactivation of the Safety Management Certificate following an operational interruption of the SMS due to lay-up over a certain period</i>
MSC-MEPC.7/Circ.10	<i>Guidance on safety when transferring persons at sea</i>
SN.1/Circ.243/Rev.1	<i>Amendment to guidelines for the presentation of navigation-related symbols, terms and abbreviations</i>
TM.5/Circ.6	Unified interpretations to the 1969 TM Convention

MSC Resolutions

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

Resolution number	Title
MSC.365(93)	Amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended
MSC.366(93)	Amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended
MSC.367(93)	Amendments to the International Code for Fire Safety Systems (FSS Code)
MSC.368(93)	Amendments to the International Life-Saving Appliance (LSA) Code

Resolution number	Title
MSC.369(93)	Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)
MSC.370(93)	Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases In Bulk (IGC Code)
MSC.371(93)	Amendments to the International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)
MSC.372(93)	Amendments to the International Maritime Dangerous Goods (IMDG) Code
MSC.373(93)	Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978
MSC.374(93)	Amendments to the Seafarers' Training, Certification and Watchkeeping (STCW) Code
MSC.375(93)	Amendments to the Protocol of 1988 Relating to the International Convention on Load Lines, 1966, as amended
MSC.376(93)	Amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code)
MSC.377(93)	Amendments to the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code)
MSC.378(93)	Amendments to the Revised Recommendation on Testing of Life-Saving Appliances (resolution MSC.81(70), as amended)
MSC.379(93)	<i>Performance Standards for Shipborne "BeiDou" Satellite Navigation System (BDS) Receiver Equipment</i>

Approval of draft amendments to mandatory instruments

Drafts of the following mandatory or proposed mandatory instruments were approved with a view to their adoption at MSC 94

- SOLAS regulation VI/2 (Cargo Information) related to mandatory verification of gross mass of a container (this may affect some containers handled offshore);
- SOLAS regulation XI-1/7 relating to the carriage requirements for portable atmosphere-testing instruments for enclosed spaces;
- SOLAS regulation II-2/10.5.2, providing clarification of the requirements for portable foam equipment;
- SOLAS chapter XIV (new), to make mandatory the Polar Code;
- section 2 of the Record of Equipment for the Cargo Ship Safety Certificate (Form C) and the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) (to correct oversights regarding the listing of the number of persons accommodated by free-fall lifeboats);
- International Code for Ships Operating in Polar Waters; and
- 2011 ESP Code, to provide additional details on methods of survey and documentation of surveys.

Development of national maritime security legislation

The Committee established a Correspondence Group on Maritime Security, under the coordination of the United States¹⁹, and instructed it to review and finalize draft *Guidance on development of national maritime security legislation*.

Seating capacity width in lifeboats

The Committee considered a submission by the Royal Institution of Naval Architects (RINA), recommending a review of the seating capacity width in lifeboats based on its assessment of the report of the Costa Concordia report, and commentary provided by the Cruise Lines International Association (CLIA) on the issue.

In the ensuing discussions, the Committee noted the following views expressed:

¹⁹ Mr. L. Stephen Cox (Email: Larry.s.cox@uscg.mil)

- No compelling need had been demonstrated;
- This was not an issue identified in the report of the marine casualty investigation into the loss of the Costa Concordia;
- Regular drills and tests conducted by several Member Governments and CLIA did not indicate that there was a need to conduct such a review; and
- It was an important safety-related subject which should not be overlooked.

The Committee decided not to pursue the proposal further.

Amendments to the ISM Code for the transfer of ship maintenance and failure records

The Committee, noting the concurrent decision by the MEPC, endorsed the decision of STW not to develop amendments to the ISM Code for the transfer of ship maintenance and failure records.

Traffic separation schemes (TSS) and routing measures

The Committee approved the editorial amendments to COLREG.2/Circ.64, and amendments to the existing TSS "Off Ushant" for dissemination by means of COLREG.2/Circ.64/Corr.2.

The Committee adopted the following new TSS, for dissemination by means of COLREG.2/Circ.65:

- .1 "On the Pacific coast of Panama"; and
- .2 "At the approaches to Puerto Cristobal".

The Committee adopted the following new/revised/revoked routing measures other than TSS, for dissemination by means of SN.1/Circ.326:

- .1 Two-way routes in the Great Barrier Reef and Torres Strait;
- .2 Recommendations on navigation for the new TSS "On the Pacific coast of Panama" (Part 1 "Gulf of Panama");
- .3 Precautionary area for the new TSS "At the approaches to Puerto Cristobal"; and
- .4 Revoked the existing Area To Be Avoided and a Mandatory No Anchoring Area at El Paso deep-water port in the Gulf of Mexico.

IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

The Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) had forwarded its recommendations on the draft CTU Code to the IMO/ILO/UNECE Group of Experts for consideration at its 4th (November 2013), and had agreed that the Code, after finalization by the Group of Experts, should be submitted directly to MSC 93 for approval.

IMO/ILO/UNECE Group of Experts had removed some annexes in the final draft CTU Code since they were too detailed and could impair the readability of the Code. The removed annexes are published on the UNECE website as informative material.

The Committee considered and approved the finalized draft CTU Code.

Mandatory carriage of portable atmosphere-testing instruments for enclosed spaces

The Committee approved the draft new SOLAS regulation XI-1/7 to require the carriage requirements for portable atmosphere-testing instruments for enclosed spaces, and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 94.

The Committee also approved MSC.1/Circ.1477 on Guidelines to facilitate the selection of portable atmosphere-testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7.

MSC had previously adopted SOLAS regulation III/19 on emergency training and drills with an entry-into-force date of 1 January 2015, requiring each enclosed space entry and rescue drill to include checking and use of instruments for measuring the atmosphere in enclosed spaces. This regulation did not introduce carriage requirements for atmosphere-testing instruments. Noting that the earliest expected entry-into-force date of the draft new SOLAS regulation XI-1/7 would be 1 July 2016, the Committee agreed in principle to an MSC circular to encourage SOLAS Contracting Governments to implement draft new SOLAS regulation XI-1/7 early, in order to expedite the carriage of portable atmosphere-testing instruments for enclosed spaces, with a view to adoption at MSC 94.

The Committee also approved, in principle, the draft amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units (1979, 1989 and 2009 MODU Codes), together with associated MSC resolutions relating to the carriage requirements for portable instruments that test the atmosphere of enclosed spaces, with a view to adoption in conjunction with the new SOLAS regulation.

The Committee endorsed DSC's view that training issues related to atmosphere-testing instruments were already adequately covered in the STCW Convention and decided that no further action was necessary in that regard.

Development of the Polar Code

In the opening discussion on the application provisions of draft new SOLAS chapter XIV, the Chairman of the Committee expressed his understanding that the intention of the Organization was to apply the provisions of the Polar Code to new and existing ships certificated under the SOLAS Convention, whether or not such ships were engaged on international voyages. With this understanding, non-SOLAS ships that operated in polar areas would not be required to meet the Code requirements, but could do so. Following an in-depth discussion, the Committee agreed to the Chairman's understanding.

Following discussion, the Committee did not agree to a proposal by the Russian Federation to exempt the Bering Sea from the geographical scope of application of the Polar Code, as the proposal would be a significant change and the boundaries had been agreed previously, taking into account all the hazards in the Arctic area.

It was also agreed that text regarding the application of the Code to ships "whether or not engaged in international voyages" was drafted accurately.

The Committee approved the draft new SOLAS chapter XIV (annex 23 to the IMO report), and requested the Secretary-General to circulate it with a view to adoption at MSC 94. It also approved, in principle, the draft International Code for Ships Operating in Polar Waters (annex 24 to the IMO report, with a view to adoption in conjunction with the associated draft new SOLAS chapter XIV. Environmental aspects of the Code are to be considered by the MEPC at its 67th session in October 2014.

Development of a globally consistent format for the certificate of training and education issued under the STCW Convention

The Committee endorsed HTW's decision not to take any further action related to the output "Development of a globally consistent format for the certificate of training and education issued under the STCW Convention", and agreed to delete it from the biennial agenda of the Sub-Committee.

Piracy and armed robbery against ships

The Committee held extensive discussions regarding piracy and armed robbery against ships, which are memorialized in its full report. Amongst the issues discussed were:

- Interim guidelines on measures relating to the welfare of seafarers and their families affected by piracy off the coast of Somalia;
- Private armed security – ISO Publicly Available Specification (PAS) 28007;
- Measures taken to counter piracy against ships in waters off the coast of Somalia, Gulf of Aden and the western Indian Ocean; and
- International cooperation on counter-piracy measures to ensure the safety of seafarers on foreign-flagged vessels against piracy.

"Out of specification" marine fuels

Following an extensive discussion, the Committee recognized that "out of specification" marine fuels were a very serious issue, that they posed a safety risk to ships and that the Committee should coordinate with MEPC to consider the issue for ship safety, as well as environmental and health issues. The Committee agreed to invite Member 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. In light of that decision, the Committee urged Member Governments, in the meantime, to strengthen their oversight capacity of bunker fuel suppliers.

Work program

The Committee approved the following additions or adjustments to the work program:

Output	Description	Parent	Coordinating	Associated	Target
5.2.1.24	Development of guidance for the implementation of the 2010 Manila Amendments	MSC	HTW		2014 2017

Output	Description	Parent	Coordinating	Associated	Target
5.2.1.32	Review MODU Code, LSA Code and MSC.1/Circ.1206/Rev.1	MSC	SSE	HTW	2016
5.2.3.5	Revised guidelines for packing of cargo transport units	MSC	CCC		2015

26 to 30 May 2014: Scientific Group of the London Convention and Scientific Group of the London Protocol (LC 37 / LP 8)

Disposal management measures (e.g. capping)

In previous years the Groups had noted information provided by delegations addressing the capping of dredged material. However, no documents had been submitted to the current joint session.

The United States informed the Groups that the work on publishing guidance on the use of confined aquatic disposal (CAD) was still ongoing, but should be complete in the next few months.

Contracting Parties were invited to provide case studies on the experience of all Specific Guidelines to be presented to the next joint session of the Scientific Groups.

CO₂ Sequestration

As no documents were submitted, and as the necessary guidance was now in place, the Groups decided to remove this topic from the agenda. Similarly, no documents were submitted regarding the practical implementation of the CO₂ Sequestration Guidelines.

The Group received a report from the Netherlands on experiences with CO₂ sequestration technologies and their application and a status report on research projects of the environmental impact of carbon capture and storage (CCS) in the OSPAR maritime area (Netherlands, Norway, Sweden and the United Kingdom) and on two European Union (EU) projects.

Cooperation with MEPC – ship hulls' scraping

In 2013 the governing bodies had invited the Groups to review whether the 2009 *Guidance on best management practices for removal of anti-fouling coatings from ships, including TBT hull paints* (LC-LP.1/Circ.31) required an update to take into account in-water scraping of hulls, or whether a stand-alone guideline would need to be developed for the benefit of ports and harbour constituents.

The Groups noted that while the 2009 Guidance included source control and treatment methods associated with the various types of waste associated with land-based removal of hull coatings, it did not address wastes generated during in-water cleaning (LC-LP.1/Circ.31). The 2011 Biofouling Guidelines, on the other hand, provided a detailed description of in-water inspection, cleaning and maintenance (MEPC.207(62)). Those guidelines also advised on anti-fouling system installation, maintenance, design and construction, training and education, as well as areas for future work, some of which might have relevance for the 2009 Guidance.

The Groups instructed the Secretariat to incorporate the relevant sections of the 2011 Biofouling Guidelines into the *Guidance on best management practices for removal of anti-fouling coating from Ships, including TBT paints*, and provide a draft to the next meeting of the governing bodies.

