

SUB-COMMITTEE ON DANGEROUS
GOODS, SOLID CARGOES AND
CONTAINERS
17th session
Agenda item 17

DSC 17/17
5 October 2012
Original: ENGLISH

REPORT TO THE MARITIME SAFETY COMMITTEE

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1 GENERAL

Introduction

1.1 The Sub-Committee on Dangerous Goods, Solid Cargoes and Containers held its seventeenth session from 17 to 21 September 2012, under the chairmanship of Mr. Xie Hui (China), who was elected as Chairman for 2012 at the opening of the session. The Vice-Chairman, Mr. Patrick Van Lancker (Belgium), who was elected as Vice-Chairman for 2012 at the opening of the session, was also present.

1.2 The session was attended by delegations from Member States and observers from international organizations and non-governmental organizations in consultative status, as listed in document DSC 17/INF.1.

Secretary-General's opening address

1.3 The Secretary-General welcomed participants and delivered his opening address, the full text of which can be downloaded from the IMO website at the following link: <http://www.imo.org/MediaCentre/SecretaryGeneral/Secretary-GeneralsSpeechesToMeetings/Pages/DSC17opening.aspx>.

Chairman's remarks

1.4 In responding, the Chairman thanked the Secretary-General for his words of guidance and encouragement and assured him that his advice and requests would be given every consideration in the deliberations of the Sub-Committee.

Adoption of the agenda and related matters

1.5 The Sub-Committee adopted the agenda (DSC 17/1) and agreed to be guided during the session by the annotated agenda (DSC 17/1/1) and the proposed working arrangements for the session (DSC 17/1/2). The agenda, as adopted, with the list of documents considered under each agenda item, is set out in document DSC 17/INF.20.

2 DECISIONS OF OTHER IMO BODIES

2.1 The Sub-Committee noted the outcomes of A 27, SLF 54, BLG 16, DE 56, MEPC 63, STW 43, MSC 90 and C 108 relevant to the work of the Sub-Committee, as reported in document DSC 17/2, and took them into account in its deliberations when dealing with relevant agenda items.

2.2 The Sub-Committee also noted that the Council, at its twenty-sixth extraordinary session, took the following decisions which have a bearing on the work of the Sub-Committee. In particular, it:

- .1 requested all IMO organs to observe the objectives of the Guidelines on the Application of the Strategic Plan contained in resolution A.1013(26);
- .2 on the labelling of planned outputs as being related to "mandatory" and "non-mandatory" instruments, agreed that the practice should be discontinued in the future and that, instead, the specific instrument in question should be identified; and

- .3 for outputs on which the Council, committees or sub-committees have not undertaken work for an extended period, decided that the continuing relevance of those outputs should be reassessed following a methodology consistent with that for the consideration of unplanned outputs.

3 AMENDMENT 37-14 TO THE IMDG CODE AND SUPPLEMENTS, INCLUDING HARMONIZATION WITH THE UN RECOMMENDATIONS ON THE TRANSPORT OF DANGEROUS GOODS

GENERAL

3.1 The Sub-Committee recalled that E&T 16 had finalized the text of draft amendment 36-12 to the IMDG Code and that MSC 90 had adopted it by resolution MSC.328(90), which is scheduled to enter into force on 1 January 2014 and be implemented on a voluntary basis from 1 January 2013.

3.2 The Sub-Committee also recalled that editorial corrections to the IMDG Code amendment 35-10 were finalized by E&T 16 and issued by means of Notes Verbales.

REPORT OF THE EDITORIAL AND TECHNICAL GROUP

3.3 The Sub-Committee considered the report of the Editorial and Technical (E&T) Group (DSC 17/3), which had met at its sixteenth session from 26 to 28 September 2011, and, having approved it in general, in particular:

- .1 requested the Secretariat to highlight all the modifications in the publication of the IMDG Code (amendment 36-12) with the appropriate symbols, as was done previously for amendment 35-10;
- .2 considered whether to revise the Guidance on the continued use of existing IMO-type portable tanks and road tank vehicles for the transport of dangerous goods (DSC/Circ.12), together with document DSC 17/3/3 (Spain), proposing amendments to chapter 4.2 (Class 2-Gases) of the IMDG Code to improving the safety of old IMO-type portable tanks in relation to irregularities found during their inspection and testing. Although the proposal to amend the Code was not supported, the Sub-Committee, recognizing the need to revise the Guidance, instructed E&T 19 to consider revisions of DSC/Circ.12 and advise the Sub-Committee, as appropriate;
- .3 regarding splitting column 16 into two sub-columns (16(a) and 16(b)), agreed on option 2 in annex 7;
- .4 noted, in the context of marine pollutants, the group's recommendation on the improvement of the draft text of a new Special Provision (SP) for assignment to UN 3077 and UN 3082 in annex 8 and instructed E&T 19 to further progress the proposals; and
- .5 requested the Secretariat to take into account MSC.1/Circ.1438 on amendments to the emergency response procedures for ships carrying dangerous goods, MSC.1/Circ.1439 on the conversion table (record of amendments) for part 7 requirements concerning transport operations and MSC.1/Circ.1440 on illustrations of segregation of cargo transport units on board containerhips and ro-ro ships when publishing the supplement to amendment 36-12 of the IMDG Code.

MARINE POLLUTANTS

3.4 The Sub-Committee considered document DSC 17/3/1 (IPPIC), proposing simplifying the description of marine pollutants on transport documents from "MARINE POLLUTANT/ENVIRONMENTALLY HAZARDOUS" to "MP/EH". While concerns were raised on the abbreviation, the Sub-Committee generally recognized the need for a single term for all transport modes and instructed E&T 19 to further consider the matter.

3.5 With regard to document DSC 17/3/7 (Germany), proposing the exclusion of class 7 material from Marine Pollutants/Environmentally Hazardous Substances requirements (proposal 1) and deletions of the word "articles" (proposal 2), the Sub-Committee generally agreed to proposal 1 and instructed E&T 19 to further consider the matter. Regarding proposal 2, the delegation of Germany stated that, since the matter is a multimodal issue, it would bring the matter to the UN TDG and GHS Sub-Committees.

3.6 Regarding document DSC 17/3/11 (Germany), seeking clarification on how to apply the provisions in 2.0.2.5 of the IMDG Code to mixtures containing marine pollutants, the Sub-Committee, recognizing the problem and complexity, instructed E&T 19 to further consider the matter.

OTHER PROPOSALS RELATED TO AMENDMENT 37-14

Portable tanks

3.7 The Sub-Committee considered document DSC 17/3/6 (CEFIC), proposing to remove obstacles to the proper placarding and marking of portable tanks having a capacity of less than 3,785 litres (1,000 gallons), and, while noting concerns that the problem is multimodal and that the proposed size is large, agreed to refer the matter to E&T 19 for further consideration.

PP1 loads on roll-on/roll-off ships

3.8 The Sub-Committee considered document DSC 17/3/2 (IPPIC), proposing to remove the requirement for the use of closed cargo transport units for shipment of loads in accordance with PP1 on roll-on/roll-off ships, and agreed to refer the matter to E&T 19 for further consideration.

Hydrogen peroxide

3.9 The Sub-Committee considered document DSC 17/3/4 (Islamic Republic of Iran), proposing to include some safety-related corrections to hydrogen peroxide packing group and concentration, based on findings of investigations in relation to several incidents related to containers transporting hydrogen peroxide. The Sub-Committee, recognizing that the proposal is related to multimodal transport, invited the delegation of the Islamic Republic of Iran to bring the matter to the attention of the UN Sub-Committee of Experts on the Transport of Dangerous Goods (TDG).

Methyl bromide as a disinfecting agent in cotton

3.10 The Sub-Committee considered document DSC 17/3/5 (Islamic Republic of Iran), proposing the prohibition of the use of Methyl bromide as a disinfecting agent in cotton transportation due to its highly flammable nature and sensitivity to water and humidity, and decided to refer the above document to E&T 19 for further consideration, if time permits.

Assignment of the EmS for spillage to UN 3422

3.11 The Sub-Committee agreed to refer document DSC 17/3/8 (Germany), proposing to assign the EmS for spillage to UN 3422 potassium fluoride solution by amending "S-B" into "S-A" in the EmS guidelines for potassium fluoride solution, to E&T 19 for further consideration.

Illustrations of labels, placards and marks on packages and CTUs

3.12 The Sub-Committee agreed to refer document DSC 17/3/9 (Republic of Korea), proposing the inclusion of illustrations of labels, placards and marks on packages and CTUs to chapters 5.2 and 5.3 of the IMDG Code for the convenience of industries in better application of the marking and labelling of dangerous goods packages, to E&T 19 for further consideration.

Special Provision 919

3.13 The Sub-Committee considered document DSC 17/3/10 (Italy), proposing to delete SP 919, related to the transportation of UREA NITRATE WETTED (UN 1357) as a class 4.1 substance, in column 6 of the Dangerous Goods List for UN 1357 and to delete SP 919 in chapter 3.3, and agreed to refer the matter to E&T 19 for further consideration.

Transport provisions for UN 3166 and UN 3171

3.14 The Sub-Committee considered document DSC 17/3/12 (Belgium, France, Germany, United Kingdom, United States, DGAC and IVODGA), proposing amendments to Special Provisions (SPs) 961 and 962 in relation to the new provisions for the transport of UN 3166 and UN 3171 (ENGINE, INTERNAL COMBUSTION; ENGINE, FUEL CELL, FLAMMABLE GAS POWERED; and ENGINE, FUEL CELL, FLAMMABLE LIQUID POWERED), which entered into force under amendment 35-10, and agreed, in principle, with the proposal and referred the matter to E&T 19 for further consideration, taking into account matters related to stowage-on-deck. The Sub-Committee also agreed to forward the issues described in paragraph 16 of the above document to the UN TDG Sub-Committee.

Non-declared and misdeclared dangerous goods

3.15 The Sub-Committee considered document DSC 17/3/13 (ICS and BIMCO), addressing the issue of non-declaration, incorrect declaration and misdeclaration of dangerous goods by consignors (DSC 17/3). The Sub-Committee, having recalled that the relevant measures were included in amendment 36-12 and, while noting concerns on proposals regarding consignees and GISIS, recognized the problem and referred the matter to E&T 19 for further consideration.

Counterfeit refrigerant

3.16 Regarding incidents involving the use of counterfeit refrigerant, the Sub-Committee considered under this agenda item document DSC 17/13/6 (United States and ICHCA), proposing to amend the IMDG Code and to develop guidance on the use of refrigerants in the context of the IMO/ILO/UNECE Guidelines for Packing CTUs, which should be forwarded to the UNECE Working Party on Intermodal transport and Logistics (WP.24).

3.17 The Sub-Committee agreed to refer the proposed amendment to the IMDG Code in paragraph 12 of the document and the matter on development of guidance to E&T 19 for further consideration. The Sub-Committee requested the Secretariat to forward the views expressed in paragraph 9 of the document to the Group of Experts for the revision of the IMO/ILO/UNECE CTU Guidelines (see also paragraphs 6.4 and 7.18).

IAEA draft Code of Conduct on the Transboundary Movement of Radioactive Material Inadvertently Incorporated into Scrap Metal and Semi-Finished Products of the Metal Recycling Industries

3.18 The Sub-Committee noted document DSC 17/INF.16 (Secretariat), containing information on the draft IAEA Code of conduct developed by the IAEA and providing background information on the development of this instrument.

OUTCOME OF THE UN TDG SUB-COMMITTEE

3.19 The Sub-Committee noted document DSC 17/INF.17/Rev.1 (Secretariat), informing on the progress made by the UN TDG Sub-Committee, at its forty-first session, on amending the Recommendations on the Transport of Dangerous Goods, Model Regulations, and referred the information to E&T 19 for consideration.

DRAFT AMENDMENTS (37-14) TO THE IMDG CODE AND INSTRUCTIONS TO THE E&T GROUP

3.20 Following the aforementioned discussion, the Sub-Committee authorized E&T 19 to prepare the next set of draft amendments (37-14) to the IMDG Code, based on documents submitted to DSC 17 and taking into account comments made and decisions taken by the Sub-Committee at the session, as described in the foregoing paragraphs of this section. E&T 19 should also take into consideration the outcome of the UN TDG Sub-Committee with regard to the eighteenth revised edition of the UN Recommendations on the Transport of Dangerous Goods, Model Regulations. The group was also instructed to identify and correct any editorial mistakes concerning the amendments (36-12) adopted by resolution MSC.328(90) and submit a written report to DSC 18.

3.21 The Sub-Committee noted that the provisional agenda for E&T 19 will be available in due course as document E&T 19/1, specifying the deadline for submission of documents (see also paragraph 14.7).

4 AMENDMENT 02-13 TO THE IMSBC CODE AND SUPPLEMENTS

GENERAL

4.1 The Sub-Committee recalled that the amendments (01-11) to the IMSBC Code adopted by MSC 89 had come into effect on 1 January 2012 on a voluntary basis; and from 1 January 2013 will be mandatory.

