

INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS



REPORT

93rd session of the IMO's Maritime Safety Committee

The 93rd session of the IMO's Maritime Safety-Committee was held from 13 to 23 May 2014 under the chairmanship of Mr. Christian Breinholt (Denmark).

The session was attended by delegations from 107 Member Governments and two Associate Members of IMO; by observers from two United Nations specialized agencies, six intergovernmental organizations, and by 49 non-governmental organizations in consultative status. IADC was represented at this session by: Alan Spackman, Vice President, Offshore Division; Sean Brett, Senior Director, Offshore Division. Mr. Warren Weaver, Manager Regulatory Compliance, Transocean Deepwater Drilling Inc. served as an advisor to the delegation of Vanuatu, and Mrs. Ida Maria W.B. Winther Afzelius, Maersk Drilling, served as a technical advisor to the delegation of Denmark.

The following is a summary of issues addressed by the session that may interest to organizations involved in offshore oil gas operations:

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
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>

Circular number	Title
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
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)

Resolution number	Title
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 States¹, 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

¹ Mr. L. Stephen Cox (Email: Larry.s.cox@uscg.mil)

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:

- .1 no compelling need had been demonstrated;
- .2 this was not an issue identified in the report of the marine casualty investigation into the loss of the **Costa Concordia**;
- .3 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
- .4 it was an important safety-related subject which should not be overlooked.

In light of the above, 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 Marine Environment Protection Committee (MEPC), endorsed the decision of the Sub-Committee on Standards of Training and Watchkeeping (STW) not to develop amendments to the ISM Code for the transfer of ship maintenance and failure records.

Traffic separation schemes (TSS) and routeing measures

The Committee approved the editorial amendments to COLREG.2/Circ.64, n 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 routeing 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.

Having been finalized, the Committee had for its the finalized draft CTU Code, which it approved

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 the DSC Sub-Committee'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. Note: Environmental aspects of the Code are to be considered by the Marine Environment Protection Committee 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 the Sub-Committee on Human Element, Training and Watchkeeping'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
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

Working arrangements for the next session

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

- .1 passenger ship safety;
- .2 goal-based standards and formal safety assessment (joint);
- .3 drafting of amendments to SOLAS and related mandatory instruments; and
- .4 consideration and adoption of amendments to mandatory instruments.

Dates for the next sessions

The Committee's 94th session is tentatively scheduled to take place from 17 to 21 November 2014 and that its 95th session is tentatively scheduled to be held in June 2015.

The complete IMO report (932 pages) for the session is available on the IMO portion of the IADC [Website](#).

Please feel free to contact me by phone (+1 713 292 1945) or e-mail (alan.spackman@iadc.org) with any questions you may have regarding this report.