Riverine and sub-sea disposal of tailings and associated wastes from mining operations

The Groups noted that the Secretariat had organized, in cooperation with the United Nations Industrial Development Organization (UNIDO), a seminar/side-event during the 40th session of GESAMP – the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection. Following extensive interest in the topic by the UN agencies in attendance, GESAMP had decided to pursue the issue on behalf of UNIDO, IMO, IAEA, UNEP and IMO, and agreed to develop a scoping paper in preparation for discussions at the 2014 GESAMP session. This would include consideration of recognized knowledge gaps, such as the importance of adequately describing the receiving environment, the behavior of slurries under water, physical smothering, ecotoxicological effects and recovery times. GESAMP had also agreed to investigate options for holding an international workshop to which representatives of mining companies, peak industry bodies, licensing authorities, technical experts, potential funders and other interested parties could be invited. UNIDO had offered support to prepare the

scoping report and workshop, taking into account UNIDO interest in artisanal mining. IMO had also offered support and suggested that a link to the wider LC/LP process might attract industry support.

Underwater noise from anthropogenic sources

The Groups noted that MEPC 66 had approved the *Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life* (MEPC.1/Circ.833) and had considered a number of proposals for future work. The Groups noted that the following:

- There remained a large number of gaps in knowledge and no comprehensive assessment of the issue was possible at the current stage. In that context, it was highlighted that sound levels in the marine environment and the contribution from various sources was a complex issue. The wide variety of ship types, sizes, speeds and operational characteristics all contributed to that complexity.
- Given those complexities, setting future targets for underwater sound levels emanating from ships was premature and would be difficult to evaluate at the current time.
- More research was needed, in particular on the measurement and reporting of underwater sound radiating from ships.

The Groups noted the outcomes of a CBD Expert Workshop on Underwater Noise and its Impacts on Marine and Coastal Biodiversity, attended by experts from, *inter alia*, Argentina, Azerbaijan, Bangladesh, Canada, Costa Rica, Croatia, the Democratic Republic of Congo, Japan, Mexico, the Republic of Korea, Senegal, Togo, the United Kingdom, the United States, IMO, IUCN Global Marine and Polar Programme, BP International (for OGP), World Ocean Council, and WWF. The report of the workshop is to be considered at the 18th session of SBSTTA, prior to the 12th session of the Conference of the Parties in October 2014.

The Scientific Groups considered a document from The World Organization of Dredging Associations (WODA), containing technical guidance on underwater sound in relation to dredging. The Groups noted that the guidance provided decision-makers, stakeholders and scientists with advice on how to manage impacts of underwater sound primarily from dredging. It followed a risk-based approach.

The Groups noted that dredge-induced underwater sounds were within the hearing range of fish and therefore the assessment of the responses of fish during encounters with dredges required accurate characterizations of dredging sounds.

11 to 13 June 2014: Technical Co-operation Committee (TCC 64)

Integrated Technical Cooperation Programme (ITCP)

The Committee was informed that 292 ITCP activities had been planned, delivered or ongoing during 2013. This included, the implementation of 24 advisory and needs assessment missions, and 119 training courses, seminars and workshops held at the national, regional and global levels. The training events covered an extensive range of maritime topics and resulted in the training of approximately 3,480 persons worldwide. In addition, 79 fellows had completed fellowships in the maritime field, and 1,636 officials had attended events aimed at developing and harmonizing regional strategies on maritime technical matters.

The expenditure on technical cooperation activities in 2013 reached \$15.3 million, representing a delivery rate of 87% of the resources programmed for that year.

16 to 20 June 2014: Council (C 112)

Review of the Strategic Plan

The Council expressed appreciation to Canada for its Proposal for a fundamental review of the Strategic Plan, which it endorsed, and for its Government's financial contribution towards a fundamental review of the Strategic Plan through an external consultant, to be contracted to work with the Secretariat, and requested the Secretariat to present the outcome at C 113.

The consultant is to carry out a review of the Strategic Plan and all its components with the aim of identifying areas for improvement and clarifying linkages among the components, including:

- assessment of the performance indicators and the key performance indicators, based on an initial analysis by the Secretariat, to ensure that what these indicators measure is under the control of, and provide, an effective basis for the evaluation of the Organization's Strategic Plan;

- assessment of the consistency of all of the components of the Strategic Plan, including the usage of SMART-terminology;
- identification of options to strengthen the strategic planning process; and
- assessment of the advantages and disadvantages of fixing the Strategic Plan for a given period.

Changes to the Guidelines on the application of the Strategic Plan and High-level Action Plan of the Organization

The Council established a correspondence group, under the coordination of the United Kingdom²⁰, to develop appropriate changes to the Guidelines in order to, *inter alia*, better reflect the process for proposing and considering new planned outputs and clarifying requirements for unplanned outputs, and any other improvements. It was agreed that the correspondence group would present its report to C 113.

IMO Member State Audit Scheme

The Council noted that 84 Member States had so far volunteered for audit, representing 50% of the membership of the Organization and that 67 audits had been conducted which included 59 Member States, two Associate Members, five dependent territories and a second audit of a Member State.

The Council decided that the cost of the travel of audit teams to Member States being audited would be borne out of the regular budget of the Organization, but that the cost of in-country travel of the audit team would be the responsibility of the Member State being audited.

The Council also endorsed the policy that the funding of audits of dependent territories and extraterritorial offices of maritime administrations should be covered by the Member State concerned.

Amendments to SOLAS

The Council noted the MSC's agreement to reinstate the four-yearly cycle of amendments to SOLAS, commencing 1 January 2016, with a corresponding entry-into-force date of 1 January 2020, and its adoption of *Interim guidance on the drafting of amendments to SOLAS and related mandatory instruments*.

30 June to 4 July 2014: Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 1)

Ships' routing

The Sub-Committee approved and invited the MSC to adopt:

- the traffic separation scheme "In the Strait of Gibraltar", the precautionary area off Tanger-Med and the south-western inshore traffic zone including anchorage areas;
- the traffic separation scheme "In the waters off the Chengshan Jiao Promontory"; and
- the routeing system "Off Friesland".
- consequential amendment to the existing recommended directions of traffic flow in the precautionary area off Tanger-Med in the Strait of Gibraltar;
- establishment of new areas to be avoided "Off Friesland";
- amendments to the deep-water routes forming parts of the routeing system "Off Friesland";
- amendments to the mandatory route for tankers from North Hinder to the German Bight;
- amendments to the existing two-way route in the Great North-East Channel; and
- establishment of new two-way routes and a precautionary area at Jomard Entrance, Papua New Guinea.
- amendments to the existing mandatory ship reporting system Off Chengshan Jiao Promontory

The Sub-Committee agreed to recommend to the Committee that these should be implemented six months after adoption by the Committee.

Consolidation of ECDIS-related IMO circulars

The Sub-Committee endorsed the draft MSC circular on ECDIS – Guidance for good practice, and instructed the Secretariat to forward it to HTW for review, in particular, the provisions related to ECDIS training and the use of simulators, and for subsequent approval by the MSC.

20 Mr. Gwilym R. Stone (gwilym.stone@mcga.gov.uk)

Application of the BeiDou satellite navigation system (BDS) in the maritime field

After some discussion related to the recognition of BDS, the Sub-Committee agreed that China had provided the necessary information and to advise the MSC to recognize BDS as a future component of the World-Wide Radionavigation System and approve an associated draft SN circular to this effect.

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

Displaying that IMO Member Governments are quite capable of developing and imposing requirements, but can fail miserably in meeting their own obligations, the Sub-Committee noted that:

- the Venezuela National Data Centre (NDC) had not been audited since its establishment and had three audits pending due to the absence of acknowledgement or consent to the audit;
- the latest audit of the Morocco NDC had been suspended due to outstanding financial obligations relating to its 2012 audit;
- the Ecuador NDC had been issued with a major non-conformity note for the second consecutive time and no corrective actions had been taken by the end of the audit period; the NDC had declined the 2013 audit as the Government of Ecuador was considering to either join another DC or to use the services of a commercial LRIT service provider to continue operating in the LRIT system; and the NDC had not renewed the PKI certificate on 31 December 2013 and was therefore no longer able to connect to the LRIT system;
- the Indonesia NDC had been issued with a major non-conformity note for the second consecutive time and no corrective actions had been taken by the end of the audit period; and the NDC had been re-established under a different DC provider in August 2013;
- the Republic of Korea NDC had been issued with a major non-conformity note during the last audit and the overall performance of the DC would be reviewed during the next audit; and
- non-audited DCs were creating a financial burden for other DCs that had been audited.

Promotion of a wider and more efficient use of the LRIT system

The Sub-Committee agreed that:

- coastal States should be allowed to set the reporting rate for the provision of LRIT information (*i.e.* 15 min, 30 min, 1 h, 3 h or 6 h) in the context of coastal State standing orders in the DDP, and to perform filtering based on the flag and type of ship;
- the use of the existing SAR SURPIC request message should be expanded in order to allow coastal States to send a one-time request message for the provision of LRIT information related to ships navigating within a predefined circular or rectangular area, and to perform filtering based on the flag and type of ship; and
- additional web service(s) between DCs and the DDP server and related messages should be developed for the upload and validation of geographical polygons in the DDP, including the activation/deactivation of coastal State standing orders.

IMSO was invited to develop, in consultation with DC operators, the necessary draft amendments to the Technical specifications for communications within the LRIT system for consideration by the Sub-Committee at a future session.

Draft e-navigation Strategy Implementation Plan (SIP)

After a lengthy discussion on the role of IMO in coordinating the future development of e-navigation and how to proceed with the implementation of related tasks, bearing in mind the methods of work of the Organization, the Sub-Committee finalized the draft SIP and agreed to forward it to the MSC for approval.

Revision of the Guidelines for the onboard operational use of shipborne automatic identification systems (AIS)

The Sub-Committee endorsed a draft Assembly resolution on *Revised Guidelines for the onboard operational use of shipborne automatic identification systems (AIS)*, for approval by the Committee and subsequent adoption by the Assembly. These will replace resolution A.917(22), as amended by resolution A.956(23).

Review of the GMDSS

The Sub-Committee re-established the Correspondence Group on the Review of the GMDSS, under the coordination of the United States²¹, to develop proposals on issues identified in the outline of the detailed review of the GMDSS and draft preliminary text of chapter IV of SOLAS. It authorized the group to submit its report for NCSR 2 by 19 December 2014.

Revision of the IAMSAR Manual

The Sub-Committee endorsed the draft revisions to Volumes I, II and III of the IAMSAR Manual, for approval by MSC 95 and subsequent inclusion in the 2016 edition of the IAMSAR Manual. It also noted the need to revoke COMSAR.1/Circ.57 and COMSAR/Circ.23 when the 2016 edition of the IAMSAR Manual becomes applicable.

14 to 18 July: Sub-Committee on Implementation of IMO Instruments (III 1)

Flag-State requests for vessel detentions

The Sub-Committee did not support a proposal that port States should agree to a request from the flag Administration of a detained ship not to allow the ship to sail until that Administration had been given the opportunity to take further steps, since action to prevent a ship from sailing after deficiencies had been rectified should be taken by the flag State only, owing to the issue of undue delays and other legal and administrative issues which the port State might have to address otherwise.