4.2 The Sub-Committee also recalled that MSC 89 had approved the holding of two meetings of the E&T Group in 2012 for the preparation and finalization of amendments to the IMSBC Code (i.e. E&T 17 in March 2012 and E&T 18 the week directly after DSC 17).

4.3 The Sub-Committee noted that draft amendments (02-13) to the IMSBC Code, prepared by E&T 18, will be submitted directly to MSC 92, with a view to adoption for coming into effect on a voluntary basis from 1 January 2014 and on a mandatory basis from 1 January 2015. In this regard, the Sub-Committee noted that it was instructed by MSC 90 to prepare a draft MSC circular on early implementation of the amendments to the

IMSBC Code and consider the adequacy of, and the possibility for, improving current methods and developing alternative methods for determining transportable moisture limits for iron ore and iron ore fines.

4.4 The Sub-Committee recalled further that DSC 16 had established the Correspondence Group on Transport of Iron Ore Fines in Bulk to prepare draft individual schedule(s) for iron ore fines and consider the adequacy of the current test methods (DSC 16/15, paragraph 4.45).

REPORT OF THE WORKING GROUP (PART 2) AT DSC 16

4.5 The Sub-Committee considered the second part of the report of the working group (DSC 17/4) at DSC 16 and noted that the information contained therein had already been considered by E&T 17 when preparing the draft amendments (02-13) to the IMSBC Code (DSC 17/4/2).

REPORT OF E&T 17

4.6 The Sub-Committee considered document DSC 17/4/2, containing the report of the E&T Group which had met at its seventeenth session from 19 to 23 March 2012, together with the related documents submitted to the session, and having approved it in general, in particular:

- .1 agreed to finalize the draft Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes that may liquefy, based on annex 1 to document DSC 17/4/2;
- .2 considered the group's recommendation that, as a long-term goal, the IMSBC Code should incorporate a section on training for shore-side personnel together with document DSC 17/4/29 (United States and IBTA) and, having noted views that it was premature to develop mandatory requirements at this stage and the concerns expressed on developing SOLAS requirements for shore-side personnel, bearing in mind that similar precedents include chapter 1.3 of the IMDG Code and the ISPS Code, instructed the working group to further consider the above matter with a view to advising the Sub-Committee on the possibility of including non-mandatory training provisions within the IMSBC Code;
- .3 considered the group's recommendation that classification criteria for materials hazardous only in bulk (MHB) should be incorporated in the draft amendments (02-13) of the Code and agreed that the criteria for MHB would apply to the assessment of new schedules, to the revision of existing cargo schedules to be incorporated in the amendments (02-13) and any future schedules. Nevertheless, the Sub-Committee, having also considered document DSC 17/4/28 (United States, BIMCO and INTERCARGO), proposing to establish a notational listing system for identifying MHB cargoes, decided that E&T 18 should further consider the above matters;
- .4 agreed to incorporate additional text covering fumigation in section 3.6 of the Code, for inclusion in the draft amendments (02-13);

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- .5 having endorsed the group's decisions regarding the inclusion of new entries and amendments to existing entries for schedules and/or index entry to the draft amendments (02-13) of the Code, considered document DSC 17/4/39 (IACS), seeking clarification regarding stowage and segregation requirements for cargoes UN 1942, 2067, 2071 and non-hazardous ammonium nitrate base fertilizer, and decided to refer the above document to the working group for further consideration. In regard to mechanical surface ventilation on ships for the safe maritime transport of DRI (C), the Sub-Committee noted the statement by the delegation of the Bolivarian Republic of Venezuela in relation to paragraph 6.52 of the group's report (DSC 17/4/2), which is set out in annex 15.
 - .6 agreed that, as a general principle, individual schedules should be produced on the basis of differences between the properties of the cargoes and not only on a geographical basis;
 - .7 noted the group's view that, as a general principle, weather precautions are only included within individual schedules for safety purposes to cover the associated risks to vessels and their crews;
 - .8 in regard to the draft amendments to the Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective (MSC.1/Circ.1395), noted that E&T 17 could not conclude the matter and instructed the working group to further consider the draft amendments to MSC.1/Circ.1395, together with document DSC 17/4/1/Rev.1 (IACS);
 - .9 agreed to incorporate the draft amendments prepared at DSC 16 (DSC 16/WP.3, annex 1) into the next set of amendments (02-13) to the IMSBC Code;
 - .10 agreed that the draft Guidelines for solid bulk cargoes not listed in the IMSBC Code should be further developed and referred the matter to the working group for further consideration;
 - .11 noted the outcome of the group's discussions on document E&T 17/7 (Germany) regarding compiling a list of solid bulk materials, which will fall under the revised MARPOL Annex V (paragraph 8.7), together with related document DSC 17/INF.4 (see also paragraph 9.4); and
 - .12 considered the views of the group regarding the implementation of the revised MARPOL Annex V that the development of a new section for environmentally hazardous substances is necessary within the Code, together with document DSC 17/4/9 (Canada), recognizing that including in the IMSBC Code a list of solid bulk materials, which fall under the revised MARPOL Annex V could be helpful and expressing their concern over the difficulty of implementing the revision, and having noted that MEPC 64 would consider the above matters in relation to the revised MARPOL Annex V, agreed, in general, to have a new section in the future IMSBC Code relating to the revised MARPOL Annex V and invited MEPC 64 to note that the next set of amendments (03-15) to the IMSBC Code would enter into force on 1 January 2017.

REPORT OF THE CORRESPONDENCE GROUP

4.7 The Sub-Committee considered the report of the correspondence group (DSC 17/4/3 and DSC 17/INF.2) established at DSC 16, providing a new individual schedule for iron ore fines as Group A cargo, together with the following related documents:

- .1 DSC 17/4/2 (paragraphs 3.5 and 3.6), containing the views of E&T 17;
- .2 DSC 17/4/22 and Corr.1 (Brazil), proposing a new individual schedule for iron ore fines that may liquefy;
- .3 DSC 17/4/33 (Australia), proposing an interim schedule to be agreed for iron ore cargoes as possessing Group A properties, whilst extensive international research is completed;
- .4 DSC 17/4/34 (Australia), containing a progress report on the Australian research into iron ore fines that may liquefy;
- .5 DSC 17/INF.9 (Brazil), informing the status and results of the Brazilian research to assess the safe carriage condition of Brazilian iron ore fines in bulk;
- .6 DSC 17/INF.10 (Brazil), demonstrating that methodologies for TML determination on Brazilian iron ore fines as contained in the IMSBC Code are inadequate;
- .7 DSC 17/4/23 (Brazil), describing the Cyclic Triaxial Criteria (CTC) as a protocol on testing used for the safe carriage conditions of iron ore fines;
- .8 DSC 17/4/24 and DSC 17/INF.15 (Brazil), providing additional information and proposing the Corrected Proctor/Fagerberg method for testing iron ore fines, as an alternative method for setting the Transportable Moisture Limit (TML);
- .9 DSC 17/INF.11 (Brazil), informing about iron ore fines shipped in bulk from Brazil on seagoing vessels;
- .10 DSC 17/4/40 (INTERCARGO, ICS, BIMCO and P&I Clubs), observing that it is premature to consider the Brazilian proposal (DSC 17/4/22, DSC 17/4/23 and DSC 17/4/24) at this time, and supporting using the correspondence group's report as the basis for the finalization of a schedule for iron ore fines as a Group A cargo;
- .11 DSC 17/4/38 (ICHCA), proposing amendments to section 4 of the IMSBC Code to clarify guidance on "in situ" sampling of unprocessed mineral ores stockpiles in relation to the report of the correspondence group (DSC 17/INF.2); and
- .12 DSC 17/4/35 (Australia), proposing that the Correspondence Group on Transport of Iron Ore Fines be re-established.

4.8 After extensive discussion on the above submissions and notwithstanding the comprehensive research undertaken by Brazil, the Sub-Committee decided not to finalize a draft schedule(s) for iron ore fines at this session in order to await the outcome of the

associated Australian research (DSC 17/4/34), which is expected to be completed prior to DSC 18, and other related research, with a view to finalizing the draft schedule(s) and appropriate test methods at the next session, for incorporation in the next set of amendments (03-15) to the IMSBC Code. Taking into account the above decision, the Sub-Committee, agreed to editorially update DSC.1/Circ.66 (DSC 17/WP.6) and approved DSC.1/Circ.66/Rev.1 on Carriage of iron ore fines that may liquefy so that it would continue to be applied until the finalization of the schedule(s). The Committee was invited to note the above decisions.

4.9 The Sub-Committee, recognizing the importance of early implementation of the draft schedule for iron ore fines, invited MSC 91 to authorize DSC 18 to issue a DSC circular on early implementation of the draft schedule(s) for iron ore fines, taking into account that the next set of amendments (03-15) to the IMSBC Code would not enter into force until 1 January 2017, and agreed to invite the Committee, when adopting the above amendments to the Code, to also adopt an associated MSC resolution on early implementation of the draft schedule(s) for iron ore fines.

4.10 Having considered the above matters, the Sub-Committee agreed to re-establish the correspondence group to finalize the draft schedule(s) (see paragraph 4.34) and invited MSC 91 to extend the submission deadline for the group's report to DSC 18 due to the anticipated heavy workload.

NEW PROPOSALS FOR CARGOES NOT LISTED IN THE IMSBC CODE

Proposed new entry for Titanomagnetite

4.11 In considering documents DSC 17/4/5 and DSC 17/INF.3 (New Zealand), containing an updated proposal to include a new entry for Titanomagnetite in group C of the IMSBC Code in response to the discussions at E&T 17, the Sub-Committee decided to refer the above documents to the working group for further consideration.

Nickel ore

4.12 The Sub-Committee had for consideration the following documents on nickel ore:

- .1 DSC 17/4/36 (France), proposing to finalize and amend the appendix to the schedule for nickel ore contained in the draft amendments (02-13) to the IMSBC Code;
- .2 DSC 17/4/32 (Australia), providing a proposal to amend the draft schedule on nickel ore and suggesting that loading in precipitation only be permitted for cargoes where the TML value has been ascertained by testing. Where the TML value has not been ascertained by testing, loading in precipitation should not be permitted, it also recommended that there is no alternative to the document to be issued by the competent authority of the port of loading, authorizing that the shipping documents do not mention the TML of the cargo; and
- .3 DSC 17/4/41 (INTERCARGO, ICS, BIMCO and P&I Clubs), stating that there is not an overriding urgency to adopt this proposed testing methodology for nickel ore cargoes whilst doubts remain concerning the consequences of the proposed new VTPB test. It also stated that an agreement on such a modified test method should be deferred until the ramifications of using such a modified test are clearly understood, given the

dramatic differences between the proposed modified test and the existing test methodology.

4.13 In considering document DSC 17/4/36, related to the finalization of the nickel ore draft schedule, the delegation of France informed the Sub-Committee that additional studies were necessary to validate the alternative test procedure included in the appendix of the draft schedule, as prepared by the E&T Group.

4.14 Having noted the above information and that further results would be provided at a future session, the Sub-Committee decided to postpone, to DSC 18, the consideration of the provisions concerning the alternative test procedure, as contained in the nickel ore draft schedule set out in annex 2 of document DSC 17/4/2, for inclusion in the next set of amendments (03-15) to the Code. Consequently, taking into account the urgent need to include a schedule for nickel ore in the IMSBC Code, the Sub-Committee agreed to retain provisions not related to the appendix and instructed the working group to finalize the schedule for nickel ore at this session.

New Group listings of cargoes in the IMSBC Code

4.15 The Sub-Committee considered document DSC 17/4/10 (BIMCO), making a comparison between the BC Code and the current IMSBC Code regarding the arrangement of cargoes in the context of Groups (A, B or C) as integrated in appendix I of the Code, and proposing the inclusion of a new appendix 5 which would group the cargoes in a different manner. The Sub-Committee, while noting that some delegations supported the proposal and others expressed concerns over developing another index in the Code, decided to refer the above document to E&T 18 for further consideration with a view to advising DSC 18 accordingly (see paragraph 4.36.2).

Potential errors in section 7 of the IMSBC Code

4.16 In considering document DSC 17/4/37 (United Kingdom), which highlighted potential errors in the IMSBC Code, the Sub-Committee agreed, in principle, with the proposal and referred it to the working group for further consideration.

Other documents containing new proposals

4.17 Given the large number of documents submitted containing new proposals for cargoes not listed in the IMSBC Code as well as proposals for amendments to existing schedules, the Sub-Committee agreed to forward the following documents for further consideration by the working group: DSC 17/4/5, DSC 17/4/6, DSC 17/4/7, DSC 17/4/8, DSC 17/4/11, DSC 17/4/12, DSC 17/4/13, DSC 17/4/14, DSC 17/4/15, DSC 17/4/16, DSC 17/4/17, DSC 17/4/18, DSC 17/4/19, DSC 17/4/20, DSC 17/4/21, DSC 17/4/25, DSC 17/4/26, DSC 17/4/27, DSC 17/4/30, DSC 17/4/31, DSC 17/INF.3, DSC 17/INF.7, DSC 17/INF.12, DSC 17/INF.13 and DSC 17/INF.14.