Mandatory reports under MARPOL for the year 2012

Considering the submission of mandatory reports under MARPOL for the year 2012, the Sub-Committee noted:

- Seven incidents of spillages of 50 tonnes or more had been reported. Substances spilled had been various hydrocarbon oils ranging from crude to light oils, fish silage and synthetic fluid were each spilled in one incident.
- 658 incidents of spillages of less than 50 tonnes had been reported. Spills had mostly been hydrocarbon oils, with the exception of four that had included other substances (non-oil) such as synthetic drilling fluid, paint, sewage, solid waste and dust, constituting between 8% and 83% of the total reported incidents by each Party, and one of the four Parties' report had included sewage and garbage representing 24% and 52%, respectively, of the total reported incidents.
- 35 cases of alleged discharge violations had been reported. The types of substance discharged had been various hydrocarbon oils, biodiesel additives and sewage.
- According to the reports received, the total number of ships boarded in 2012 for Port State Control (PSC) inspections had been 68,220, while the total number of ships detained or denied entry in port for MARPOL violations had been 764, or 1.12% of those boarded.
- 560 ships were reported to have IOPP Certificate discrepancies, 2,132 ships were reported to have Oil Record Book discrepancies and 1,983 ships were reported to have MARPOL equipment discrepancies.

Continuing to demonstrate that Administrations too have difficulty in meeting their obligations under IMO instruments (MEPC/Circ.318):

- Only 41 mandatory reports under MARPOL had been submitted for the year 2012, representing a reporting rate of 27%, and that, since 2008, the level of compliance had hovered above 26%.
- Six of the 41 reports submitted for 2012 had been received after the established deadline.

Amendments to the Casualty Investigation Code

The Sub-Committee agreed to a draft MSC resolution on *Amendments to the Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code) (resolution MSC.255(84))*, for adoption by MSC.

Lessons Learned for Presentation to Seafarers

The Sub-Committee approved the [Lessons Learned for Presentation to Seafarers](#), for release on the IMO website and to consider new ways to disseminate them at national and international levels.

21 Mr. Robert L. Markle (rmarkle@rtcm.org)

Transparency and Harmonization of PSC Information - Equasis information system

The Sub-Committee noted that the Caribbean, Paris, Tokyo and Indian Ocean MoUs, the United States Coast Guard, and the Viña del Mar Agreement were providing data to Equasis; that Equasis' Supervisory Committee had approved the data provider accreditation procedure that regulated the necessary procedures and criteria for the acceptance of additional data providers; and that 2012 statistics had been available on the Equasis website (www.equasis.org). The Sub-Committee was also informed that the Mediterranean and Riyadh MoUs had commenced providing data to Equasis.

[*Note: Vessel owners should establish procedures to regularly screen the information presented on their vessels for accuracy and make any necessary corrections.*]

PSC guidelines on the ISM Code

The Sub-Committee agreed to the draft MSC-MEPC.4 circular on *Guidelines for port State control officers on the ISM Code*, to be referred to MSC and MEPC for consideration and approval.

Reporting on PSC in relation to MLC 2006 and Seafarers' Hours of Rest

The Sub-Committee noted that the Maritime Labour Convention, 2006 (MLC 2006), had been ratified by 54 ILO Member States as of 1 May 2014 and that the ILO MLC 2006 database, as reported by the ILO secretariat was under development.

Having been advised that the 6th IMO Workshop for PSC MoU/Agreement Secretaries and Database Managers had unanimously supported the potential simplification and facilitation of the implementation of PSC activities in relation to MLC 2006, through a single-window reporting system on the basis of the integrated use of GISIS, the Sub-Committee recommended to the secretariats of the two organizations to progress the matter further in order to ensure that the reporting requirements contained in MLC 2006 could be integrated through the use of IMO's GISIS facilities.

PSC guidelines on seafarers' hours of rest

The Sub-Committee agreed to the draft MSC circular on *Guidelines for port State control officers on certification of seafarers' rest hours based on the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, and manning requirements from the flag State*, for referral to HTW for review and MSC for approval.

PSC guidelines for the BWM Convention

The Sub-Committee agreed to the draft *Guidelines for port State control under the BWM Convention*, and agreed to submit them to the MEPC for adoption by means of a resolution.

Assignment of Multiple Load Line and Certificates of Load Lines

The Sub-Committee considered submissions from India: (1) indicating that: for operational reasons, certain ships needed to be issued with more than one Load Line (LL) Certificate and, therefore, proposing draft guidelines for the assignment of multiple load lines for ships; and (2) proposing to amend the 1988 LL Protocol by the addition of a statement to the LL Certificate so that, like under other IMO instruments, the status of exemptions (*i.e.* whether granted or not) was indicated on the LL Certificate.

Following a lengthy discussion on the issue of more than one LL Certificate, the Sub-Committee noted the benefit of addressing practical difficulties faced by the industry, while at the same time being cognizant that the provisions of the LL Convention did not address the issue. The Sub-Committee decided that the issue could not be addressed by means of a unified interpretation and would require more consideration, if an amendment to the 1988 LL Protocol were required. Delegations were invited to raise the matter at MSC, as appropriate. Similarly, regarding the proposal to amend the 1988 LL Protocol by the addition of a statement to the LL Certificate, delegations were invited to submit a proposal to MSC for consideration as a new output.

Exemption of Unmanned Non-Self-Propelled Barges from the Survey and Certification Requirements under the MARPOL Convention

The Sub-Committee agreed to a draft MEPC circular on *Guidelines for exemption of unmanned non-self-propelled barges from the survey and certification requirements under the MARPOL Convention*, for consideration by MEPC 67, with a view to approval.

Work program

The Sub-committee proposed the following adjustments to its work program:

Output	Description	Parent	Coordinating	Associated	Target
5.1.2.2	Measures to protect the safety of persons rescued at sea	MSC FAL	NCSR		2014 2 sessions
5.2.1.3	Review of general cargo ship safety	MSC		III / SDC / NCSR / HTW	2014 2015

Working arrangements for the next session

The Sub-Committee agreed to establish working and/or drafting groups on the following subjects:

- .1 analysis of casualty and PSC data to identify trends and develop knowledge- and risk-based recommendations;
- .2 updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC) – Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code);
- .3 harmonization of port State control activities; and
- .4 analysis of consolidated audit summary reports.

Meetings not yet reported and future meetings:

Dates	Meeting	Agenda Items
8 to 12 September 2014	Sub-Committee on Carriage of Cargoes and Containers (CCC 1)	<ol style="list-style-type: none"> 3 Amendments to CSC 1972 and associated circulars (5.2.3.1) 4 Development of international code of safety for ships using gases or other low-flashpoint fuels (IGF Code) (5.2.1.2) 5 Amendments to the IMSBC Code and supplements (5.2.3.3) 6 Amendments to the IMDG Code and supplements (5.2.3.4) 7 Unified interpretation to provisions of IMO safety, security and environment related Conventions (1.1.2.3) 8 Analysis of casualty and PSC data to identify trends and develop knowledge and risk based recommendations (12.1.2.1)
22 to 26 September 2014	Facilitation Committee (FAL 39)	<ol style="list-style-type: none"> 3 Consideration and adoption of proposed amendments to the Convention 4 General review of the Convention, including harmonization with other international instruments 5 E-business possibilities for the facilitation of maritime traffic 6 Formalities connected with the arrival, stay and departure of persons 7 Ensuring security in and facilitating international trade 8 Ship/port interface 9 Guidelines on minimum training and education for mooring personnel 10 Technical cooperation activities related to facilitation of maritime traffic 11 Relations with other organizations
29 September to 3 October 2014	Working Group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH 20)	<ol style="list-style-type: none"> 3 Evaluation of new products 4 Evaluation of new cleaning additives 5 Review of the draft provisional categorization of liquid substances transported in bulk (MEPC.2/circular) and other related matters
13 to 17 October 2014	Marine Environment Protection Committee (MEPC 67)	<ol style="list-style-type: none"> 2 Harmful aquatic organisms in ballast water 3 Recycling of ships 4 Air pollution and energy efficiency <ol style="list-style-type: none"> 4.1 Further technical and operational measures for enhancing energy efficiency of international shipping 5 Reduction of GHG emissions from ships 6 Consideration and adoption of amendments to mandatory instruments

Dates	Meeting	Agenda Items
		<ul style="list-style-type: none"> 7 Interpretations of, and amendments to, MARPOL and related instruments 8 Implementation of the OPRC Convention and the OPRC-HNS Protocol and relevant Conference resolutions 9 Identification and protection of Special Areas and Particularly Sensitive Sea Areas 10 Inadequacy of reception facilities 11 Reports of sub-committees 12 Work of other bodies 13 Harmful anti-fouling systems for ships 14 Promotion of implementation and enforcement of MARPOL and related instruments 15 Technical co-operation activities for the protection of the marine environment 16 Noise from commercial shipping and its adverse impacts on marine life
3 to 7 November 2014	Consultative meeting of Contracting Parties to the London Convention, 1972 and London Protocol, 1996 (LC 36 / LP 9)	<ul style="list-style-type: none"> 4 Consideration of the report of the Scientific Groups 5 Marine geoengineering including ocean fertilization 6 CO2 sequestration in sub-seabed geological formations (LP) 7 Compliance issues: <ul style="list-style-type: none"> 7.1 consideration of the report of the 7th session of the Compliance Group (LP) 7.2 other issues 8 Technical cooperation and assistance 9 Interpretation of the London Convention and Protocol 10 Matters related to the management of radioactive wastes 11 Monitoring for the purposes of the London Convention and Protocol
1 to 5 December 2014	Council (C 113)	<ul style="list-style-type: none"> 3 Strategy, planning and reform 4 Resource management: 5 IMO Member State Audit Scheme 6 Consideration of the report of the Facilitation Committee 7 Consideration of the report of the Marine Environment Protection Committee 8 Consideration of the report of the Maritime Safety Committee 9 Report on the 36th Consultative Meeting of Contracting Parties to the London Convention 1972 and the 9th Meeting of Contracting Parties to the 1996 Protocol to the London Convention 10 Protection of vital shipping lanes 11 Periodic review of administrative requirements in mandatory IMO instruments 12 External relations: 13 Report on the status of the Convention and membership of the Organization 14 Report on the status of conventions and other multilateral instruments in respect of which the Organization performs functions 16 Substantive items for inclusion in the provisional agendas for the next two sessions of the Council
17 to 21 November 2014	Maritime Safety Committee (MSC 94)	<ul style="list-style-type: none"> 2 Decisions of other IMO bodies 3 Consideration and adoption of amendments to mandatory instruments 4 Measures to enhance maritime security 5 Goal-based new ship construction standards 7 Consideration of the report from HTW 1 8 Consideration of the report from SSE 1 9 Consideration of the report from NCSR 1 10 Consideration of the report from III 1 11 Consideration of the report from CCC 1 13 Formal safety assessment, including general cargo ship safety 14 Piracy and armed robbery against ships 15 Implementation of instruments and related matters
19 to 23 January 2015 (tentative)	Sub-Committee on Pollution Prevention and Response	<ul style="list-style-type: none"> 3 Safety and pollution hazards of chemicals and preparation of consequential amendments to MARPOL Annex II and the IBC