CASUALTY INVOLVING TRANSPORT OF METAL SULPHIDE CONCENTRATES

4.18 The Sub-Committee noted document DSC 17/INF.8 (Japan) providing information on the investigation of an incident involving transport of Metal Sulphide Concentrates on the bulk carrier **Singapore Grace**.

EARLY IMPLEMENTATION OF THE AMENDMENTS (02-13) TO THE IMSBC CODE

4.19 Having considered document DSC 17/4/4 (Secretariat) containing the outcome of MSC 90, in particular, that the Committee had approved Interim measures for early implementation of the draft amendments to the IMSBC Code (MSC.1/Circ.1441),

the Sub-Committee noted that the Committee had instructed DSC 17 to prepare a draft MSC circular on early implementation of the amendments to the IMSBC Code, taking into account the aforementioned interim measures and document MSC 90/12/3 (INTERCARGO, ICS, BIMCO, P&I Clubs and IUMI), for consideration and advice to MSC 91, and decided to instruct the working group to prepare the above draft MSC circular.

ESTABLISHMENT OF THE WORKING GROUP

4.20 Having considered the above issues, the Sub-Committee established the Working Group on Amendments to the IMSBC Code and instructed it, taking into account the comments and decisions made in plenary, to:

- .1 prepare draft terms of reference for the Correspondence Group on Transport of Iron Ore Fines in Bulk;
- .2 consider the discrepancies between sections 4 and 8 referring to appendix 2 of the IMSBC Code and advise the Sub-Committee on a possible solution;
- .3 based on the report of the correspondence group (DSC 17/4/3 and DSC 17/INF.2), further consider the following matters:
 - .1 problem of sampling in regard to the draft Recommendations with regards to sampling of iron ore fine stockpiles prior to loading on vessels (DSC 17/4/3, paragraphs 53 and 54 and annex 2 and DSC 17/4/38);
 - .2 amendment to subsection 4.7 of the Code in regard to the version of the ISO standard (DSC 17/4/3, paragraph 55);
 - .3 consequential amendments to the individual schedule for Mineral Concentrates and the index of cargoes (DSC 17/4/3, paragraphs 56 to 58); and
 - .4 detailed technical information on incidents related to liquefaction of iron ore cargoes (DSC 17/4/3, paragraph 59);
- .4 finalize the draft Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content of solid bulk cargoes that may liquefy (DSC 17/4/2, annex 1);
- .5 advise the Sub-Committee on the possibility of including training provisions within the IMSBC Code (DSC 17/4/29);
- .6 finalize a draft schedule for nickel ore for inclusion in the Code (DSC 17/4/2, annex 2), deleting the appendix (test procedure) and reference to the test procedure from the schedule;
- .7 prepare a draft MSC circular on Early implementation of the draft amendments (02-13) to the IMSBC Code;

- .8 finalize the draft Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the IMSBC Code and their conditions of carriage according to subsection 1.3.3 of the IMSBC Code, based on annex 4 to document DSC 17/4/2;
- .9 prepare the terms of reference for the eighteenth session of the E&T Group; and
- .10 if time permits, further develop the draft amendments (02-13) to the IMSBC Code on the basis of the report of E&T 17 (DSC 17/4/2), taking into account documents: DSC 17/4/5, DSC 17/4/6, DSC 17/4/7, DSC 17/4/8, DSC 17/4/11, DSC 17/4/12, DSC 17/4/13, DSC 17/4/14, DSC 17/4/15, DSC 17/4/16, DSC 17/4/17, DSC 17/4/18, DSC 17/4/19, DSC 17/4/20, DSC 17/4/21, DSC 17/4/25, DSC 17/4/26, DSC 17/4/27, DSC 17/4/30, DSC 17/4/31, DSC 17/4/37, DSC 17/4/39, DSC 17/INF.3, DSC 17/INF.7, DSC 17/INF.12, DSC 17/INF.13 and DSC 17/INF.14, and also consider document DSC 17/4/1/Rev.1.

REPORT OF THE WORKING GROUP

4.21 Having received the report of the working group (DSC 17/WP.5), the Sub-Committee approved it in general and took action as indicated in paragraphs 4.22 to 4.35.

Discrepancies between sections 4 and 8 referring to appendix 2 of the IMSBC Code

4.22 The Sub-Committee, having noted the discussion of the group regarding discrepancies between sections 4 and 8 referring to appendix 2 of the IMSBC Code, in particular some concerns raised in the group (DSC 17/WP.5, paragraph 10), agreed to further consider the draft modifications made to provision 4.1.4 of the Code (DSC 17/WP.5, annex 2) at the next session and invited submissions on the matter.

Matters related to sampling

Recommendations with regard to sampling of stockpiles prior to loading on vessels

4.23 The Sub-Committee endorsed the action taken by the group with regard to the recommendations on sampling of stockpiles prior to loading on vessels (i.e. inclusion in the draft amendments to the Code) (DSC 17/WP.5, annex 2).

Consequential amendments to individual schedule for Mineral Concentrates and the index of cargoes

4.24 The Sub-Committee endorsed the recommendation of the group to await the conclusion of the work of the correspondence group (see paragraph 4.34) before revising the amendments to the individual schedule for mineral concentrates and the index of cargoes at DSC 18.

Detailed technical information on incidents

4.25 The Sub-Committee invited Member States and international organizations to make available to the Organization detailed technical information on incidents or casualties resulting from liquefaction.

Draft guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes that may liquefy

4.26 The Sub-Committee agreed, in principle, to the draft Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content of solid bulk cargoes that may liquefy (DSC 17/WP.5, annex 3), and authorized E&T 18 to finalize the Guidelines, together with the associated draft MSC circular, for submission to MSC 92 for approval.

Training provisions for shore-side personnel

4.27 The Sub-Committee endorsed the opinion of the group regarding the inclusion of non-mandatory training provisions for shore-side personnel within the IMSBC Code and invited Member States and international organizations to submit comments and proposals on the draft new section 14 on Training (DSC 17/WP.5, annex 4), bearing in mind that the word "shall" is to be replaced by the word "should" when finalizing the new section as it is to be a non-mandatory instrument.

Nickel ore schedule

4.28 The Sub-Committee agreed to the revised schedule for nickel ore for inclusion in the draft amendments (02-13) to the IMSBC Code (DSC 17/WP.5, annex 2).

Early implementation of the draft amendment (02-13) to the IMSBC Code

4.29 The Sub-Committee authorized E&T 18 to prepare the draft MSC circular on Early implementation of the draft amendments (02-13) to the IMSBC Code, for submission to MSC 91 for consideration.

Draft Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the IMSBC Code and their conditions of carriage according to subsection 1.3.3 of the IMSBC Code

4.30 The Sub-Committee noted the progress made by the group on the draft Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the IMSBC Code and their conditions of carriage according to subsection 1.3.3 of the IMSBC Code (DSC 17/WP.5, annex 5), and agreed to refer them to E&T 18 for finalization and preparation of the associated draft MSC circular, for submission to MSC 92 for approval.

4.31 The Sub-Committee concurred with a proposal by the observer from IACS that E&T 18 should be tasked with considering how to include text in the draft Guidelines, in particular section 11 "Carriage", that such provisions should refer to relevant internationally agreed standards for the approval of the system.

IACS Unified Interpretation on Fire-Extinguishing Arrangements in Cargo Spaces

4.32 The Sub-Committee agreed to forward the amended text of the IACS Unified Interpretation (UI) SC 250 on Fire-Extinguishing Arrangements in Cargo Spaces to FP 56 for its expert consideration and advice to DSC 18 (DSC 17/WP.5, annex 6).

Ammonium nitrate and ammonium nitrate based fertilizer cargoes

4.33 The Sub-Committee noted the discussions of the group on matters related to ammonium nitrate and agreed to its decision to make amendments to the individual schedules for ammonium nitrate UN 1942 and ammonium nitrate based fertilizer UN 2071 (DSC 17/WP.5, annex 2).

Establishment of the correspondence group

4.34 Taking into account the recommendation of the group, the Sub-Committee re-established the Correspondence Group on Transport of Iron Ore Fines in Bulk, under the coordination of Japan,^{*} and instructed it, taking into account the relevant decisions and comments made at DSC 17, to:

- .1 consider the adequacy of current methods for determining transportable moisture limit (TML) for iron ore fines and consider new and/or amended existing methods to be included in appendix 2 of the IMSBC Code, to be completed by the end of May 2013 (DSC 17/4/34 and DSC 17/INF.9);
- .2 consider the evaluated and verified research into iron ore fines – to be completed by the end of May 2013;
- .3 prepare draft individual schedule(s) for iron ore fines and any required amendments to appendix 2, taking into account .1 and .2 above and review the existing iron ore schedule, as necessary; and
- .4 submit a report to DSC 18.

4.35 In the use of the term "evaluated and verified research" in the above terms of reference (subparagraph .2), the Sub-Committee agreed that the term meant that the research submitted to the correspondence group will have been independently evaluated and verified and it was not a task for the correspondence group to undertake that evaluation and verification.

DRAFT AMENDMENTS (02-13) TO THE IMSBC CODE AND INSTRUCTIONS TO THE E&T 18

4.36 Having considered the above matters, the Sub-Committee agreed to the draft amendments (02-13) to the IMSBC Code on the basis of document DSC 17/4/2 (annex 2), as modified by document DSC 17/WP.5 (annex 2), and authorized E&T 18 to prepare modifications to the agreed text on the basis of the comments made and decisions taken at DSC 17, identify and correct any editorial mistakes and requested the Secretariat to incorporate the modifications made by the group into the final text of the draft amendments (02-13) to the IMSBC Code. Notwithstanding the above decision, the Sub-Committee, taking into account that not all of the submissions made to the session could be considered due to time constraints, also authorized E&T 18 to:

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- .1 further consider documents DSC 17/4/2, DSC 17/4/5, DSC 17/4/6, DSC 17/4/7, DSC 17/4/8, DSC 17/4/11, DSC 17/4/12, DSC 17/4/13, DSC 17/4/14, DSC 17/4/15, DSC 17/4/16, DSC 17/4/17, DSC 17/4/18, DSC 17/4/19, DSC 17/4/20, DSC 17/4/21, DSC 17/4/25, DSC 17/4/26, DSC 17/4/27, DSC 17/4/30, DSC 17/4/31, DSC 17/4/37, DSC 17/INF.3, DSC 17/INF.7, DSC 17/INF.12, DSC 17/INF.13, DSC 17/INF.14 and DSC 17/WP.5, and prepare modifications to the draft amendments (02-13) to the IMSBC Code, as appropriate, for submission to MSC 92 for adoption;
- .2 consider documents DSC 17/4/10 and DSC 17/4/28 and advise DSC 18 accordingly;
- .3 prepare a draft MSC circular on Early implementation of amendments (02-13) to the IMSBC Code, taking into account MSC.1/Circ.1441 and MSC 90/12/3, for submission to MSC 91 for consideration;
- .4 finalize the draft MSC circular on Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes that may liquefy, based on DSC 17/WP.5 (annex 3), for submission to MSC 92 for approval;
- .5 finalize the draft MSC circular on Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the IMSBC code and their conditions of carriage according to subsection 1.3.3 of the IMSBC code, based on DSC 17/WP.5 (annex 5), for submission to MSC 92 for approval; and
- .6 finalize the draft amendments to the Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective (MSC.1/Circ.1395), together with the associated draft MSC Circular, for submission to MSC 92 for approval,

and requested the Secretary-General to circulate the final draft amendments (36-12) to the IMSBC Code in accordance with SOLAS article VIII, for consideration and subsequent adoption by MSC 92.

4.37 In this connection, the Sub-Committee instructed E&T 18, in regard to the documents referred to in paragraph 4.36.1, to forward any documents that agreement cannot be reached on by the group to DSC 18 for further consideration with a view to possible inclusion in the next set of amendments.

5 AMENDMENTS TO SOLAS TO MANDATE ENCLOSED SPACE ENTRY AND RESCUE DRILLS

General

5.1 The Sub-Committee recalled that DSC 16, having received the report of the working group (DSC 16/WP.4), had agreed to the draft amendments to SOLAS regulation III/19 to mandate enclosed space entry and rescue drills and referred the draft amendments to BLG 16 and STW 43 for comment.

5.2 The Sub-Committee also recalled that MSC 90 had instructed DSC 17 to consider document MSC 90/12/1 (Bahamas) with a view to developing consequential amendments to relevant codes and advise the Committee accordingly.

5.3 In regard to the outcome of other IMO bodies, the Sub-Committee noted the outcomes of BLG 16, STW 43 and MSC 90 (DSC 17/5) on matters related to the agenda item.

Draft amendments prepared by DSC 16

5.4 The Sub-Committee agreed, in principle, to the draft amendments to SOLAS regulation III/19 to mandate enclosed space entry and rescue drills (DSC 16/WP.4), with incorporation of comments made by BLG 16.

Mandatory carriage of an oxygen meter

5.5 The Sub-Committee considered document DSC 17/5/1 (Nautical Institute, InterManager, ITF and IFSMA), proposing a new draft SOLAS regulation XI-1/7 on instrument for measuring the oxygen content of the air, to enhance the safety of seafarers serving on ships where the oxygen meter is not a statutory carriage requirement.

5.6 In this context, the Sub-Committee, while generally agreeing to the necessity of oxygen meters, noted that:

- .1 many delegations were of the view that an appropriate instrument for measuring the concentration of gas and/or oxygen (multi-gas meter) should be required in SOLAS chapter XI-1;
- .2 the relationship between existing mandatory requirements (e.g. SOLAS regulations II-2/4.5.7.1 and VI/3) and the proposed new regulation should be considered;
- .3 the STW Sub-Committee, taking into account the intervention by the delegate of the United Kingdom that the proposed draft amendments now include a new rescue element, should be requested to consider whether the training specified within the STCW Code adequately covers the expanded regulations for enclosed space entry and rescue; and
- .4 the provisions of resolution A.1050(27) on the Revised recommendations for entering enclosed spaces aboard ships refer to the "testing of the atmosphere" and section 7.2 of the recommendations states that, for entry purposes, steady readings should be obtained for more gases than just oxygen.

5.7 After lengthy discussion, the Sub-Committee agreed that the working group to be established should prepare a draft justification for a new unplanned output for developing SOLAS amendments to require appropriate instruments for measuring the oxygen content of the air in enclosed spaces, for submission to MSC 91. In addition, the Sub-Committee agreed that, if time permits, the working group should further consider the issue of training, taking into account the outcome of STW 43, and advise the Sub-Committee accordingly.

Consequential amendments to MODU, DSC and HSC Codes

5.8 Taking into account the instructions of MSC 90 (see paragraph 5.2), the Sub-Committee considered document DSC 17/5/2 (Bahamas), proposing consequential amendments to the MODU, DSC and HSC Codes.

5.9 Regarding the consequential amendments to the 1979, 1989 and 2009 MODU Codes, the Sub-Committee also considered document DSC 17/5/3 (IADC), recommending consideration of the matter under the output on Revision of the Recommendations on training of personnel on mobile offshore units (MOUs) (resolution A.891(21)) by the STW Sub-Committee, instead of amending various versions of the MODU Code; and providing alternative text of the draft amendments to the relevant MODU Code. It also proposed that oxygen meter(s) should be portable and should be distinct from those specified as accompanying the fire-fighters' outfits under paragraph 9.13.1 of the 2009 MODU Code.

5.10 Following discussion, the Sub-Committee agreed that the working group should finalize the draft amendments to the MODU, DSC and HSC Codes, taking into account documents DSC 17/5/2 and DSC 17/5/3.

Re-establishment of the working group

5.11 Subsequently, the Sub-Committee re-established the Working Group on Amendments to SOLAS to Mandate enclosed space entry and rescue drills and instructed it, taking into account the comments made and decisions taken in plenary, to:

- .1 finalize the draft amendments to SOLAS regulation III/19 to mandate enclosed space entry and rescue drills, based on document DSC 16/WP.4 (annex);
- .2 prepare a justification for inclusion of an unplanned output in the 2012-2013 biennial agenda of the Sub-Committee on mandating the carriage of oxygen meters on board ships with a view to submission, consideration and approval thereof at MSC 91;
- .3 finalize the draft amendments to the MODU, DSC and HSC Codes, taking into account documents DSC 17/5/2 and DSC 17/5/3; and
- .4 if time permits, further consider the issue of adequacy of STCW Code provisions regarding the training on entry into enclosed spaces.

Report of the working group

5.12 Having received the report of the working group (DSC 17/WP.4), the Sub-Committee took action as set out in paragraphs 5.13 to 5.25 below.

Draft amendments to SOLAS to mandate enclosed space entry and rescue drills

5.13 The Sub-Committee, having concurred with the modified text of draft new regulation III/19.3.3 emphasizing that the enclosed space entry and rescue drills shall take place only on board the specific ship (DSC 17/WP.4, annex 1), agreed to the draft amendments to SOLAS chapter III, as set out in annex 1, for submission to MSC 91 for approval and subsequent adoption.

5.14 In regard to the concerns expressed by some delegations that the new regulation for ships where the crew rotation is a common practice might be too prescriptive, the Sub-Committee concurred with the comment by the group that the frequency of drills proposed is the minimum acceptable, so the companies' practice may be suitably adapted to the actual crew rotation, with reducing the time period between the drills, if necessary, and that concerns regarding crew rotation can also be addressed within the ISM Code.

Draft consequential amendments to the MODU, DSC and HSC Codes

5.15 The Sub-Committee agreed to the draft amendments to the 1994 and 2000 HSC Codes, as set out in annexes 2 and 3, respectively, for submission to MSC 91 for approval, with a view to subsequent adoption.

5.16 With regard to non-mandatory codes, the Sub-Committee agreed to draft consequential amendments to the 1979, 1989, 2009 MODU Codes and the DSC Code, as set out in annexes 4 to 7, respectively, for submission to MSC 92 for adoption, together with the associated SOLAS amendments (see paragraph 5.13). MSC 91 was invited to note this course of action.

Consequential amendments to other IMO Codes

5.17 The Sub-Committee, recognizing that there was a need to review other mandatory and non-mandatory codes (e.g. BCH, GC, IBC, IGC, IMSBC, OSV, SPS, existing gas carrier Code, etc.) and other IMO instruments to incorporate amendments consequential to those to SOLAS regulation III/19, noted the information contained in document DSC 17/5/2, which provides a list all relevant codes that specifically contain provisions on drills.

Justification for inclusion of an unplanned output in the 2012-2013 biennial agenda of the Sub-Committee on mandating the carriage of oxygen meters on board ships

5.18 In considering the draft justification for an unplanned output to develop mandatory requirements for the carriage of appropriate atmosphere testing instruments on board ships (DSC 17/WP.4, annex 2), one delegation stated that, by expanding the scope of the above justification to include atmosphere testing instruments, the group had gone beyond the remit of its terms of reference, as the aforementioned terms clearly state that only "oxygen meters" were intended to be considered by the group. This view was shared by several delegations. In noting the above concerns, the Chairman advised the Sub-Committee that his recollection of the instructions to the group was to not restrict their discussions to oxygen meters only but this decision had not been properly reflected in the group's terms of reference.

5.19 Having considered the above views, the Sub-Committee agreed to the Justification to develop amendments to the SOLAS Convention and relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships, as set out in annex 8, for consideration by MSC 91, together with the Sub-Committee's recommendation that the highest priority be given to urgently developing relevant SOLAS carriage requirements of oxygen meters.

5.20 One delegation drew the attention of the Sub-Committee to the scope of this exercise, which made clear that work will not include ships which already carry gas and oxygen measuring equipment on board in accordance with SOLAS, namely tankers and bulk carriers, in order to avoid duplication of requirements.

5.21 Subsequently, the Sub-Committee invited Member States and international organizations to forward any comments and views on the above justification to MSC 91.

5.22 Subject to approval of the unplanned output, the Sub-Committee invited the Committee to instruct the BLG, FP and STW Sub-Committees to consider paragraphs 7 to 13 of, and annex 2 to, document DSC 17/WP.4 at their forthcoming sessions and forward any comments and proposals, as appropriate, to DSC 18.

Adequacy of STCW Code provisions regarding the training on entry into enclosed spaces

5.23 The Sub-Committee, having taken note of the outcome of STW 43 (STW 43/14, paragraph 13.14) stating that no further training requirements relating to entry into enclosed spaces were needed for the purposes of the STCW Code, could not conclude its consideration of the adequacy of STCW provisions. Some delegations expressed concern that the training provisions which should precede and detail the requirements on drills, might not be sufficiently covered at present in IMO instruments, and felt that the issue of training (in particular, its rescue segment) might need to be revisited.

5.24 On the other hand, the Sub-Committee recognized that it may be reasonably expected that, subject to approval of the above justification, STW 44 could update the Sub-Committee on the issue of training on the proper use of atmosphere testing instruments. Consequently, Member States and international organizations were invited to forward any comments and proposals on the issue of such training to both DSC 18 and STW 44. The Committee was invited to endorse this course of action.

Completion of the work on this output

5.25 The Committee was invited to note that the work on this output had been completed.

6 REVISION OF THE GUIDELINES FOR PACKING OF CARGO TRANSPORT UNITS

6.1 The Sub-Committee recalled that MSC 89 had approved the amendments to the IMO/ILO/UNECE Guidelines for packing cargo transport units (CTUs), regarding the packing and securing of dangerous cargoes, and endorsed the proposal by ILO that the elevation of the status of the Guidelines to a non-mandatory Code of Practice for packing cargo transport units (CTUs) (CTU Code). In this regard, the Committee instructed the Sub-Committee to contribute to the development of the new Code.

6.2 The Sub-Committee also recalled that DSC 16 had agreed to the terms of reference for the Group of Experts for the revision of the CTU Guidelines and requested the Secretariat to continue to cooperate with the ILO and UNECE Secretariats, with a view to developing the non-mandatory CTU Code.

6.3 Having noted document DSC 17/6 (Secretariat), providing the outcome of the Group of Experts for the revision of the IMO/ILO/UNECE CTU Guidelines, and that the draft Code would be submitted to DSC 18, the Sub-Committee urged Member States and international organizations to participate in the work of the Group of Experts.

6.4 The Sub-Committee requested the Secretariat to forward its outcome to the next session of the Group of Experts (see also paragraphs 3.17 and 7.13).

7 DEVELOPMENT OF MEASURES TO PREVENT LOSS OF CONTAINERS

GENERAL

7.1 The Sub-Committee recalled that, with regard to strengthening of the requirements for lashing gear and adequate stacking of containers, DSC 16, having noted that there was

no proposal submitted, had invited the DE Sub-Committee to consider the proposal (MSC 89/22/11) to strengthen the requirements for lashing gear and agreed that DSC 17 would consider the issue of adequate stacking of containers.

7.2 The Sub-Committee also recalled that DSC 16, having considered document DSC 16/4, proposing the mandatory container weighing so that SOLAS be amended to require verification of containers' actual weight before loading onto a ship regulated by SOLAS, had reconfirmed the importance of correct declaration of weights for carriage on board ships.

DRAFT AMENDMENTS TO SOLAS CHAPTER VI TO REQUIRE MANDATORY VERIFICATION OF GROSS WEIGHT OF CONTAINERS

7.3 The Sub-Committee had for its consideration the following documents:

- .1 DSC 17/7 (Denmark, Netherlands, United States, BIMCO, IAPH, ICS, ITF and WSC), proposing draft amendments to SOLAS regulation VI/2, together with draft guidelines for the implementation of the SOLAS amendments, which require mandatory verification of gross weight of containers by weighing of containers sufficiently prior to loading; and recommending that it would be appropriate for the effective date of the proposed SOLAS amendment to be a reasonable time period after its entry into force;
- .2 DSC 17/INF.5 (Denmark, Netherlands, United States, BIMCO, IAPH, ICS, ITF and WSC), providing examples of incidents involving misdeclared container weights;
- .3 DSC 17/7/1 (Germany), proposing alternative draft amendments to SOLAS regulation VI/2 that require mandatory verification of gross weight of containers by shippers, and draft amendments to SOLAS regulation VI/5 that require proper stowage and securing of the cargo inside a cargo transport unit;
- .4 DSC 17/7/2 (FONASBA), supporting the proposal in document DSC 17/7; and
- .5 DSC 17/7/3 (ICHCA), supporting, in principle, the proposal in document DSC 17/7, and highlighting several key areas for further consideration by the Sub-Committee.

7.4 In considering the above documents, the Sub-Committee, while generally concurring with the need for developing mandatory requirements for the verification of gross weight of containers, noted the following comments during the discussion:

- .1 with regard to the proposed amendment to SOLAS regulation VI/2 contained in document DSC 17/7, weighing containers in terminals is not practicable in some areas of the world;
- .2 with regard to the proposed alternative draft amendment to SOLAS regulation VI/2 contained in document DSC 17/7/1, calculating the weight of the contents within a container may not be accurate;
- .3 verification of gross weight of containers may also be an additional burden to ship masters;

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- .4 problems related to the weighing of containers should also be brought to the attention of the UNECE Working Party on Intermodal transport and Logistics (WP.24), which is currently in the process of updating the IMO/ILO/UNECE Guidelines for packing CTUs, for publication as a non-mandatory Code (see also paragraphs 6.1 and 6.4);
 - .5 with regard to the proposed amendment to SOLAS regulation VI/5 contained in document DSC 17/7/1, other issues such as the proper securing of cargo inside a container is also important;
 - .6 in addition to matters related to the weighing of containers, other measures/issues such as those suggested in documents DSC 17/7/1 and DSC 17/7/3 should also be considered to prevent loss of containers; and
 - .7 any provisions developed should be both practicable and flexible to ensure consistent implementation of such provisions.

7.5 Taking the above views into account, the Sub-Committee, realizing the complexity of the issue, agreed to refer the above documents to a working group for further consideration, taking into account the comments made during the discussion (see paragraphs 7.8 and 10.7).