Dates	Meeting	Agenda Items
	(PPR 2)	<ul style="list-style-type: none"> Code, taking into account recommendations of GESAMP-EHS (7.2.2.1) 4 Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (7.1.2.13) 5 Guidelines for port State control under the 2004 BWM Convention, including guidance on ballast water sampling and analysis (2.0.1.2) 6 Production of a manual entitled "Ballast Water Management – how to do it" (7.1.2.5) 7 Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution (13.0.3.1) 8 Consideration of the impact on the Arctic of emissions of Black Carbon from international shipping (7.3.2.2) 9 Guidelines related to MARPOL Annex VI and the NOx Technical Code in accordance with Action Plan endorsed by MEPC 64 (7.3.1.1) 10 Guidance for international offers of assistance in response to a marine oil pollution incident (7.1.2.6) 11 Revised section II of the Manual on Oil Pollution-Contingency planning (7.1.2.9) 12 Guide on Oil Spill Response in Ice and Snow Conditions (7.1.2.10) 13 Updated IMO Dispersant Guidelines (7.1.2.11) 14 Updated OPRC Model training courses (7.2.3.2)** 15 Unified interpretation to provisions of IMO environment related conventions (1.1.2.3)
2 to 6 February 2015	Sub-Committee on Human Element, Training and Watchkeeping (HTW 2)	<ul style="list-style-type: none"> 3 Validated model training courses (5.2.2.3) 5 Revised guidelines for model course development, updating and validation processes (5.2.2.6) 6 Guidance for the implementation of the 2010 Manila Amendments (5.2.2.1) 8 Role of the human element 9 Mandatory Code for ships operating in polar waters (5.2.1.15) 11 Training in hot-work procedures on crude oil tankers (5.2.2.7) 12 First outline of the detailed review of the Global Maritime Distress and Safety System (GMDSS) (5.2.5.2) 13 E-navigation strategy implementation plan (5.2.6.1) 14 Guidelines for shipowners and seafarers for implementation of relevant IMO instruments in relation to the carriage of dangerous goods in packaged form by sea (5.2.2.9) 15 Non-mandatory instrument on regulations for non-convention ships (5.2.1.16)
16 to 20 February 2015	Sub-Committee on Ship Design and Construction (SDC 2)	<ul style="list-style-type: none"> 2 Decisions of other IMO bodies 3 Amendments to SOLAS chapter II-1 subdivision and damage stability regulations (5.2.1.13) 5 Second-generation intact stability criteria (5.2.1.12) 6 Amendments to the criterion for maximum angle of heel in turns of the 2008 IS Code (5.2.1.1) 7 Amendments to part B of the 2008 IS Code on towing, lifting and anchor handling operations (5.2.1.24) 8 Guidelines addressing the carriage of more than 12 industrial personnel on board vessels engaged on international voyages (5.2.1.4) 9 Classification of offshore industry vessels and a review of the need for a non-mandatory code for offshore construction support vessels (5.2.1.19) 10 Amendments to SOLAS regulation II-1/11 and development of associated Guidelines to ensure the adequacy of testing arrangements for watertight compartments (5.2.1.26) 11 Provisions to ensure the integrity and uniform implementation of the 1969 TM Convention (2.0.1.1) 12 Guidelines for use of Fibre Reinforced Plastic (FRP) within ship structures (5.2.1.21) 13 Amendments to SOLAS chapter II-2, the FTP Code and MSC/Circ.1120 to clarify the requirements for plastic pipes on

Dates	Meeting	Agenda Items
		<p>ships (5.2.1.27)</p> <p>14 Amendments to SOLAS and FSS Code to make evacuation analysis mandatory for new passenger ships and review of the Recommendation on evacuation analysis for new and existing passenger ships (5.1.1.3)</p> <p>16 Review of conditions under which passenger ship watertight doors may be opened during navigation and development of amendments to SOLAS regulation II-1/22 and MSC.1/Circ.1380 (5.1.1.5)</p> <p>17 Amendments to SOLAS chapter II-1 and associated guidelines on damage control drills for passenger ships (5.1.1.6)</p> <p>19 Review of general cargo ship safety (5.2.1.3)</p> <p>20 Amendments to the 2011 ESP Code (2.0.1.7)</p> <p>21 Unified interpretation to provisions of IMO safety, security, and environment-related Conventions (1.1.2.3)</p>
9 to 13 March 2015	Sub-Committee on Navigation, Communication and Search and Rescue (NCSR 2)	<p>5 Updates to the LRIT system (5.2.4.2)</p> <p>6 E-navigation strategy implementation plan (5.2.6.1)</p> <p>7 Performance standards for multi-system shipborne navigation systems (5.2.4.9)</p> <p>8 Analysis of developments in maritime radiocommunication systems and technology (5.2.5.3)</p> <p>9 First outline of the detailed review of the Global Maritime Distress and Safety System (GMDSS) (5.2.5.2)</p> <p>10 Further development of the GMDSS master plan on shore-based facilities (n/a)</p> <p>11 Guidelines on MSI (maritime safety information) provisions (5.2.5.1)</p> <p>16 Further development of the Global SAR Plan for the provision of maritime SAR services (2.0.3.1)</p> <p>18 Amendments to the IAMSAR Manual (1.3.4.1)</p> <p>19 Unified interpretation of provisions of IMO safety, security, and environment related Conventions (1.1.2.3)</p>
23 to 27 March 2015	Sub-Committee on Ship Systems and Equipment (SSE 2)	<p>3 Smoke control and ventilation (5.2.1.8)</p> <p>5 Development of life safety performance criteria for alternative design and arrangements for fire safety (MSC/Circ.1002) (5.1.1.4)</p> <p>6 New framework of requirements for life-saving appliances (5.1.2.1)</p> <p>7 Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (5.2.1.10)</p> <p>8 Requirements for onboard lifting appliances and winches (5.2.1.22)</p> <p>10 Amendments to the requirements for foam-type fire-extinguishers in SOLAS regulation II-2/10.5 (5.2.1.28)</p> <p>11 Unified interpretation to provisions of IMO safety, security, and environment-related Conventions (1.1.2.3)</p> <p>12 Review the MODU Code, LSA Code and MSC.1/Circ.1206/Rev.1 (5.2.1.32)</p> <p>12 Amendments to the Guidelines for vessels with dynamic positioning (DP) systems (MSC/Circ.645) (5.2.1.33)</p>
13 to 17 April 2015 (tentative)	Legal Committee (LEG 102)	To be determined
11 to 15 May 2015 (tentative)	Marine Environment Protection Committee (MEPC 68)	<p>2 Harmful aquatic organisms in ballast water</p> <p>3 Recycling of ships</p> <p>4 Air pollution and energy efficiency</p> <p>4.1 Further technical and operational measures for enhancing energy efficiency of international shipping</p> <p>5 Reduction of GHG emissions from ships</p> <p>6 Consideration and adoption of amendments to mandatory instruments</p> <p>7 Interpretations of, and amendments to, MARPOL and related instruments</p> <p>8 Implementation of the OPRC Convention and the OPRC-HNS</p>

Dates	Meeting	Agenda Items
		Protocol and relevant Conference resolutions 9 Identification and protection of Special Areas and Particularly Sensitive Sea Areas 10 Inadequacy of reception facilities 11 Reports of sub-committees 12 Work of other bodies 13 Harmful anti-fouling systems for ships 14 Promotion of implementation and enforcement of MARPOL and related instruments 15 Technical co-operation activities for the protection of the marine environment 16 Noise from commercial shipping and its adverse impacts on marine life
3 to 12 June 2015 (tentative)	Maritime Safety Committee (MSC 95)	To be determined
23 to 25 June 2015 (tentative)	Technical Co-operation Committee (TCC 65)	To be determined
29 June to 3 July 2015 (tentative)	Council (C 114)	To be determined
13 to 17 July 2015 (tentative)	Sub-Committee on Implementation of IMO Instruments (III 12)	3 Non-mandatory instrument on regulations for non-convention ships (5.2.1.16) 4 Mandatory reports under MARPOL (7.1.3.1) 5 Analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations (12.1.2.1) 6 Measures to harmonize PSC activities and procedures worldwide (5.3.1.1) 7 Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance (1.1.1.1) 8 Requirements for access to, or electronic versions of, certificates and documents, including record books required to be carried on ships (8.0.3.1) 9 Analysis of consolidated audit summary reports (2.0.2.1) 10 Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC) (5.2.1.17) 11 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code) (5.2.1.29) 12 Unified interpretation of provisions of IMO safety, security, and environment related Conventions (1.1.2.3) 13 Review of general cargo ship safety (5.2.1.3)
14 to 18 September 2015 (tentative)	Sub-Committee on Carriage of Cargoes and Containers (CCC 2)	To be determined
12 to 16 October 2015 (tentative)	Consultative meeting of Contracting Parties to the London Convention, 1972 and London Protocol, 1996 (LC 37 / LP 10)	To be determined
16 to 20 November 2015 (tentative)	Council, Executive Session (C/ES 28)	To be determined
23 November to 2 December 2015 (tentative)	Assembly (A 29)	To be determined
3 December 2015 (tentative)	Council (C 115)	To be determined

Private Sector Activities

International Association of Oil and Gas Producers (OGP) (as of 1 October 2014)

The following recently-issued publications can be downloaded from: <http://www.ogp.org.uk/publications/>

Document title	Date
Crew Resource Management for Well Operations teams (Report No. 501)	APR 2014
Integrating security in major projects – principles & guidelines (Report No. 494)	APR 2014
Options for decommissioning subsea bundles (Report No. 469)	MAY 2014
Value of Standards (Report No. 440)	MAY 2014
Operating Management System Framework – for controlling risk and delivering high performance in the oil and gas industry (Report No. 510)	JUN 2014
OMS in practice – A supplement to Report No. 510, Operating Management System Framework (Report No. 511)	JUN 2014
Security management system - Processes and concepts in security management (Report No. 512)	
Safety Performance Indicators - 2013 data - High potential events report (2013sh)	AUG 2013
Safety Performance Indicators - 2013 data - Fatal incidents report (2013sf)	AUG 2013
Safety Performance Indicators - 2013 data (OGP Data Series) (2013s)	AUG 2013
Health Leading Performance Indicators - 2013 data (2013h)	AUG 2013

International Petroleum Industry Environmental Conservation Association (IPIECA) (as of 1 October 2014)

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

Document title	Date
Identifying and assessing water sources	MAR 2014
Community Grievance Mechanisms toolbox	MAY 2014
Unburnable Carbon	JUN 2014
Human rights training tool – 3rd edition	JUN 2014
Assessing risks from operator fatigue	OCT 2014

International Marine Contractors Association (IMCA) (as of 1 October 2014)

The following were recently issued:

Document No.	Document title	Issue Date
D 053	DESIGN for the hyperbaric reception facility (HRF) forming part of a hyperbaric evacuation system (HES)	APR 2014
SEL 034	Working in confined spaces DVD	MAY 2014
D 022 Rev. 1	Guidance for diving supervisors	MAY 2014
D 017	Lost bell survival	JUN 2014
D 018 Rev.1	Code of practice for the initial and periodic examination, testing and certification of diving plant and equipment	JUN 2014

Document No.	Document title	Issue Date
SEL 025 Rev.1 M 202 Rev. q	Guidance on the transfer of personnel to and from offshore vessels and structures	JUN 2014
D 024 Rev. 2	DESIGN for saturation (bell) diving systems	JUL 2014
S 013 Rev. 1 M 200 Rev. 1	Deep water acoustic positioning	JUL 2014

International Association of Classification Societies (IACS) (as of 1 October 2014)

The following were recently issued:

Document No.	Document title	Issue Date
PR 36	Procedure for the Transfer of Maritime Labour Convention, 2006 Certification	OCT 2014
PR 37	Procedural Requirement for Confined Space Safe Entry – Rev.1	MAY 2014
UR A2 Corr.1	Shipboard fittings and supporting hull structures associated with towing and mooring on conventional vessels	SEP 2014
UR M68 Rev.1	Dimensions of propulsion shafts and their permissible torsional vibration stresses	AUG 2014
UR S13 Corr.1	Strength of Bottom Forward in Oil Tankers	MAY 2014
UR W24 Rev.5	Aluminium alloys for hull construction and marine structure	JUN 2014
UI LL 79	Continuous hatchways (Regulation 36(6))	JUL 2014
UI MPC 14 Corr.1	Annex VI of Marpol 73/78 Regulation 1	JUN 2014
UI MPC 20 Rev.1	Annex VI of Marpol 73/78 Regulation 13.2.1.1 and 13.2.2	APR 2014
UI MPC 29 Rev.1	Annex VI of Marpol 73/78 Regulation 18.5 and 18.6	APR 2014
UI SC 99 Rev. 2	Flexible bellows of combustible materials Reg. II-2/9.7.1.1	AUG 2014
UI SC 100 Corr. 1	Closing appliances of ventilation inlets and outlets Reg. II-2/5.2.1.1	AUG 2014
UI SC 191 Rev. 6	IACS Unified Interpretations (UI) SC 191 for the application of amended SOLAS Regulation II-1/3-6 (resolution MSC.151(78)) and revised technical provisions for means of access for inspections (resolution MSC.158 (78))	MAY 2014
UI SC 259 Rev. 1	For Application of SOLAS Regulation II-1/3-11 Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers (PSPC-COT), adopted by Resolution MSC.288(87)	JUN 2014
UI SC 268	Arrangements for fixed hydrocarbon gas detection systems in double-hull and double-bottom spaces of oil tankers (SOLAS Chapter II-2, Regulation 4.5.7.3.1)	MAY 2014
Rec No. 079 Rev. 1	Guidance for Anchoring Equipment in Service	JUL 2014
Rec No. 091 Rev. 2	Guidelines for Approval / Acceptance of Alternative Means of Access	MAY 2014
Rec No. 134	Boast Transfers Safe Practice	MAR 2014
Rec No. 135	Rooms for emergency fire pumps in cargo ships	JUN 2014
Rec No. 136	Guidelines for Working at Height	JUN 2014
	Guidelines on Marine Accident Investigation Reports	FEB 2014

International Electrotechnical Commission (IEC) (as of 1 October 2014)

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

Standard No.	Document title	Committee	Date
60079-1 Ed. 7.0	Explosive atmospheres – Part 1: Equipment protection by flameproof enclosures "d"	TC 31	JUN 2014
60079-2 Ed. 6.0	Explosive atmospheres – Part 1: Equipment protection by flameproof enclosures "p"	TC 31	JUL 2014
60079-29-3 Ed. 1.0	Explosive atmospheres - Part 29-3: Gas detectors - Guidance on functional safety of fixed gas detection systems	TC 31	MAR 2014
60092-350 Ed. 4.0	Electrical installations in ships - Part 350: General construction and test methods of power, control and instrumentation cables for shipboard and offshore applications	SC 18A	AUG 2014
60092-354 Ed. 3.0	Electrical installations in ships - Part 354: Single- and three-core power cables with extruded solid insulation for rated voltages 6 kV (Um = 7,2 kV) up to 30 kV (Um = 36 kV)	SC 18A	AUG 2014
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	APR 2014
PAS 8005-3 Ed. 1.0	Utility connections in port - Part 3: Low Voltage Shore Connection (LVSC) Systems - General requirements	TC 18	AUG 2014

The following projects are active:

Standard No.	Document title	Committee	Next Stage	Forecast Publication Date
60092-101 Ed.5.0	Electrical installations in ships – Part 101: Definitions and general	TC 18	A3CD	FEB 2016
60092-201 Ed.5.0	Electrical installations in ships – Part 201: System design - General	TC 18	2CD	FEB 2016
60092-202 Ed.5.0	Electrical installations in ships – Part 202: System design - Protection	TC 18	CCDV	APR 2016
60092-502 Ed.6.0	Electrical installations in ships – Part 502: Tankers – Special features	TC 18	CCDV	APR 2015
60092-504 Ed.4.0	Electrical installations in ships - Part 504: Automation, control and instrumentation	TC 18	2CD	OCT 2016
60533 Ed. 3.0	Electrical and electronic installations in ships – Electromagnetic compatibility	TC 18	DEC	SEP 2014
61892-1 Ed. 3.0	Mobile and fixed offshore units – Electrical installations – Part 1: General requirements and conditions	TC 18	ADIS	SEP 2015
61892-5 Ed. 3.0	Mobile and fixed offshore units – Electrical installations – Part 5: Mobile units	TC 18	APUB	DEC 2014
61892-7 Ed. 3.0	Mobile and fixed offshore units – Electrical installations – Part 7: Hazardous areas	TC 18	APUB	JAN 2015

Standard No.	Document title	Committee	Next Stage	Forecast Publication Date
IEC/ISO/IEEE 80005-1 Ed. 2.0	Utility connections in port – Part 1: High Voltage Shore Connection (HVSC) Systems - General requirements	TC 18	CCDV	APR 2016
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	2CD	DEC 2013
IEC/ISO/IEEE 80005-3 Ed. 1.0	Utility connections in port – Part 3: Low Voltage Shore Connection (LVSC) Systems - General requirements	TC 18	1CD	DEC 2016
60092-353 Ed. 4.0	Electrical installations in ships - Part 353: Power cables for rated voltages 1 kV and 3 kV	SC 18A	1CD	DEC 2016
60079-13 Ed. 2.0	Explosive atmospheres – Part 13: Equipment protection by pressurized enclosures "p"	TC 31	ADIS	SEP 2015
60079-18 Ed. 4.0	Explosive atmospheres – Part 18: Equipment protection by encapsulation "m"	TC 31	APUB	JAN 2015
60079-26 Ed. 3.0	Explosive atmospheres – Part 26: Equipment with equipment protection level (EPL) Ga	TC 31	APUB	NOV 2014
60079-28 Ed. 2.0	Explosive atmospheres - Part 28: Protection of equipment and transmission systems using optical radiation	TC 31	DEC	OCT 2015
60079-29-1 Ed. 2.0	Explosive atmospheres – Part 29-1: Gas detectors – Performance requirements of detectors for flammable gases	TC 31	A4CD	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	DEC	DEC 2014
60079-29-5 Ed. 1.0	Explosive atmospheres - Part 29-5: Gas detectors - Performance requirements of detectors for toxic gases	TC 31	1CD	MAR 2017
60079-32-2 Ed. 1.0	Explosive atmospheres - Part 32-2: Electrostatics hazards - Tests	TC 31	DEC	DEC 2014
60079-5 Ed. 4.0	Explosive atmospheres – Part 5: Equipment protection by powder filling "q"	TC 31	CDIS	APR 2015
60079-6 Ed. 4.0	Explosive atmospheres – Part 6: Equipment protection by oil immersion "o"	TC 31	CDIS	APR 2015
60079-7 Ed. 5.0	Explosive atmospheres – Part 7: Equipment protection by increased safety "e"	TC 31	DEC	MAY 2015
IEC/IEEE 60079-30-1 Ed.1.0	Explosive atmospheres Part 30-1: Electrical resistance trace heating- General, type testing and design requirements	TC 31	DEC	OCT 2015

Standard No.	Document title	Committee	Next Stage	Forecast Publication Date
IEC/IEEE60079-30-2 Ed.1.0	Explosive atmospheres Part 30-2: Electrical resistance trace heating– Application guide for design, installation and maintenance	TC 31	DEC	MAY 2015
TS 60079-40 Ed. 1.0	Explosive atmospheres – Requirements for Process Sealing Between Flammable or Combustible Process Fluids and Electrical Systems	TC 31	APUB	JUN 2015
60079-10-1 Ed. 2.0	Explosive atmospheres – Part 10-1: Classification of areas – Explosive gas atmospheres	SC 31J	ADIS	AUG 2015
60079-10-2 Ed. 2.0	Explosive atmospheres – Part 10-2: Classification of areas - Combustible dust atmospheres	SC 31J	APUB	JAN 2015
60079-19 am1 Ed. 3.0	Amendment 1: Explosive atmospheres - Part 19: Equipment repair, overhaul and reclamation	SC 31J	DEC	MAR 2015
80079-36 Ed 1.0	Explosive atmospheres - Part 36: Non-electrical equipment for explosive atmospheres - Basic method and requirements	SC 31M	ADIS	SEP 2015

Stage code: A"X"CD (Approved for "X"th 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); APUB (draft approved for publication); DEC (draft at editing check)

International Organization for Standardization (ISO) (as of 12 September 2014)

The following standards are in the early stages of development:

Standard No.	Document title	Committee	Date
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
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
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 18079-1	Ships and marine technology – Servicing of inflatable lifesaving appliances – Part 1: General	TC 8/SC 1	Project approved 05 JAN 2012

Standard No.	Document title	Committee	Date
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 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
AWI 17776	Petroleum and natural gas industries – Offshore production installations – Guidelines on tools and techniques for hazard identification and risk assessment <i>(Revision of ISO 17776:2000)</i>	TC 67/SC 6	Project registered 01 NOV 2012
AWI 16530-1	Well integrity – Part 1: Life cycle governance manual	TC 67/SC 4	Project registered 22 NOV 2012
AWI 18797	Petroleum, petrochemicals and natural gas industries – External coating of riser pipes by poly-chloroprene elastomer specification	TC 67	Project registered 14 JAN 2013
NP TR 15742	Ergonomics of the physical environment – Determination of the combined effects of environmental components on people	TC 159/SC 5	Project approved 25 JAN 2013
AWI 19901-9	Petroleum and natural gas industries – Specific requirements for offshore structures – Part 9: Structural Integrity Management	TC 67/SC 7	Project registered 11 FEB 2013
NP 13535	Petroleum and natural gas industries – Drilling and production equipment – Hoisting equipment <i>(Revision of ISO 13535:2000)</i>	TC 67/SC 4	Project approved 26 FEB 2013
NP 4301-1	Cranes and lifting appliances – Classification – Part 1: General <i>(Revision of ISO 4301-1:1986)</i>	TC 96/SC 10	Project approved 11 MAR 2013
AWI 35101	Petroleum and natural gas industries – Arctic operations – Escape, evacuation and rescue from offshore installations	TC 67/SC 8	Project registered 26 MAR 2013
AWI 35102	Petroleum and natural gas industries – Arctic Operations – Environmental monitoring for offshore exploration	TC 67/SC 8	Project registered 26 MAR 2013
AWI 35103	Petroleum and natural gas industries – Arctic Operations – Working environment	TC 67/SC 8	Project registered 26 MAR 2013
AWI 35104	Petroleum and natural gas industries – Arctic Operations – Physical environmental data for arctic operations	TC 67/SC 8	Project registered 26 MAR 2013
AWI 35105	Petroleum and natural gas industries – Arctic Operations – Material requirements for arctic operations	TC 67/SC 8	Project registered 26 MAR 2013