7.6 The Sub-Committee also considered under this agenda item document DSC 17/13/6 (United States and ICHCA), which reported on incidents involving the use of counterfeit refrigerant and proposed to: amend the IMDG Code; develop guidance on the use of refrigerants in the context of the IMO/ILO/UNECE Guidelines for Packing CTUs and to forward this issue to the UNECE Working Party on Intermodal transport and Logistics (WP.24); develop reporting requirements on major accidents related to refrigerated units and containers in general and take this issue into consideration when developing guidance for ACEP; and consider if amendments to SOLAS chapter VI are necessary.

7.7 Having considered the above document and noting comments made on the need for also developing appropriate reporting requirements, the Sub-Committee decided to refer the above matters to a working group for further consideration with a view to advising the Sub-Committee on how best to proceed.

INSTRUCTION TO THE WORKING GROUP

7.8 Subsequently, the Sub-Committee instructed the working group, established under agenda item 10 (see paragraph 10.7), taking into account the comments made and decisions taken in plenary, to:

- .1 further consider matters related to mandatory verification of gross weight of containers, including draft amendments to SOLAS chapter VI, together with the associated draft guidelines for its implementation and, the practicalities of such verification, taking into account documents DSC 17/7 to DSC 17/7/3;
- .2 further consider other measures to prevent loss of containers, as appropriate, and advise the Sub-Committee;
- .3 further consider document DSC 17/13/6 and advise the Sub-Committee accordingly; and

- .4 consider whether a correspondence group should be established and, if so, prepare a draft terms of reference for consideration by the Sub-Committee.

REPORT OF THE WORKING GROUP

7.9 Having considered part of the report of the working group (DSC 17/WP.3) related to this agenda item, the Sub-Committee took action as outlined in paragraphs 7.10 to 7.18.

Draft amendments to SOLAS chapter VI

7.10 In considering the draft amendments to SOLAS chapter VI, regarding mandatory verification of gross weight of containers, the Sub-Committee noted that the majority of the group had agreed that the most accurate way to determine the weight of the container was by weighing. However, taking into account that not every country has the necessary resources to actually perform the weighing, the Sub-Committee also noted that the group had agreed that there was the need for flexibility on the draft new SOLAS requirements.

7.11 Having noted concerns regarding the implementation of the draft amendments and bearing in mind that associated draft guidelines have not yet been considered (see paragraph 7.12), the Sub-Committee agreed that the draft amendments to SOLAS regulation VI/2 (DSC 17/WP.3, annex 1) should be further considered by a correspondence group (see paragraph 7.19).

Draft guidelines regarding verified container weights

7.12 The Sub-Committee noted that, due to time constraints, the group was not able to consider the draft Guidelines regarding verified container weights (DSC 17/7, annex 2) and had agreed that the draft Guidelines should be further considered by a correspondence group (see paragraph 7.19).

Other measures to prevent loss of containers

New SOLAS regulation VI/5.3

7.13 In considering other measures to prevent loss of containers, taking into account the draft new SOLAS regulation VI/5.3 proposed in document DSC 17/7/1 (Germany) and noting the ongoing work of the IMO/ILO/UNECE Group of Experts on this matter, the Sub-Committee, noting that the group's view that the proposal would not be easy to implement, decided that it should be further considered. In this context, the Sub-Committee invited the IMO/ILO/UNECE Group of Experts, at its next meeting from 15 to 17 October 2012, to consider the proposed text of the new SOLAS regulation VI/5.3 under its work on the Code of Practice and advise the Sub-Committee, as appropriate, and requested the Secretariat to take action accordingly.

Lashing equipment

7.14 In considering matters related to lashing equipment, the Sub-Committee noted that the group had agreed that ISO is responsible for international standards on securing containers and that it would be the appropriate body to consider the matter in detail. In this connection, the Sub-Committee noted ISO 3874 (Series 1 freight containers – Handling and securing) and agreed that it would be appropriate if the above standard could be revised in the context of measures to prevent loss of containers. Consequently, the Sub-Committee invited ISO to consider the possible need for a revision of ISO 3874 and to advise the Sub-Committee. The Secretariat was requested to take action accordingly.

7.15 In addition, the Sub-Committee, recalling that document DSC 17/7/3 contained suggestions from the MARIN Report following the Lashing@sea project, in particular that standards on lashing maintenance and auditing should be developed, noted that the group was of the opinion that the above document should be further considered on matters related to measures to prevent loss of containers, in conjunction with the following standards:

- .1 the Guidelines for the preparation of the cargo securing manual (MSC/Circ.745); and
- .2 the Guidance on providing safe working conditions for securing of containers on deck to the CSS Code (annex 14).

7.16 Subsequently, the Sub-Committee agreed to further consider document DSC 17/7/3, MSC/Circ.745 and annex 14 to the CSS Code, on matters related to lashing equipment, under the output on "Development of measures to prevent loss of containers".

Counterfeit refrigerant

7.17 The Sub-Committee noted that, in considering document DSC 17/13/6 regarding proposals on counterfeit refrigerant, the group was of the view that the report of incidents should be selective and that further discussion on the matter was necessary, such as:

- .1 what incidents to report and when;
- .2 reporting to whom;
- .3 reporting under which scheme; and
- .4 defining causes and solutions.

7.18 In the context of the above, the Sub-Committee noted that the group had not agreed to a reporting requirement, and endorsed its opinion that developing proposed amendments to SOLAS chapter VI was not necessary at this stage; however, guidance on the matter would be more appropriate. Having noted the information provided by IICL that the industry is currently working on guidance on the issue, the Sub-Committee invited the industry to submit, through IICL, a document on the use of counterfeit refrigerant to DSC 18 (see also paragraph 3.17).

ESTABLISHMENT OF A CORRESPONDENCE GROUP

7.19 Taking into account the progress made at this session, the Sub-Committee agreed to establish the Correspondence Group on Development Of Measures To Prevent Loss Of Containers, under the coordination of the United States*, and instructed it, taking into account the relevant decisions and comments taken at DSC 17, to:

*

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- .1 further consider draft amendments to SOLAS regulation VI/2 related to mandatory verification of gross weight of containers, based on annex 1 to document DSC 17/WP.3;
- .2 further consider the draft Guidelines for the verification of container weights, based on annex 2 to document DSC 17/7, taking into account document DSC 17/WP.3;
- .3 identify issues that may arise by the application of the draft amendments to SOLAS regulation VI/2, taking into account document DSC 17/7/3, and propose recommendations on those issues; and
- .4 submit a report to DSC 18.

8 DEVELOPMENT OF GUIDANCE FOR APPROVED CONTINUOUS EXAMINATION PROGRAMMES

General

8.1 The Sub-Committee recalled that DSC 16 had established a correspondence group to prepare draft international guidance for the development of Approved Continuous Examination Programmes (ACEP), which is stipulated in the 1972 CSC.

Report of the correspondence group

8.2 The Sub-Committee considered the report of the correspondence group (DSC 17/8), providing the draft Guidelines for development of an Approved Continuous Examination Programme (ACEP), with paragraph 7 regarding the source of CSC approval in square brackets, and decided to refer the report to a working group for further consideration.

Instruction to the working group

8.3 Subsequently, the Sub-Committee instructed the working group, established under agenda item 10 (see paragraph 10.7), taking into account the comments made and decisions taken in plenary, to finalize the draft Guidelines for development of an Approved Continuous Examination Programme (ACEP), based on document DSC 17/8.

Report of the working group

8.4 Having considered part of the report of the working group (DSC 17/WP.3) related to this agenda item, the Sub-Committee took action as outlined hereunder.

Guidelines for development of an approved continuous examination programme

8.5 Having considered the draft Guidelines for development of an Approved Continuous Examination Programme (ACEP) prepared by the group, the Sub-Committee agreed to the draft Guidelines and the associated draft CSC circular, as set out in annex 9, for submission to MSC 92 for approval.

8.6 In this connection, the Sub-Committee noted that the group was of the view that the ACEP identification system should be harmonized globally and the best way to achieve the harmonization would be by amending 1972 CSC. Consequently, the Sub-Committee invited Member States and international organizations, if necessary, to submit proposals to the Committee in accordance with the Guidelines of the organization and method of work

(MSC-MEPC.1/Circ.4/Rev.2) regarding amendments to the 1972 CSC on matters related to ACEP identification system.

Completion of the work on this output

8.7 The Committee was invited to note that the work on this output has been completed.

9 DEVELOPMENT OF CRITERIA FOR THE EVALUATION OF ENVIRONMENTALLY HAZARDOUS SOLID BULK CARGOES IN RELATION TO THE REVISED MARPOL ANNEX V

General

9.1 The Sub-Committee recalled that MEPC 61, in considering matters related to the review of MARPOL Annex V, had instructed the Sub-Committee to further consider the issue of categorization of environmental hazards for solid bulk cargoes and the treatment of solid cargo residues, and that MEPC 62 had instructed the Sub-Committee to consider the issue of discharging of cargo residues, as referred to in regulation 4.1.3 of the revised MARPOL Annex V, in particular what constituted harmful to the marine environment.

9.2 The Sub-Committee recalled also that DSC 16, having noted the divergent views with respect to operational discharges and the classification of substances harmful to the marine environment, had invited the MEPC to consider the issue, bearing in mind that the technical competence for such classification more properly lies with the Committee.

9.3 The Sub-Committee recalled further that MEPC 63 had adopted the 2012 Guidelines for the implementation of MARPOL Annex V (resolution MEPC.219(63)) and invited interested Member States and international organizations to consider developing a draft MEPC circular on the discharge of solid bulk cargo residues in the context of applying the "2012 Guidelines". Therefore, MEPC 63 did not include this output in the biennial agendas of the DE, DSC and NAV Sub-Committees.

9.4 The Sub-Committee considered document DSC 17/INF.4 (Germany), providing the first outcome of an ongoing project in Germany aiming at gaining a better knowledge based on environmentally hazardous properties of solid bulk materials.

9.5 The Sub-Committee recalled that, under agenda item 4, it agreed to further consider development of a new section for environmentally hazardous substances within the IMSBC Code, in relation to the implementation of the revised MARPOL Annex V (see paragraph 4.6.12).

Completion of the work on this output

9.6 Consequently, the Sub-Committee invited the MEPC to note that the work on this output had been completed.

10 AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR SAFE CONTAINERS, 1972, AND ASSOCIATED CIRCULARS

GENERAL

10.1 The Sub-Committee recalled that DSC 16 had prepared draft amendments to the 1972 CSC (DSC 16/WP.7, annex 1), together with draft amendments to the 2010

amendments to the 1972 CSC (resolution MSC.310(88) (DSC 16/WP.7, annex 2) in order to harmonize with the 1993 amendment.

10.2 The Sub-Committee also recalled that DSC 16, having considered document DSC 16/10/5 (BIC), which offered to develop a database of ACEP, had expressed its support to BIC for their willingness to undertake this exercise.

DRAFT AMENDMENTS TO THE 1972 CSC

10.3 The Sub-Committee, having considered the draft amendments to the 1972 CSC (DSC 16/WP.7, annexes 1 and 2), decided to refer the draft amendments to a working group for finalization.

10.4 The Sub-Committee, having recalled that DSC 16 considered the document DSC 16/10/4 (Germany), proposing that the table on serious structural deficiencies in annex III of the CSC and in CSC.1/Circ.138 be supplemented with a second set of criteria for minor deficiencies requiring advice to the owner and restrictions for transport, agreed to refer the proposal to a working group for further consideration, with a view to incorporating it in the draft amendments to the CSC and in CSC.1/Circ.138, as appropriate.

DATABASE OF ACEP

10.5 The Sub-Committee considered document DSC 17/10 (BIC), providing information on progress with the pilot project on development of a database of ACEP, which would be at no cost to the Organization and made publicly available; and proposing that the database should be made accessible via a link on GISIS. In this regard, the Sub-Committee noted concerns regarding the cost of the database and the functions of Governments that are stipulated in the CSC, though many delegations supported the establishment of a central database on ACEP.

10.6 Following a lengthy discussion, the Sub-Committee agreed on the need for an ACEP database whilst recognizing that a number of issues still needed to be clarified (e.g. how will the database be maintained, should IMO or BIC be responsible for its development and operation, how will data be provided and released, associated costs, etc.) and decided to refer the above proposal to the working group for further consideration and advice to the Sub-Committee, taking into account the comments raised during the discussion.

ESTABLISHMENT OF THE WORKING GROUP

10.7 Subsequently, the Sub-Committee established the Working Group on Container Safety (see also paragraphs 7.8 and 8.3) and instructed it, taking into account the comments made and decisions taken in plenary, to:

- .1 finalize the draft amendments to the 1972 CSC and CSC.1/Circ.138, based on document DSC 16/WP.7 (annexes 1 and 2), taking into account document DSC 16/10/4; and
- .2 further consider the issue of developing a database for ACEP, taking into account document DSC 17/10/4, and advise the Sub-Committee accordingly.

REPORT OF THE WORKING GROUP

10.8 Having considered the report of the working group (DSC 17/WP.3), the Sub-Committee approved it in general and took action as outlined in paragraphs 10.9 to 10.14.

Draft amendments to 1972 CSC

New annex IV

10.9 The Sub-Committee noted that, in order to bring into force the 1993 amendments to the Convention (resolution A.737(18)), a new annex IV had been developed by the group. Consequently, draft amendments to other annexes to the Convention were also incorporated in the draft amendments by the group.