Standard No.	Document title	Committee	Date
AWI 35106	Petroleum and natural gas industries – Arctic Operations – Ice management	TC 67/SC 8	Project registered 26 MAR 2013
NP 14224	Petroleum, petrochemical and natural gas industries – Collection and exchange of reliability and maintenance data for equipment (<i>Revision of ISO 14224:2006</i>)	TC 67	Project approved 31 MAY 2013
WD TR 19676	Fire threat to people -- Methodology and examples of tenability assessment	TC 92/SC 3	WD study initiated 10 JUN 2013
AWI 19030-1	Ships and marine technology – Measurement of changes in hull and propeller performance – Part 1: General principles	TC 8/SC 2	Project registered 17 JUN 2013
AWI 19030-2	Ships and marine technology – Measurement of changes in hull and propeller performance – Part 2: Enabling performance based contracts and intercompany reporting	TC 8/SC 2	Project registered 17 JUN 2013
AWI 19030-3	Ships and marine technology – Measurement of changes in hull and propeller performance – Part 3: Enabling intra-company reporting	TC 8/SC 2	Project registered 17 JUN 2013
AWI 19277	Methods for control of corrosion under thermal insulation and fire proofing materials	TC 67	Project registered 25 JUN 2013
NP 9241-11	Ergonomics of human-system interaction – Part 11: Usability: Definitions and concepts (<i>Revision of ISO 9241-11:1998</i>)	TC 59/SC 4	Project approved 19 AUG 2013
CD 19904-1	Petroleum and natural gas industries – Floating offshore structures – Part 1: Monohulls, semi-submersibles and spars (<i>revision of ISO 19904-1:2006</i>)	TC 67/SC 7	DIS registration approved 07 OCT 2013
WD TR 17908	Fibre ropes for offshore station keeping, chains and accessories - Guidance for selection and use	TC 38	Close of comment period 25 OCT 2013
AWI 19345-2	PNGI – Pipeline integrity management specification – Part 1: Full-life cycle integrity management for onshore pipeline	TC 67/SC 2	Project registered 29 OCT 2013
DTS 18683	Guidelines for systems and installations for supply of LNG as fuel to ships	TC 67	Close of voting 02 NOV 2013
CD 28007-2	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) – Part 2: International model set of maritime rules for the use of force (RUF) - The 100 series rules	TC 8	DIS registration approved 13 NOV 2013
AWI 19354	Ships and Marine Technology – Marine cranes – General requirements	TC 8/SC 4	Project registered 28 NOV 2013
AWI 19355	Ships and Marine Technology – Marine cranes – Structural requirements	TC 8/SC 4	Project registered 28 NOV 2013
AWI 19356	Ships and Marine Technology – Marine cranes – Test specification and procedures	TC 8/SC 4	Project registered 28 NOV 2013
AWI 19357	Ships and Marine Technology – Marine cranes – Design requirements for ice zones	TC 8/SC 4	Project registered 28 NOV 2013
AWI 19359	Ships and Marine Technology – Marine cranes – Design requirements for ice zones	TC 8/SC 4	Project registered 28 NOV 2013

Standard No.	Document title	Committee	Date
AWI 19360	Ships and Marine Technology – Marine cranes – Technical requirements for rigging applications	TC 8/SC 4	Project registered 28 NOV 2013
NP 3078	Shipbuilding – Cargo winches (Revision of ISO 3078:1987)	TC 8/SC 4	Project approved 29 NOV 2013
CD 8216-1	Petroleum products – Fuels (class F) classification – Part 1: Categories of marine fuels	TC 28	CD registered 22 NOV 2013
CD 8217	Petroleum products – Fuels (class F) – Specifications of marine fuels	TC 28	CD registered 22 NOV 2013
CD 4302	Cranes – Wind load assessment (Revision of ISO 4302:1981)	TC 96/SC 10	CD study initiated 17 DEC 2013
NP 19902	Petroleum and natural gas industries -- Fixed steel offshore structures	TC 67/SC 7	Project approved 18 DEC 2013
NP 19901-7	Petroleum and natural gas industries -- Specific requirements for offshore structures -- Part 7: Stationkeeping systems for floating offshore structures and mobile offshore units	TC 67/SC 7	Project approved 18 DEC 2013
CD 14692-1	Petroleum and natural gas industries – Glass-reinforced plastics (GRP) piping – Part 1: Vocabulary, symbols, applications and materials	TC 67/SC 6	Close of voting 13 JAN 2014
CD 14692-2	Petroleum and natural gas industries – Glass-reinforced plastics (GRP) piping – Part 2: Qualification and manufacture	TC 67/SC 6	Close of voting 13 JAN 2014
CD 14692-3	Petroleum and natural gas industries – Glass-reinforced plastics (GRP) piping – Part 3: System design	TC 67/SC 6	Close of voting 13 JAN 2014
CD 14692-4	Petroleum and natural gas industries – Glass-reinforced plastics (GRP) piping – Part 4: Fabrication, installation and operation	TC 67/SC 6	Close of voting 13 JAN 2014
CD 15364	Ships and marine technology – Pressure/vacuum valves for cargo tanks (Revision of ISO 15364:2007)	TC 8/SC 3	Close of voting 21 JAN 2014
NP 37001	Anti-bribery management systems	PC 278	Project approved 07 FEB 2014
NP 22472	Ships and marine technology -- Guidelines for the operation and installation of voyage data recorders (VDR)	TC 8/SC 5	Project approved 20 FEB 2014
AWI 19906	Petroleum and natural gas industries -- Arctic offshore structures (Revision of ISO 19906:2010)	TC 67/SC 7	Project approved 26 FEB 2014
AWI 19641	Ships and Marine Technology -- Testing procedure for deck equipments of vessel intended for cold climate region	TC 8/SC 4	Project registered 13 MAR 2014
ISO/IEC CD 25023	Systems and software engineering – Systems and software Quality Requirements and Evaluation (SQuaRE) – Measurement of system and software product quality (Revision of ISO 25023:2011)	JTC 1/SC 7	Close of voting 23 MAR 2014
CD 6042	Ships and marine technology – Weathertight single-leaf steel doors (Revision of ISO 6042:1998)	TC 8/SC 8	DIS registration approved 31 MAR 2014
CD 17939	Ships and marine technology – Oil-tank hatches	TC 8/SC 8	DIS registration approved 31 MAR 2014

Standard No.	Document title	Committee	Date
CD 17940	Ships and marine technology – Hinged watertight doors	TC 8/SC 8	DIS registration approved 31 MAR 2014
AWI 17886	Fire safety engineering -- Design of evacuation experiments	TC 92/SC 4	Project registered 03 APR 2014
AWI 23932	Fire safety engineering -- General principles (Revision of ISO 23932:2009)	TC 92/SC 4	Project registered 03 APR 2014
NP 14064-1	Greenhouse gases -- Part 1: Specification with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals	TC 207/SC17	Project approved 16 APR 2014
NP 14064-2	Greenhouse gases -- Part 2: Specification with guidance at the project level for quantification, monitoring and reporting of greenhouse gas emission reductions or removal enhancements	TC 207/SC17	Project approved 16 APR 2014
NP 14064-3	Greenhouse gases -- Part 3: Specification with guidance for the validation and verification of greenhouse gas assertions	TC 207/SC17	Project approved 16 APR 2014
CD 18119	Gas cylinders – Seamless steel and aluminium-alloy gas cylinders – Periodic inspection and testing	TC 58/SC 4	Close of voting 19 APR 2014
NP 14118	Safety of machinery -- Prevention of unexpected start-up (Revision of ISO 14118:2000)	TC 199	Project approved 22 APR 2014
NP 15138	Petroleum and natural gas industries -- Offshore production installations -- Heating, ventilation and air-conditioning	TC 67/SC 6	Project approved 22 APR 2014
WD 4126-2	Safety devices for protection against excessive pressure -- Part 2: Bursting disc safety devices (Revision of ISO 4126-2:2003)	TC 185	CD registration approved 23 APR 2014
AWI 18875	Terminology of coalbed methane exploration and exploitation	TC 263	Project registered 23 APR 2014
CD 16975-3	Respiratory protective devices – Part 3: Selection, use and maintenance – Fit testing procedures	TC 94/SC 15	Close of voting 27 APR 2014
DTS 16975-2	Respiratory protective devices – Part 2: Guidance for selection, use and maintenance	TC 94/SC 15	Close of voting 28 APR 2014
CD 17208-1	Underwater acoustics -- Quantities and procedures for description and precision measurement of underwater noise from ships -- Part 1: Requirements for deep water measurements used for comparison purposes	TC 43/SC 3	DIS registration approved 02 MAY 2014
NP 30400	Human resource management – Terminology	TC 260	Project approved 26 MAY 2014
CD 18647	Specifications for offshore modular drilling rigs on fixed platforms	TC 67	CD registered 02 JUN 2014
NP 4309	Cranes – Wire ropes – Care and maintenance, inspection and discard (Revision of ISO 4309:2010)	TC 96/SC 3	Project approved 03 JUN 2014
AWI 19738	Ships and marine technology – In-line sampling method for obtaining representative samples of water systems	TC 8/SC 3	Project registered 03 JUN 2014
WD 3010	Basis for design of structures – Seismic actions on structures (Revision of ISO 3010:2001)	TC 98/SC 3	WD study initiated 12 JUN 2014

Standard No.	Document title	Committee	Date
DTR 25901-1	Welding and allied processes – Vocabulary – Part 1: General terms	TC 44/SC 7	Close of voting 22 JUN 2014
DTR 25901-2	Welding and allied processes – Vocabulary – Part 2: Health and safety	TC 44/SC 7	Close of voting 22 JUN 2014
DTR 25901-3	Welding and allied processes – Vocabulary – Part 3: Welding processes	TC 44/SC 7	Close of voting 22 JUN 2014
AWI 13073-3	Ships and marine technology -- Risk assessment on anti-fouling systems on ships -- Part 3: Human health risk assessment of biocidally active substances in anti-fouling paints on ships during the application and removal process	TC 8	Project registered 24 JUN 2014
NP 19489	Determination of the resistance to cryogenic spillage of insulation materials	JWG between:	
NP 19681-1	Ships and marine technology – Determination of the resistance to cryogenic spill and/or jet fires of protection materials of floating liquefied natural gas facilities on marine – Part 1: Cryogenic exposure test	TC 67/WG 10 TC 8/SC 8	JWG established 01 JUL 2014
CD 22325	Societal security – Guidelines for emergency capability assessment for organizations	TC 223	DIS registration approved 14 JUL 2014
NP 10855-1	Offshore containers -- Part 1: Design, manufacture and marking	TC 67/SC 7	Project approved 14 JUL 2014
NP 10855-2	Offshore containers -- Part 2: Lifting sets	TC 67/SC 7	Project approved 14 JUL 2014
NP 10855-3	Offshore containers -- Part 3: Periodic inspection examination and testing	TC 67/SC 7	Project approved 14 JUL 2014
DTR 22351	Societal security – Emergency management – Message structure for exchange of information	TC 223	DIS registration approved 14 JUL 2014
NP 9927-4	Cranes -- Inspections -- Part 4: Jib cranes	TC 96/ SC 8	Project approved 14 JUL 2014
DTS 17920	Fibre ropes for offshore stationkeeping – Aramid	TC 38	Close of voting 18 JUL 2014
CD 45001	Occupational health and safety management systems – Requirements	PC 283	CD study initiated 18 JUL 2014
WD 18788	Management system for quality of private security company (PSC) operations – Requirements with guidance	PC 284	CD registration approved 22 JUL 2014
CD 17747	Determination of energy savings in organizations	TC 257	CD study initiated 28 JUL 2014
CD 22316	Societal security – Organizational resilience – Principles and guidelines	TC 233	CD study initiated 28 JUL 2014
ISO/DTR 12470-1	Fire-resistance tests -- Guidance on the application and extension of results -- Part 1: Loadbearing elements and vertical and horizontal separating elements (<i>revision of ISO TR 12470-1:1998</i>)	TC 92/SC 2	CD study initiated 30 JUL 2014
ISO/DTR 22100-1	Safety of machinery -- Relationship with ISO 12100 -- Part 1: How ISO 12100 relates to type-B and type-C standards	TC 199	CD study initiated 31 JUL 2014

Standard No.	Document title	Committee	Date
CD 7250-1	Basic human body measurements for technological design -- Part 1: Body measurement definitions and landmarks (<i>revision of ISO 7250-1:2008</i>)	TC 159/SC 3	CD study initiated 11 AUG 2014
NP TS22559-2	Safety requirements for lifts (elevators) -- Part 2: Safety parameters meeting the global essential safety requirements (GESRs)	TC 178	Project approved 14 AUG 2014
CD 14004	Environmental management systems – General guidelines on principles, systems and support techniques (<i>Revision of ISO 14004:2004</i>)	TC 207/SC1	Close of voting 03 SEP 2014

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

Standard No.	Document title	Committee	Action Date
DIS 23251	Petroleum, petrochemical and natural gas industries – Pressure-relieving and depressuring systems (<i>Revision of ISO 23251:2006</i>)	TC 67/SC 6	Close of voting 09 SEP 2011
DIS 10426-2	Petroleum and natural gas industries – Cements and materials for well cementing – Part 2: Testing of well cements (<i>Revision of: ISO 10426-2:2003; ISO 10426-2:2003/Amd 1:2005; ISO 10426-2:2003/Cor 1:2006</i>)	TC 67/SC 3	FDIS registration approved 08 NOV 2011
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/SC 4	Close of voting 15 MAR 2012
DIS 13628-6	Petroleum and natural gas industries – Design and operation of subsea production systems – Part 6: Subsea production control systems (<i>Revision of: ISO 13628-6:2006</i>)	TC 67/SC 4	Close of voting 14 JUN 2012
DIS 28300	Petroleum, petrochemical and natural gas industries – Venting of atmospheric and low-pressure storage tanks (<i>Revision of ISO 28300:2008, ISO 28300:2008/Cor 1:2009</i>)	TC 67/SC 6	Close of voting 24 JUN 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 07 JAN 2013
DIS 11623	Gas cylinders – Composite construction – Periodic inspection and testing (<i>Revision of ISO 11623:2002</i>)	TC 58	Close of voting 13 MAR 2013
DTS 16901	Guidance on performing risk assessment in the design of onshore LNG installations including the ship/shore interface	TC 67	Close of voting 13 MAY 2013
DIS 17945	Materials Resistant to Sulfide Stress Cracking in Corrosive Petroleum Refining Environments	TC 67	Close of voting 18 OCT 2013
DIS 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	Close of voting 24 JAN 2014
DIS 16961	Petroleum, petrochemical and natural gas industries – Internal coating and lining of steel storage tanks	TC 67	Close of voting 24 JAN 2014

Standard No.	Document title	Committee	Action Date
DIS 9876	Ships and marine technology – Marine facsimile receivers for meteorological charts (<i>Revision of ISO 9876:1997</i>)	TC 8/SC 6	FDIS registration approved 28 JAN 2014
DIS 17096	Cranes – Safety – Load lifting attachments	TC 96/SC 9	Close of voting 30 JAN 2014
DIS 13702	Petroleum and natural gas industries – Control and mitigation of fires and explosions on offshore production installations – Requirements and guidelines (<i>Revision of ISO 13702:1999</i>)	TC 67/SC 6	Close of voting 28 FEB 2014
DIS 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	Close of voting 05 MAR 2014
DIS 19834	Ships and marine technology – Conventional symbols to be used in the schemes for installations of piping, ventilation and sanitary systems (<i>Revision of ISO/R 538:1967, ISO/R 644:1967, and ISO/R 784:1968</i>)	TC 8/SC 3	FDIS registration approved 02 APR 2014
DIS 15016	Ships and marine technology — Guidelines for the assessment of speed and power performance by analysis of speed trial data	TC 8/SC 6	Close of voting 08 APR 2014
DIS 1996-1	Acoustics – Description, measurement and assessment of environmental noise – Part 1: Basic quantities and assessment procedures 2014-04-28 (<i>Revision of ISO 1996-1:2003</i>)	TC 43	Close of voting 29 APR 2014
DIS 14122-1	Safety of machinery – Permanent means of access to machinery – Part 1: Choice of fixed means of access between two levels (<i>Revision of ISO 14122-1:2001</i>)	TC 199	Close of voting 30 APR 2014
DIS 14122-2	Safety of machinery – Permanent means of access to machinery – Part 2: Working platforms and walkways (<i>Revision of ISO 14122-2:2001</i>)	TC 199	Close of voting 30 APR 2014
DIS 9001	Quality management systems – Requirements (<i>Revision of ISO 9001:2008/Cor 1:2009</i>)	TC 176/SC 2	Close of voting 10 DEC 2014
DIS 11660-2	Cranes – Access, guards and restraints – Part 2: Mobile cranes (<i>Revision of ISO 11660-2:1994</i>)	TC 96/SC 6	FDIS registration approved 09 MAY 2014
DIS 14122-3	Safety of machinery – Permanent means of access to machinery – Part 3: Stairs, stepladders and guard-rails (<i>Revision of ISO 14122-3:2001/Amd 1:2010</i>)	TC 199	Close of voting 14 MAY 2014
ISO 13849-1:2006/ D Amd 1	Safety of machinery – Safety-related parts of control systems – Part 1: General principles for design – Amendment 1	TC 199	FDIS registration approved 15 MAY 2014
DIS 11612	Protective clothing – Clothing to protect against heat and flame – Minimum performance requirements (<i>Revision of ISO 11612:2008</i>)	TC 94	FDIS registration approved 16 MAY 2014
Dguide 33	Reference materials – Good practice in using reference materials	REMCO	Close of voting 23 MAY 2013
DIS 11031	Cranes – Design principles for seismic loads	TC 96/SC 10	Pending decision to rebalot 23 MAY 2014
DIS 20332	Cranes – Proof of competence of steel structures (<i>Revision of ISO 20332:2008</i>)	TC 96/SC 5	FDIS registration approved 23 MAY 2013

Standard No.	Document title	Committee	Action Date
DIS 17941	Ships and marine technology – Hydraulic hinged watertight fireproof doors	TC 8/SC 8	FDIS registration approved 26 MAY 2014
DIS 2394	General principles on reliability for structures (Revision of ISO 2394:1998)	TC 98/SC 2	FDIS registration approved 27 MAY 2014
DIS 17621	Workplace atmospheres – Short term detector tube measurement systems – Requirements and test methods	TC 146/SC 2	Close of voting 11 JUN 2014
DIS 14122-4	Safety of machinery – Permanent means of access to machinery – Part 4: Fixed ladders (Revision of ISO 14122-4:2001)	TC 199	Close of voting 18 JUN 2014
DIS 18215	Ships and marine technology – Vessel machinery operations in polar waters – Guidelines (Revision of ISO/DPAS 18215)	TC 8/SC 3	Close of voting 26 JUN 2014
DIS 17905	Ships and marine technology – Installation, inspection and maintenance of container securing devices for ships	TC 8/SC 4	DIS registered 02 JUL 2014
DIS 15257	Cathodic protection – Competence levels of cathodic protection persons – Basis for certification scheme	TC 156	DIS registered 08 JUL 2014
DIS 50004	Energy management systems – Guidance for the implementation, maintenance and improvement of an energy management system	TC 242	FDIS registration approved 14 JUL 2014
DIS 50006	Energy management systems – Measuring energy performance using energy baselines (EnB) and energy performance indicators (EnPI) – General principles and guidance	TC 242	FDIS registration approved 14 JUL 2014
DIS 16554	Ships and marine technology – Measurement and reporting of underwater sound radiated from merchant ships – Survey measurement in deep-water	TC 8/SC 2	Close of voting 16 JUL 2014
DIS 16975-1	Respiratory protective devices – Selection, use and maintenance – Part 1: Establishing and implementing a respiratory protective device programme	TC 94/SC 15	Close of voting 16 JUL 2014
DIS 29404	Ships and marine technology – Specific requirements for offshore wind farm components – Supply chain information flow	TC 8	DIS registered 16 JUL 2014
DIS 17349	Petroleum and natural gas industries – Guidelines for offshore platforms handling streams with high content of CO ₂ at high pressures	TC 67	DIS registered 17 JUL 2014
DIS 16733-1	Fire safety engineering – Selection of design fire scenarios and design fires – Part 1: General	TC 92/SC 4	DIS registered 21 JUL 2014
DIS 7250-3	Basic human body measurements for technological design – Part 3: Worldwide and regional design values for use in ISO equipment standards	TC 159/SC 3	DIS registered 31 JUL 2014
DIS 19600	Compliance management systems – Guidelines	PC 271	FDIS registration approved 04 AUG 2014
DIS 7165	Fire fighting – Portable fire extinguishers – Performance and construction (Revision of ISO 7165:2009)	TC 21/SC 2	Close of voting 23 AUG 2014

Standard No.	Document title	Committee	Action Date
DIS 11601	Fire fighting – Wheeled fire extinguishers – Performance and construction (<i>Revision of ISO 11601:2008</i>)	TC 21/SC 2	Close of voting 23 AUG 2014
DIS 19901-3	Petroleum and natural gas industries – Specific requirements for offshore structures – Part 3: Topsides structure (<i>Revision of ISO 19901-3:2010</i>)	TC 67/SC 7	FDIS registration approved 03 SEP 2014
DIS 16706	Ships and Marine Technology – Marine evacuation systems	TC 8/SC 1	Close of voting 04 SEP 2014
DIS 3834-5	Quality requirements for fusion welding of metallic materials – Part 5: Documents with which it is necessary to conform to claim conformity to the quality requirements of ISO 3834-2, ISO 3834-3 or ISO 3834-4	TC 44/SC 10	FDIS registration approved 09 SEP 2014
DIS 13850	Safety of machinery – Emergency stop – Principles for design (<i>Revision of ISO 13850:2006</i>)	TC 199	Close of voting 11 SEP 2014
DIS 29400	Ships and marine technology – Offshore wind energy – Ports and marine operations	TC 8	Close of voting 12 SEP 2014
DIS 24817	Petroleum, petrochemical and natural gas industries – Composite repairs for pipework – Qualification and design, installation, testing and inspection (<i>Revision of ISO TS 24817:2006</i>)	TC 67/SC 6	Close of voting 25 SEP 2014
DIS 19353	Safety of machinery – Fire prevention and protection	TC 199	Close of voting 22 OCT 2014
DIS 19353	Safety of machinery — Fire prevention and protection (<i>Revision of ISO 19353:2005</i>)	TC 199	Close of voting 23 OCT 2014
ISO/IEC DIS 17021-1.2: 2014	Conformity assessment – Requirements for bodies providing audit and certification of management systems	CASCO	Close of voting 08 NOV 2014
DIS 7364	Shipbuilding and marine structures – Deck machinery – Accommodation ladder winches (<i>Revision of ISO 7364:1983</i>)	TC 8/SC 1	Close of voting 14 NOV 2014
DIS 28007-1	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	Close of voting 20 NOV 2014
DIS 5488	Shipbuilding – Accommodation ladders (<i>Revision of ISO 5488:1979</i>)	TC 8/SC 1	Close of voting 27 NOV 2014
DIS 7061	Shipbuilding – Aluminium shore gangways for seagoing vessels (<i>Revision of ISO 7061:1993</i>)	TC 8/SC 1	Close of voting 27 NOV 2014
DIS 14001	Environmental management systems – Requirements with guidance for use (<i>Revision of ISO 14001:2004</i>)	TC 207/SC 1	Close of voting 29 NOV 2014
DIS 17741	General technical rules for measurement, calculation and verification of energy savings of projects	TC 257	Close of voting 07 DEC 2014
DIS 24505	Ergonomics – Accessible design – Method for creating colour combinations taking account of age-related changes in human colour vision	TC 159/SC 5	Close of voting 07 DEC 2014
DIS 17743.2	Definition of a methodological framework applicable to calculation and reporting on energy savings	TC 257	Close of voting 07 DEC 2014
DIS 9000	Quality management systems – Fundamentals and vocabulary (<i>Revision of ISO 9000:2005</i>)	TC 176/SC 1	Close of voting 10 DEC 2014