Deficiency criteria

10.10 The Sub-Committee noted that, in considering the deficiency criteria contained in annex 3 to the 1972 CSC and in section 10.4 of CSC.1/Circ.138, the group had amended the criteria, taking into account document DSC 16/10/4. The draft amendments include the list of deficiencies which do not require immediate out-of-service decision by the control officer, but require additional safety measures to enable a safe ongoing transport. In this context, noting that the Inspection programmes for cargo transport units carrying dangerous goods (MSC.1/Circ.1442) only concerns serious deficiency, the Sub-Committee invited Member States and international organizations to submit, if necessary, proposals to the Committee on the need to amend MSC.1/Circ.1442 to include other deficiencies, in order to be harmonized with the draft amendments to the 1972 CSC and the draft amendments to CSC.1/Circ.138.

Draft amendments to the International Convention for Safe Containers, 1972

10.11 Subsequently, the Sub-Committee agreed to the draft amendments to the International Convention for Safe Containers, 1972, as set out in annex 10, for submission to MSC 91 for approval with a view to subsequent adoption.

Draft amendments to CSC.1/Circ.138

10.12 Having considered the draft amendments to the Revised Recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended (CSC.1/Circ.138), the Sub-Committee agreed to the draft amendments to CSC.1/Circ.138, as set out in annex 11, for submission to MSC 92 for approval, with a view to issuing CSC.1/Circ.138/Rev.1.

1972 CSC and related circulars

10.13 In considering the draft amendments to the 1972 CSC and the draft amendments to CSC.1/Circ.138, the Sub-Committee, having noted that it is very difficult for Contracting Parties, owners and container operators to keep up to date with all changes in the Convention as well as new and amended guidelines and recommendations, agreed on the need for a consolidated publication containing the Convention, including the latest amendments adopted by the Committee and all related circulars. Consequently, the Sub-Committee requested the Secretariat to prepare, in due course, a consolidated publication containing the 1972 CSC, as amended, including the latest amendments to be adopted by MSC 92 and all related circulars.

Database of ACEP references

10.14 Having considered the issue of a database of ACEP references, the Sub-Committee noted the group's view that a centralized database was the best option in order to have the ACEP information publicly available; however, there was still the need for further information. Therefore, at this stage, the group was not in the position to give the Sub-Committee any advice on the database proposed by BIC (DSC 17/10). In this context, the Sub-Committee invited BIC to develop a pilot database with voluntary information from Member States and international organizations, in order to facilitate the discussion of the following fundamental issues at the next session of the Sub-Committee:

- .1 costs involved;
- .2 validation of the data;
- .3 auditing; and
- .4 ACEP programmes with no BIC registered identification codes,

and requested the Secretariat to take action accordingly. The Sub-Committee noted that the above matters are not exhaustive, as, by developing the pilot database, new issues may arise, which will need detailed consideration before a final decision can be taken on this matter.

EXTENSION OF THE TARGET COMPLETION YEAR

10.15 Taking into account the aforementioned matter related to the ACEP database (paragraph 10.14), the Sub-Committee invited the Committee to extend the target completion date for this output to 2013.

11 STOWAGE OF WATER-REACTIVE MATERIALS

General

11.1 The Sub-Committee recalled that DSC 16, having considered documents DSC 16/6 and DSC 16/INF.2 (Germany), providing the report of the Formal Safety Assessment on Safe Sea Transport of Dangerous Goods which react dangerously with water and/or carbon dioxide, had invited MSC 90 to consider these documents and whether the FSA study should be reviewed by the FSA Experts Group.

11.2 The Sub-Committee also recalled that DSC 16 had decided to forward the above documents to FP 56 for consideration of matters falling under its purview with a view to their advising DSC 18.

11.3 The Sub-Committee noted that MSC 90, having considered the above-mentioned request from DSC 16, had agreed that the FSA Experts Group should be re-established to review the FSA studies on crude oil tankers and on sea transport of dangerous goods. The Committee decided that the FSA Experts Group should meet prior to MSC 91, for three days, so that it may advise the Committee accordingly.

Proposals regarding water-reactive materials

11.4 The Sub-Committee had for its consideration the following documents submitted by Germany:

- .1 DSC 17/11, proposing amendments to the IMDG Code concerning packing, stowage and segregation requirements, based on its FSA study on sea transport of dangerous goods;
- .2 DSC 17/INF.6, illustrating its proposals to amend the packaging provisions;
- .3 DSC 17/11/1, proposing amendments to the EmS Guide relating to the fire schedules and schedule F-G; and
- .4 DSC 17/11/2, inviting the STW Sub-Committee to consider training requirements for fire-fighting when water-reactive materials are involved.

11.5 The Sub-Committee was informed that MSC 91 would instruct the Sub-Committee how to deal with the proposals, pending the outcome of the FSA Experts Group.

11.6 Following discussion, the Sub-Committee, while noting a view that the proposed amendment to the IMDG Code (proposal 4) is too restrictive, agreed to forward the aforementioned documents to E&T 19 for further consideration, pending the outcome of MSC 91. The Sub-Committee requested the Secretariat to forward document DSC 17/11/2, together with its consideration, to the STW Sub-Committee for consideration and action, as appropriate.

Completion of the work on this output

11.7 Consequently, the Sub-Committee invited the Committee to note that the work on this output had been completed with the understanding that, in the future, this matter will be dealt with under agenda item 3 (Amendments to the IMDG Code and supplements).

12 GUIDANCE ON PROTECTIVE CLOTHING

General

12.1 The Sub-Committee recalled that, with regard to guidance on protective clothing associated with chapter 7 of the 2000 HSC Code and SOLAS regulation II-2/19, DSC 16 had noted that ISO standard 16602:2007 (Protective clothing for protection against chemicals) had been in the process of amendment.

12.2 The Sub-Committee recalled also that DSC 16 had instructed the E&T Groups dealing with the IMDG and IMSBC Codes to consider the proposal from ISO with a view to advising DSC 17 accordingly and invited ISO to provide the above standard to the experts of the E&T Group.

12.3 Taking into account that no document had been submitted to the session since the work on the above standard is still ongoing within ISO, the Sub-Committee decided to invite the Committee to place this output on its post-biennial agenda until ISO completes the work on this matter.

13 CASUALTY AND INCIDENT REPORTS AND ANALYSIS

General

13.1 The Sub-Committee recalled that DSC 16, having considered the results of container inspection programmes based on submissions from Member States, had expressed its appreciation and requested Member States to continue to submit such reports.

13.2 The Sub-Committee also recalled that MSC 90, based on the recommendation by DSC 16, had approved MSC.1/Circ.1442 on Inspection programmes for cargo transport units carrying dangerous goods.

Inspection programmes for cargo transport units carrying dangerous goods

13.3 The Sub-Committee noted documents DSC 17/13 to DSC 17/13/5, DSC 17/13/7, DSC 17/13/8/Rev.1 and DSC 17/INF.18, related to inspection programmes. It was informed that, among 68,567 CTUs inspected, 8,555 CTUs were found with deficiencies, which means 12.5 per cent of the CTUs inspected had deficiencies. Deficiencies totalled 11,462 and, as to the type of deficiencies, placarding and marking accounted for 38 per cent, followed by securing and stowage inside the unit (27%) and documentation (9%).

13.4 In this respect, the Sub-Committee expressed its appreciation to those States that had submitted results of container inspection programmes and its concern about the high rate of deficiencies and the lack of adherence to the provisions of the IMDG Code.

13.5 Subsequently, the Sub-Committee invited Member States to continue submitting such reports and urged Member States which have not yet carried out container inspection programmes to do so and to submit the relevant information to the Sub-Committee in accordance with MSC.1/Circ.1442.

Counterfeit refrigerant

13.6 The Sub-Committee decided to consider document DSC 17/13/6 (United States and ICHCA) under agenda items 3 and 7 (see paragraphs 3.17 and 7.18).

Investigation report on the very serious casualty on board the bulk carrier *La Donna I*

13.7 The Sub-Committee considered document DSC 17/INF.19 (Secretariat), informing that MSC 90, having considered the report of FSI 19 (FSI 19/19), had endorsed the referral of the investigation report on the very serious casualty on board the bulk carrier **La Donna I** (GISIS Incident No.C0007456) to the Sub-Committee, for its information and consideration, as appropriate. A summary report and analysis of the casualty is set out in the annex to the document.

13.8 After brief discussion, the Sub-Committee, having noted the views of several delegations that gas meters should be used properly, invited Member States and international organizations to submit comments and proposals to DSC 18 on the matter and requested the Secretariat to advise FSI 21 accordingly.

14 BIENNIAL AGENDA AND PROVISIONAL AGENDA FOR DSC 18

General

14.1 The Sub-Committee noted that the Assembly, at its twenty-seventh session, had approved the Strategic Plan for the Organization (for the six-year period 2012 to 2017) (resolution A.1037(27)) and the High-level Action Plan of the Organization and priorities for the 2012-2013 biennium (resolution A.1038(27)).

14.2 The Sub-Committee also noted that MEPC 63 and MSC 90 had approved the revised *Guidelines on the organization and method of work of the Maritime Security Committee and Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.4/Rev.2) and urged all those concerned to strictly follow the revised Guidelines.

Biennial agenda, post-biennial agenda and provisional agenda for DSC 18

14.3 Taking into account the progress made during this session, the Sub-Committee prepared its draft revised biennial agenda for the 2012-2013 biennium, including items to be placed on the Committee's post-biennial agenda under the purview of the Sub-Committee, and the proposed provisional agenda for DSC 18 (DSC 17/WP.2), based on the biennial agenda approved by MSC 90, as set out in annexes 12 and 13, respectively, for approval by MSC 91.

Arrangements for the next session

14.4 The Sub-Committee agreed to establish at DSC 18 working and drafting groups on subjects to be selected from the following:

- .1 review of general cargo ship safety;
- .2 amendments to the IMSBC Code and supplements;
- .3 amendments to the IMDG Code and supplements;
- .4 development of measures to prevent loss of containers;
- .5 revision of the guidelines for packing of cargo transport units; and
- .6 amendments to SOLAS and the relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships,

whereby the Chairman, in consultation with the Secretariat, would advise the Sub-Committee well in time before DSC 18 on the final selection of such groups, taking into account the submissions received on the respective subjects.

14.5 In this regard, the Sub-Committee, having noted concerns expressed that many documents submitted to this session, particularly those related to amendments to the IMDG Code, were forwarded to the E&T Group without detailed consideration due to time constraints, agreed to draw the Committee's attention to the limitations inherent in the reduction of sessions where interpretation is available for plenary discussion and the need to carefully consider the resource allocated to DSC 18, in consultation with the Vice-Chairman and the Secretariat, in order not to hamper the work of the Sub-Committee.

Future sessions of the Editorial and Technical (E&T) Group

14.6 The Sub-Committee agreed that there is a need for two meetings of the E&T Group to prepare the next set of amendments to the IMDG Code, with the first meeting in May 2013 and the second meeting back-to-back with DSC 18, and invited MSC 91 to approve the holding of two meetings of the group in 2013.

Status of planned outputs

14.7 The Sub-Committee prepared the report on the status of planned outputs of the *High-level Action Plan of the Organization and priorities for the 2012-2013 biennium* relevant to the Sub-Committee, as set out in annex 14, and invited the Committee to note the status.

Urgent matters to be considered by MSC 91

14.8 The Sub-Committee noted that, due to the close proximity between DSC 17 and MSC 91, the Committee would only consider the following urgent matters emanating from this session, with the remainder being considered by MSC 92:

- .1 amendments to SOLAS to mandate enclosed space entry and rescue drills;
- .2 amendments to the International Convention for Safe Containers, 1972, and associated circulars;
- .3 revision of the *Guidelines for packing of cargo transport units*; and
- .4 amendment to the IMSBC Code and supplements (matters related to cargo liquefaction only).

Date of the next session

14.9 The Sub-Committee noted that the eighteenth session of the Sub-Committee has been tentatively scheduled to take place from 16 to 20 September 2013.

15 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2013

15.1 In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Mr. Xie Hui (China) as Chairman and Mr. Patrick Van Lancker (Belgium) as Vice-Chairman, both for 2013.

16 ANY OTHER BUSINESS

16.1 The Sub-Committee noted that no documents had been submitted under this agenda item.

16.2 The Sub-Committee expressed its appreciation to the previous Chairman, Mrs. Olga P. Lefèvre (France), for her contribution over many years to the work of the Sub-Committee and wished her every success in her new post.