Standard No.	Document title	Committee	Action Date
DIS 13506-2.2	Protective clothing against heat and flame – Part 2: Skin burn injury prediction – Calculation requirements and test cases	TC 94/SC 13	Close of voting 14 DEC 2014
ISO/IEC DIS 80079-20-2	Explosive atmospheres – Part 20-2: Material characteristics – Combustible dusts test methods	TMBG	Close of voting 18 DEC 2014
ISO/IEC DIS 80079-36.2	Explosive atmospheres – Part 36: Non-electrical equipment for use in explosive atmospheres – Basic methods and requirements	TMB	Close of voting 18 DEC 2014
ISO/IEC DIS 80079-37.2	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 18 DEC 2014
DIS 6385	Ergonomic principles in the design of work systems (Revision of ISO 6385:2004)	TC 159/SC 1	Close of voting 15 JAN 2015
DIS 17782	Petroleum, petrochemical and natural gas industries – Qualification of manufacturers of special materials	TC 67	Close of voting 04 FEB 2014
DIS 17348	Petroleum and natural gas industries – Guidelines for materials selection for high content CO2 environment for casings, tubings and downhole equipment	TC 67	Close of voting 02 MAR 2015

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

Standard No.	Document title	Committee	Action Date
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 (<i>Revision of: ISO 13679:2002</i>)	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 17969	Petroleum, petrochemical and natural gas industries – Guidelines on competency for personnel	TC 67	Referred back to SC 04 FEB 2014
FDIS 14116	Protective clothing – Protection against heat and flame – Limited flame spread materials, material assemblies and clothing (<i>Revision of ISO 14116:2008, ISO 14116:2008/Cor 1:2009</i>)	TC 94/SC 13	FDIS registered 03 JUL 2014
ISO/IEC FDIS 13273-1	Energy efficiency and renewable energy sources – Common international terminology – Part 1: Energy efficiency	JPC 2	FDIS registered 14 JUL 2014
PRF TR 19591	Personal Protective Equipment for Firefighters – Standard Terms and Definitions	TC 94/SC 14	FDIS registered 22 JUL 2014
PRF PAS 19697	Ships and marine technology – Navigation and ship operations – Electronic inclinometers	TC 8/SC 6	FDIS registered 04 AUG 2014
PRF TS 14072	Environmental management -- Life cycle assessment -- Requirements and guidelines for organizational life cycle assessment	TC 207/SC 5	FDIS registered 12 AUG 2014

Standard No.	Document title	Committee	Action Date
FDIS 14120	Safety of machinery – Guards – General requirements for the design and construction of fixed and movable guards (<i>Revision of ISO 14120:2002</i>)	TC 199	FDIS registered 18 AUG 2014
FDIS 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	Close of voting 28 AUG 2014
FDIS 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 07 OCT 2014
FDIS 50015	Energy Management systems – Measurement and Verification of Organizational Energy Performance – General Principles and Guidance	TC 242	Close of voting 26 OCT 2014
PRF 11662-2	Cranes – Experimental determination of crane performance – Part 2: Structural competence under static loading	TC 96/SC 6	Close of voting 29 OCT 2014
PRF 18611-1	Ships and marine technology – Marine NOx reduction agent AUS 40 – Part 1: Quality requirements	TC 8/SC 2	Close of voting 02 NOV 2014
PRF 18611-2	Ships and marine technology – Marine NOx reduction agent AUS 40 – Part 2: Test methods	TC 8/SC 2	Close of voting 02 NOV 2014
PRF 18611-3	Ships and marine technology – Marine NOx reduction agent AUS 40 – Part 3: Handling, transportation and storage	TC 8/SC 2	Close of voting 02 NOV 2014

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

Standard No.	Document title	Committee	Date
ISO/IEC TS 17021-1: 2014	Conformity assessment – Requirements for bodies providing audit and certification of management systems	CASCO	01 APR 2014
ISO/IEC TS 17021-5:2014	Conformity assessment – Requirements for third party certification auditing of environmental management systems – Part 2: Competence requirements for auditing and certification of asset management systems	CASCO	01 APR 2014
ISO 17602:2014	Ships and marine technology – Metal valves for use in flanged pipe – Face to face and centre to face dimensions	TC 8/SC 3	02 APR 2014
ISO 30008-2:2014	Fire-resistance tests -- Part 2: Lift landing door assemblies	TC 92/SC 2	09 APR 2014
ISO 27627:2014	Petroleum and natural gas industries – Aluminium alloy drill pipe thread connection gauging	TC 67	14 APR 2014
ISO 16145-5:2014	Ships and marine technology – Protective coatings and inspection method – Part 5: Assessment method for coating damages	TC 8/SC 8	17 APR 2014
ISO 18893:2014	Mobile elevating work platforms – Safety principles, inspection, maintenance and operation (<i>Revision of ISO 18893:2004</i>)	TC 214	14 APR 2014

Standard No.	Document title	Committee	Date
ISO 20346:2014	Personal protective equipment – Protective footwear (Revision of ISO 20346:2004, ISO 20346:2004/Cor 1:2005, ISO 20346:2004/Amd 1:2007, ISO 20346:2004/Cor 2:2006)	TC 94/SC 3	29 APR 2014
ISO 18436-2:2014	Condition monitoring and diagnostics of machines -- Requirements for qualification and assessment of personnel -- Part 2: Vibration condition monitoring and diagnostics (Revision of ISO 18436-2:2003)	TC 108/SC 5	30 APR 2014
ISO 17440:2014	Cranes – General Design – Limit states and proof of competence of forged steel hooks	TC 96/SC 8	14 MAY 2014
ISO TS 14071: 2014	Environmental management -- Life cycle assessment -- Critical review processes and reviewer competencies: Additional requirements and guidelines to ISO 14044:2006	TC 207/SC 5	15 MAY 2014
ISO 13354:2014	Petroleum and natural gas industries – Shallow gas diverter equipment	TC 67/SC 4	16 MAY 2014
ISO 7240-1:2014	Fire detection and alarm systems – Part 1: General and definitions Revision of ISO 7240-1:2005)	TC 21	21 MAY 2014
ISO 11200:2014	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	26 MAY 2014
ISO 4126-6:2014	Safety devices for protection against excessive pressure -- Part 6: Application, selection and installation of bursting disc safety devices (Revision of ISO 4126-6:2003)	TC 185	05 JUN 2014
ISO 14532:2014	Natural gas – Vocabulary (Revision of ISO 14532:2001)	TC 193	12 JUN 2014
ISO 50002:2014	Energy Audits	TC 242	23 JUN 2014
ISO 10002:2014	Quality management -- Customer satisfaction -- Guidelines for complaints handling in organizations	TC 176/SC 3	17 JUN 2014
ISO TR 18296	Ships and marine technology – Ship-shifting winches	TC 8/SC 4	Pending publication 27 JUN 2014
ISO 18289	Ships and marine technology – Navigation and shallow-water engineering vessels – Anchor winches	TC 8/SC 4	Pending publication 01 JUL 2014
ISO 22397: 2014	Societal security – Guidelines for establishing partnering arrangements	TC 223	04 JUL 2014
ISO 17907	Ships and marine technology -- Single point mooring arrangements for tankers	TC 8/SC 4	Pending Publication 08 JUL 2014
ISO 14046: 2014	Environmental management -- Water footprint -- Principles, requirements and guidelines	TC 207/SC 5	24 JUL 2014
ISO Guide 80:2014	Guidance for the in-house preparation of quality control materials (QCMs)	REMCO	24 JUL 2014
ISO 8728:2014	Ships and marine technology – Marine gyro-compasses (Revision of ISO 8728:1997)	TC 8/SC 6	25 JUL 2014
ISO 18309	Ships and marine technology – Incinerator sizing and selection – Guidelines	TC 8/SC 3	Pending publication 29 JUL 2014

Standard No.	Document title	Committee	Date
ISO TS 16530-2:2014	Well integrity – Part 2: Well integrity for the operational phase	TC 67/SC4	06 AUG 2014
ISO 16715: 2014	Cranes – Hand signals used with cranes	TC 96/SC5	08 AUG 2014
ISO 22315	Societal security – Mass evacuation – Guidelines for planning	TC 223	Pending publication 12 AUG 2014
ISO 20283-4:2012/ Amd 1:2014	Mechanical vibration -- Measurement of vibration on ships -- Part 4: Measurement and evaluation of vibration of the ship propulsion machinery – Amendment 1	TC 108/SC 2	14 AUG 2014
ISO 12482: 2014	Cranes – Monitoring for crane design working period (<i>Revision of ISO 12482-1:1995</i>)	TC 96/SC 5	21 AUG 2014
ISO 7240-28: 2014	Fire detection and alarm systems – Part 28: Fire protection control equipment (<i>Revision of ISO 7240-28:2008</i>)	TC 21	22 AUG 2014
ISO TR 18786:2014	Health and Safety in welding – Guidelines for risk assessment of welding fabrication activities	IWW	08 SEP 2014

American Petroleum Institute (API) (as of 1 October 2014)

The following were recently issued:

Standard No.	Document title	Date
API RP 13B-2	Recommended Practice for Field Testing of Oil-based Drilling Fluids, Fifth Edition	APR 2014
API RP 99	Flash Fire Risk Assessment for the Upstream Oil and Gas Industry, First Edition	APR 2014
API RP 575	Inspection of Existing Atmospheric and Low-pressure Storage Tanks, Third Edition	APR 2014
API RP 585	Pressure Equipment Integrity Incident Investigation, First Edition	APR 2014
API 510	Pressure Vessel Inspection Code: In-Service Inspection, Rating, Repair, and Alteration, Tenth Edition	MAY 2014
API Std 2015	Safe Entry and Cleaning of Petroleum Storage Tanks, Planning and Managing Tank Entry From Decommissioning Through Recommissioning, Seventh Edition	MAY 2014
API Std 17F	Specification for Subsea Production Control Systems, Third Edition	MAY 2014
API Spec 17J	Specification for Unbonded Flexible Pipe, Fourth Edition	MAY 2014
API RP 8B	Inspections, Maintenance, Repair and Remanufacture of Hoisting Equipment, Eighth Edition	MAY 2014
API RP 17B	Recommended Practice for Flexible Pipe, Fifth Edition	MAY 2014
API RP 583	Corrosion Under Insulation and Fireproofing, First Edition	MAY 2014
API RP 584	Integrity Operating Windows, First Edition	MAY 2014
API RP 17W	Recommended Practice for Subsea Capping Stacks	JUL 2014
API RP 2SM	Design, Manufacture, Installation, and Maintenance of Synthetic Fiber Ropes for Offshore Mooring	JUL 2014

Standard No.	Document title	Date
API Bull 100-3	Community Engagement Guidelines, First Edition	JUL 2014
API RP 13B-1 Errata>	Errata to Recommended Practice for Field Testing Water-based Drilling Fluids, Fourth Edition (Identical to ISO 10414-1:2008)	AUG 2014
API Spec 13A Errata>	Errata for Specification for Drilling Fluid Materials, Eighteenth Edition	AUG 2014
API Spec 6D	Specification for Pipeline and Piping Valves, Twenty-Fourth Edition	AUG 2014
API Std 6AV2 Errata 1	Errata 1 to Installation, Maintenance, and Repair of Surface Safety Valves and Underwater Safety Valves Offshore, First Edition	AUG 2014
API RP 13B-2 Errata>	Errata to Recommended Practice for Field Testing of Oil-based Drilling Fluids, Fifth Edition	AUG 2014
API RP 2030	Application of Fixed Water Spray Systems for Fire Protection in the Petroleum and Petrochemical Industries, Fourth Edition	SEP 2014
API Spec 16F(R2010) Addendum 1	Addendum 1 to Specification for Marine Drilling Riser Equipment, First Edition	SEP 2014