17 ACTION REQUESTED OF THE COMMITTEES

17.1 The Maritime Safety Committee, at its ninety-first session, is invited to:

- .1 note that the Sub-Committee decided not to finalize a draft schedule for iron ore fines at DSC 17 in order to await the outcome of related research, with a view to finalizing the draft schedule(s) and appropriate test methods at DSC 18, and approved DSC.1/Circ.66/Rev.1 on Carriage of iron ore fines that may liquefy so that it would continue to be applied until the finalization of the schedule(s) (paragraph 4.8);
- .2 authorize DSC 18 to issue a DSC circular on early implementation of the draft schedule(s) for iron ore fines, provided the Sub-Committee finalizes the draft schedule(s) for iron ore fines (paragraph 4.9);
- .3 note that the Sub-Committee established a correspondence group to finalize the draft schedule(s) for iron ore fines and endorse a relaxation of the submission deadline for the group's report to DSC 18 due to the anticipated heavy workload (paragraphs 4.10 and 4.34);
- .4 note that the Sub-Committee authorized E&T 18 to prepare the final text of the draft amendments (02-13) of the IMSBC Code and associated guidelines, based on decisions taken at the session, and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, for consideration and subsequent adoption by MSC 92, together with the approval of the associates guidelines (paragraph 4.36);
- .5 consider the draft MSC circular on Early implementation of amendments (02-13) to the IMSBC Code prepared by E&T 18 and take action as appropriate (paragraph 4.36.3);
- .6 approve the draft amendments to SOLAS chapter III related to enclosed space entry and rescue drills with a view to subsequent adoption (paragraph 5.13 and annex 1);
- .7 approve the draft amendments to the 1994 and 2000 HSC Codes with a view to subsequent adoption at MSC 92, together with the associated amendments to SOLAS chapter III (paragraphs 5.13 and 5.15 and annexes 2 and 3);
- .8 note the draft amendments to the 1979, 1989 and 2009 MODU Codes and DSC Code, which were forwarded to MSC 92 for adoption, together with the associated amendments to SOLAS chapter III (paragraphs 5.13 and 5.16 and annexes 4 to 7);
- .9 consider the Justification for an unplanned output to develop amendments to the SOLAS Convention and relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships, taking into account the Sub-Committee's recommendation that the highest priority be given to urgently developing relevant SOLAS carriage requirements for oxygen meters, and take action as appropriate (paragraph 5.19 and annex 8);

- .10 subject to approval of the above unplanned output, instruct the BLG, FP and STW Sub-Committees to consider the above justification, together with paragraphs 7 to 13 of document DSC 17/WP.4, at their forthcoming sessions and forward any comments and proposals, as appropriate, to DSC 18 (paragraph 5.22);
 - .11 subject to approval of the above unplanned output, endorse the Sub-Committee's course of action to invite Member States and international organizations to submit comments and proposals on the issue of training related to the proper use of atmosphere testing instruments to both DSC 18 and STW 44 (paragraph 5.24);
 - .12 note that the Sub-Committee requested the Secretariat to forward its views to the Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for the Packing Cargo Transport Units (paragraph 6.4);
 - .13 approve the draft amendments to the International Convention for Safe Containers (CSC), 1972, with a view to subsequent adoption (paragraph 10.11 and annex 10);
 - .14 note that the Sub-Committee invited BIC to develop a pilot database of ACEP references, with voluntary information from Member States and international organizations, and extended the target completion date of output 5.2.3.1 to 2013 (paragraphs 10.14 and 10.15);
 - .15 with regard to development of guidance on protective clothing, note that the Sub-Committee, taking into account that the related standard is still ongoing within ISO, invited the Committee to place this output on its post-biennial agenda until ISO completes its work (paragraph 12.3);
 - .16 approve the draft revised biennial agenda for the 2012-2013 biennium, including items on the Committee's post-biennial agenda under the purview of the Sub-Committee, and the proposed provisional agenda for DSC 18 (paragraph 14.3 and annexes 12 and 13);
 - .17 note the concerns expressed that many documents submitted to DSC 17, related to the development of amendments to the IMDG Code, were forwarded directly to the E&T Group without detailed consideration due to time constraints inherent in the reduction of interpreted sessions, which were reduced from 10 to 8 sessions by C 108 (paragraph 14.5);
 - .18 approve the holding of two intersessional meetings of the E&T Group in 2013 to prepare the next set of amendments to the IMDG Code (paragraph 14.6); and
 - .19 note the report on the status of planned outputs of the High-level Action Plan of the Organization and priorities for the 2012-2013 biennium relevant to the Sub-Committee (paragraph 14.7 and annex 14).
- 17.2 The Maritime Safety Committee, at its ninety-second session, is invited to:
- .1 adopt the draft amendments to the 1979, 1989 and 2009 MODU Codes and DSC Code (paragraph 5.21 and annexes 4 to 7);

- .2 approve the draft CSC circular on Guidelines for development of an Approved Continuous Examination Programme (ACEP) (paragraph 8.5 and annex 9);
- .3 approve the draft amendments to the Revised Recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended (CSC.1/Circ.138), to be issued as CSC.1/Circ.138/Rev.1 (paragraph 10.12 and annex 11);
- .4 note that document DSC 17/11/2 was forwarded to the STW Sub-Committee for consideration of matters related to training requirements for fire-fighting when water reactive materials are involved (paragraph 11.6);
- .5 with regard to the investigation report on the very serious casualty on board the bulk carrier **La Donna I**, note that the Sub-Committee invited Member States and international organizations to submit comments and proposals to DSC 18 on the matter and forwarded its outcome to FSI 21 accordingly (paragraphs 13.7 and 13.8); and
- .6 approve the report in general.

17.3 The Marine Environment Protection Committee, at its sixty-fifth session, is invited to:

- .1 note that the Sub-Committee agreed, in general, to have a new section in the future IMSBC Code relating to the revised MARPOL Annex V and that the next set of amendments (03-15) to the IMSBC Code would enter into force on 1 January 2017 (paragraph 4.6.12); and
- .2 note the Sub-Committee's consideration on development of criteria for the evaluation of environmentally hazardous solid bulk cargoes in relation to the revised MARPOL Annex V and that the work on this output had been completed (paragraph 9.6).

ANNEX 1

DRAFT AMENDMENTS TO SOLAS CHAPTER III

Regulation 19 – Emergency training and drills

- 1 After the existing paragraph 3.2, new paragraph 3.3 is inserted as follows:

"3.3 Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months."
- 2 Existing paragraphs 3.3 and 3.4 are renumbered as 3.4 and 3.5, respectively.
- 3 After the renumbered paragraph 3.5, the following new paragraph is added:

"3.5 Enclosed space entry and rescue drills

3.5.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization*.

3.5.2 Each enclosed space entry and rescue drill shall include:

 - .1 checking and use of personal protective equipment required for entry;
 - .2 checking and use of communication equipment and procedures;
 - .3 checking and use of rescue equipment and procedures; and
 - .4 instructions in first aid and resuscitation techniques."
 - 4 In paragraph 4.2, after subparagraph .4, the following new subparagraph is added:

".5 risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization*."
 - 5 In paragraph 5, after the words "fire drills,", the words "enclosed space entry and rescue drills," are inserted.

* Refer to resolution A.1050(27) on the Revised recommendations for entering enclosed spaces aboard ships.

ANNEX 2

DRAFT AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT (1994 HSC CODE)

CHAPTER 18 OPERATIONAL REQUIREMENTS

- 1 After existing paragraph 18.5.3, a new paragraph is inserted as follows:
- "18.5.4 Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill, to be held on board the craft, at least once every two months."
- 2 The existing paragraphs 18.5.4 to 18.5.10 are renumbered as 18.5.5 to 18.5.11, respectively.
- 3 The renumbered paragraph 18.5.8.1 is amended to read:
- "18.5.8.1 Records
- The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances, enclosed space entry and rescue drills, and onboard training shall be recorded in such log-book as may be prescribed by the Administration."
- 4 After renumbered paragraph 18.5.11, a new paragraph is inserted as follows:
- "18.5.12 Enclosed space entry and rescue drills
- 18.5.12.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization*.
- 18.5.12.2 Each enclosed space entry and rescue drill shall include:
- .1 checking and use of personal protective equipment required for entry;
 - .2 checking and use of communication equipment and procedures;
 - .3 checking and use of rescue equipment and procedures; and
 - .4 instructions in first aid and resuscitation techniques.
- 18.5.12.3 The risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization ."

* Refer to the Revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27)).

ANNEX 3

DRAFT AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)

CHAPTER 18 OPERATIONAL REQUIREMENTS

- 1 After existing paragraph 18.5.3, a new paragraph is inserted as follows:
- "18.5.4 Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill, to be held on board the craft, at least once every two months."
- 2 The existing paragraphs 18.5.4 to 18.5.10 are renumbered as 18.5.5 to 18.5.11, respectively.
- 3 The renumbered paragraph 18.5.8.1 is amended to read:
- "18.5.8.1 Records
- The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances, enclosed space entry and rescue drills, and onboard training shall be recorded in such log-book as may be prescribed by the Administration."
- 4 After renumbered paragraph 18.5.11, a new paragraph is inserted as follows:
- "18.5.12 Enclosed space entry and rescue drills
- 18.5.12.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization*.
- 18.5.12.2 Each enclosed space entry and rescue drill shall include:
- .1 checking and use of personal protective equipment required for entry;
 - .2 checking and use of communication equipment and procedures;
 - .3 checking and use of rescue equipment and procedures; and
 - .4 instructions in first aid and resuscitation techniques.
- 18.5.12.3 The risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization*."

* Refer to the Revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27)).

ANNEX 4

DRAFT MSC RESOLUTION

**ADOPTION OF AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND
EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO that the Assembly, when adopting resolution A.414(XI) on the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code), authorized the Committee to amend the Code as necessary after due consultation with relevant organizations as the Committee deems necessary,

RECOGNIZING the need for introduction into this Code of provisions for enclosed space entry and rescue drills,

HAVING CONSIDERED, at its [ninety-second session (12 to 21 June 2013)], the recommendations made by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, at its seventeenth session,

1. ADOPTS amendments to the MODU Code, set out in the annex to the present resolution;
2. INVITES all Governments concerned to take appropriate steps to give effect to the annexed amendments to the Code.

ANNEX

**AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF
MOBILE OFFSHORE DRILLING UNITS**

- 1 After subsection 10.6.3 "Emergency drills", insert new subsection 10.6.4 as follows:
"10.6.4 Enclosed space entry and rescue drills
 - .1 Crew members with enclosed space entry or rescue responsibilities should participate in an enclosed space entry and rescue drill to be held on board the unit, at least once every two months.
 - .2 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization*.
 - .3 Each enclosed space entry and rescue drill should include:
 - .1 checking and use of personal protective equipment required for entry;
 - .2 checking and use of communication equipment and procedures;
 - .3 checking and use of rescue equipment and procedures; and
 - .4 instructions in first aid and resuscitation techniques".
- 2 Renumber existing subsection 10.6.4 as 10.6.5.
- 3 After existing section 14.4, insert new sections 14.5 and 14.6 as follows:
"14.5 Procedures for entry into enclosed spaces

Written procedures for entry into enclosed spaces should be provided which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization*.

14.6 Records

The date when musters and enclosed space entry and rescue drills are held, details of abandonment drills, drills of other life-saving appliances and onboard training should be recorded in such logbook as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry should be made in the logbook stating the circumstances and the extent of the muster, drill or training session held."
- 4 Renumber existing sections 14.5 to 14.7 as 14.7 to 14.9, respectively.

* Refer to the Revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27)).

ANNEX 5

DRAFT MSC RESOLUTION

**ADOPTION OF AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND
EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS, 1989**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO that the Assembly, when adopting resolution A.649(16) on the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1989 (1989 MODU Code), authorized the Committee to amend the Code, when appropriate, taking into consideration the developing design and safety features after due consultation with appropriate organizations,

RECOGNIZING the need for introduction into this Code of provisions for enclosed space entry and rescue drills,

HAVING CONSIDERED, at its [ninety-second session (12 to 21 June 2013)], the recommendations made by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, at its seventeenth session,

1. ADOPTS amendments to the 1989 MODU Code, set out in the annex to the present resolution;
2. INVITES all Governments concerned to take appropriate steps to give effect to the annexed amendments to the 1989 MODU Code.

ANNEX

**AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF
MOBILE OFFSHORE DRILLING UNITS, 1989**

- 1 After existing section 14.4, insert new section 14.5 as follows:

"14.5 Procedures for entry into enclosed spaces

Written procedures for entry into enclosed spaces should be provided which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization*."

- 2 Renumber existing sections 14.5 to 14.11 as 14.6 to 14.12, respectively.

- 3 After renumbered section 14.12, insert new section 14.13 as follows:

"14.13 Enclosed space entry and rescue drills

.1 Crew members with enclosed space entry or rescue responsibilities should participate in an enclosed space entry and rescue drill to be held on board the unit at least once every two months.

.2 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization* .

.3 Each enclosed space entry and rescue drill should include:

- .1 checking and use of personal protective equipment required for entry;
- .2 checking and use of communication equipment and procedures;
- .3 checking and use of rescue equipment and procedures; and
- .4 instructions in first aid and resuscitation techniques."

- 4 Renumber section 14.13 as 14.15 and amend it to read:

"14.15 Records

The date when musters and enclosed space entry and rescue drills are held, details of abandonment drills, drills of other life-saving appliances and onboard training should be recorded in such logbook as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry should be made in the logbook stating the circumstances and the extent of the muster, drill or training session held."

* Refer to the Revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27)).

ANNEX 6

DRAFT MSC RESOLUTION

**ADOPTION OF AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND
EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS, 2009 (2009 MODU Code)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO that the Assembly, when adopting resolution A.1023(26) on the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code), authorized the Committee to amend the Code as appropriate, taking into consideration development in the design and technologies, in consultation with appropriate organizations,

RECOGNIZING the need for introduction into this Code of provisions for enclosed space entry and rescue drills,

HAVING CONSIDERED, at its [ninety-second session (12 to 21 June 2013)], the recommendations made by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, at its seventeenth session,

1. ADOPTS amendments to the 2009 MODU Code, set out in the annex to the present resolution;
2. INVITES all Governments concerned to take appropriate steps to give effect to the annexed amendments to the 2009 MODU Code.

ANNEX

**AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF
MOBILE OFFSHORE DRILLING UNITS, 2009**

1 After existing section 14.6, insert new section 14.7 as follows:

"14.7 Procedures for entry into enclosed spaces

Written procedures for entry into enclosed spaces should be provided which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization*."

2 Renumber existing sections 14.7 to 14.12 as 14.8 to 14.13, respectively.

3 After renumbered section 14.13, insert new section 14.14 to read:

"14.14 Enclosed space entry and rescue drills

.1 Crew members with enclosed space entry or rescue responsibilities should participate in an enclosed space entry and rescue drill to be held on board the unit at least once every two months. If a full drill is not held at the appointed time, an entry shall be made in the official log or tour record stating the circumstances and the extent of the drill held.

.2 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization*.

.3 Each enclosed space entry and rescue drill should include:

- .1 checking and use of personal protective equipment required for entry;
- .2 checking and use of communication equipment and procedures;
- .3 checking and use of rescue equipment and procedures; and
- .4 instructions in first aid and resuscitation techniques."

4 Renumber existing sections 14.12 to 14.14 as 14.14 to 14.16, respectively.

5 In renumbered section 14.16 "Records", amend paragraph 14.16.1.2 to read:

"14.16.1.2 drills and exercises under paragraph 14.10.2 and sections 14.13 and 14.14."

* Refer to the Revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27)).

ANNEX 7

DRAFT MSC RESOLUTION

**ADOPTION OF AMENDMENTS TO THE CODE OF SAFETY FOR
DYNAMICALLY SUPPORTED CRAFT**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO that the Assembly, when adopting resolution A.373(X) on the Code of Safety for Dynamically Supported Craft (DSC Code), authorized the Committee to amend the Code as may be necessary,

RECOGNIZING the need for introduction into this Code of provisions for enclosed space entry and rescue drills,

HAVING CONSIDERED, at its [ninety-second session (12 to 21 June 2013)], the recommendations made by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, at its seventeenth session,

1. ADOPTS amendments to the DSC Code, set out in the annex to the present resolution;
2. INVITES all Governments concerned to take appropriate steps to give effect to the annexed amendments to the Code.

ANNEX

AMENDMENTS TO THE CODE OF SAFETY FOR DYNAMICALLY SUPPORTED CRAFT

- 1 Insert new paragraph in chapter 17 "Operational requirements" as follows:

"17.5.4 Personnel with enclosed space entry or rescue responsibilities should participate in an enclosed space entry and rescue drill, to be held on board the craft, at least once every two months. Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization* and in accordance with SOLAS regulation III/19.3.5."

* Refer to the Revised recommendations for entering enclosed spaces aboard ships (resolution A.1050(27)).

ANNEX 8

JUSTIFICATION FOR AN UNPLANNED OUTPUT TO DEVELOP AMENDMENTS TO THE SOLAS CONVENTION AND RELEVANT CODES CONCERNING MANDATORY CARRIAGE OF APPROPRIATE ATMOSPHERE TESTING INSTRUMENTS ON BOARD SHIPS

General

1 This proposal for inclusion of an unplanned output is submitted in accordance with paragraphs 4.7 and 5.9 and annex 1 of the Guidelines on the organization and method of work of the Committees and their subsidiary bodies (MSC-MEPC.1/Circ.4/Rev.2), taking into account the Organization's objectives (resolutions A.900(21) and A.909(22)) and the High-level Action Plan for the Organization and priorities for the 2012-2013 biennium (resolution A.1038(27)).

IMO's objectives

2 This proposal is considered entirely consistent with, and supporting of, the objectives of the Organization, as provided in resolutions A.900(21) and A.909(22), in particular, "ensuring the effective uniform implementation of existing IMO standards and regulations relating to maritime safety and environmental protection" and "the needs of the shipping industry should be duly taken into account".

3 Noting the efforts that have been made for a number of years to develop safety procedures aimed at preventing casualties to ships' personnel entering enclosed spaces where there may be an oxygen-depleted, oxygen-enriched, toxic or flammable atmosphere, which eventually resulted in the adoption, by the twenty-seventh IMO Assembly, of resolution A.1050(27) on Revised recommendations for entering enclosed spaces aboard ships, it is considered that this proposal is entirely consistent with Strategic Directions 2 and 5.2, i.e. "IMO will foster global compliance with its instruments governing international shipping and will promote their uniform implementation by Member States" and "Enhancing technical, operational and safety management standards", respectively. In particular, this proposal is considered consistent with, and supporting of, High-level Actions 2.0.1 and 5.2.1, i.e. "Monitor and improve conventions, etc., and provide interpretations thereof if requested by Member States" and "Keep under review the technical and operational safety aspects of all types of ships, including fishing vessels", respectively.

4 The safety of ships' crews ensured by the testing of the atmosphere inside the enclosed spaces is critical to the safety of human life at sea, and proper identification of risks specific to the ship's design, operations and intended cargoes is of utmost importance for the safety of the vessel and those on board.

Compelling need

5 Noting that this proposal is for the Organization to embark upon a process to develop appropriate amendments to an existing convention (SOLAS) and the relevant codes, it is considered that there is a **compelling need** to undertake this work based on the following reasoning. This issue is directly related to the safety of human life at sea, i.e. of the ships' crews. It is further noted that lack of consistency has been identified in the existing regulatory framework: whereas the existing SOLAS regulations (II-2/4.5.7.1 and VI/3) contain requirements on the carriage of gas measurement and detection equipment for certain ship types, it is obvious that hazards originating from oxygen-depleted or oxygen-enriched, flammable or toxic atmosphere could be present on other ship types.

6 By resolution A.1050(27), the Organization adopted the Revised recommendations for entering enclosed spaces aboard ships. Further action of the Maritime Safety Committee included the instruction to the DSC Sub-Committee, assisted by the STW Sub-Committee, to develop requirements for the crew training and onboard drills intended to prevent accidents related to oxygen-depleted or oxygen-enriched, flammable or toxic atmosphere inside enclosed spaces. In considering this matter, DSC 17 agreed that, as a minimum, all ships should have on board oxygen meters, and developed the related draft amendments to SOLAS regulation III/19 regarding training and drills for the ships' crews for subsequent consideration and approval at MSC 91. However, DSC 17 further considered that this measure, though necessary and highly important, should not be regarded as fully sufficient and adequate, as the check of O₂ contents only cannot guarantee safe atmosphere inside an enclosed space.

Analysis of the issue

7 The Revised recommendations for entering enclosed spaces on board ships establish safety procedures which form part of the key shipboard operations relating to the safety of the personnel and the ship, as prescribed in paragraph 7 of the International Safety Management (ISM) Code. Resolution A.1050(27) contains provisions on the proper training of ship crews using "properly calibrated instruments" to ensure the safe atmosphere within enclosed spaces.

8 BLG 16 noted that there was general support for the proposal for the mandatory carriage and continuous use of an oxygen meter or other such devices, but that further input was necessary regarding the type of device to be used, including appropriate specifications.

9 The DSC Sub-Committee, at its seventeenth session, further noted that, in addition to the comments of BLG 16, the devices should also be ship-specific and/or cargo-specific.

10 In addition to that, DSC 17 considered that the already existing requirement related to gas meters, as referred to in paragraph 5 above, and as contained in the IBC, IGC and IMSBC Codes, should be reviewed in order to decide if any new requirements should be regarded as additional, or should the existing requirements be sufficient to ensure consistency between the IMO instruments.

Analysis of implications

11 It is recognized that amendments to an IMO convention, in this case SOLAS, will have to be transferred into the national legislation of Member States in order to take legal effect on ships that fly the flag of that State. In this respect the anticipated outcome of this proposal will represent an administrative burden for Governments. However, for those Governments who regulate their ships by a system of primary and secondary legislation, it may be reasonably expected that the associated legislative burden will not be excessive, as these amendments only clarify an existing requirement to provide safety measures in relation to the entry into enclosed spaces where an oxygen-depleted, oxygen-enriched, toxic or flammable atmosphere may be present, i.e. it is expected that these amendments would not require the time of national legislative organs to address.

12 For shipowners it is anticipated that these amendments, which will be applicable to "new" as well as to "existing" ships, will not represent a considerable increase in costs to industry. It is considered that the proposal will harmonize the current industry practice with the international regulatory framework, with benefits to all stakeholders, especially to the ships' crews.

Benefits

13 The proposal will facilitate the global and consistent implementation of the provisions relating to the safety of ship personnel entering enclosed spaces, confirm the intent of these vital safety-related requirements and clarify how compliance with the regulatory requirements is to be achieved, which will directly benefit and improve the occupational safety of those working on board ships.

Industry standards

14 There are a number of industry standards that identify best practice for the use and carriage of this equipment, such as the International Safety Guide for Oil Tankers and Terminals (ISGOTT, chapter 2, section 2.4), the IACS's Recommendation 72 "Confined Space Safe Practice" and others.

Output

15 In SMART terms (specific, measurable, achievable, realistic and time-bound), the output from this proposal will take form of amendments to the SOLAS requirements and the relevant codes that will apply to "new" and "existing" ships. The draft text provided in appendix 1 has been developed by experts from Member States, shipping industry, recognized organizations, and therefore considered achievable and realistic. The fact that the proposal does not rely on any new or innovative technology or equipment is considered relevant in terms of considering the time-bound element of the output, i.e. the effective implementation of the proposals will not need to wait for new technology to come to the market. Also, in terms of finalizing the Organization's consideration of the issue, reference is made to the section below entitled "Priority/urgency". One of these outputs is to clarify that a new requirement is not additional if suitable equipment is already provided under the current regulations.

Human element

16 The completed checklist as per MSC-MEPC.7/Circ.1 is attached in appendix 2. In particular, it is noted that the proposed solution is a result of concerns that have been raised regarding the fallibility of "human performance". Atmosphere testing equipment is already available on board certain ships, as provided for in SOLAS chapters II-2 and VI. The use and calibration of this equipment is already familiar to crews on certain ship types. However, additional training might be anticipated for other ship types. In particular, resolution A.1050(27) provides guidance for the safe entry into enclosed spaces and requires the use of the testing equipment.

17 It should be noted that the present proposal has not been considered by the relevant IMO body (see entry 6 of the checklist). However, it is expected that STW 44 could provide DSC 18 with appropriate comments and advice on the matter, subject to approval of this Justification by MSC 91.

Priority/urgency

18 It is considered that this issue should be addressed as a matter of priority and as soon as practicable within the working arrangements of the Organization. This issue is directly related to the safety of ships, and more importantly the crews that serve on them. It is further noted that problems and inconsistencies have been identified in the existing regulatory framework.

19 Taking account that a draft text of amendments is provided in appendix 1, which may serve as a base text for further improvement, it is expected only one session of the DSC Sub-Committee will be needed to complete the technical work for submission to the Maritime Safety Committee for approval and subsequent adoption. It is expected also that comments and/or proposals by FP 56, BLG 17 and STW 44 would be needed, should this proposal be approved at MSC 91, and subject to appropriate instructions by MSC 91 to the said Sub-Committees. Therefore it is recommended that the target completion date for this proposed unplanned output be 2013.

APPENDIX 1

DRAFT AMENDMENT TO SOLAS CHAPTER XI-1

Add new regulation 7 as follows:

- "1 Every ship to which chapter I applies shall carry properly calibrated portable atmosphere testing instruments to ascertain acceptable levels of oxygen [and acceptable levels of flammable or toxic gases or vapours].
- 2 Every ship to which chapter I applies shall ensure that crew members assigned to use such instruments are properly trained."

APPENDIX 2

CHECKLIST FOR CONSIDERING HUMAN ELEMENT ISSUES BY IMO BODIES

Instructions:				
If the answer to any of the questions below is:				
	(A)	YES, the preparing body should provide supporting details and/or recommendation for further work.		
	(B)	NO, the preparing body should make proper justification as to why human element issues were not considered.		
	(C)	NA (not applicable), then the preparing body should make proper justification as to why human element issues were not considered applicable.		
Subject being assessed: (e.g. resolution, instrument, circular being considered) Provisions in SOLAS and the relevant mandatory and non-mandatory codes concerning mandatory carriage of appropriate atmosphere testing equipment on board ships				
Responsible body: (e.g. Committee, sub-committee, working group, correspondence group, Member State) Maritime Safety Committee/DSC Sub-Committee				
1	Was the human element considered during development of amendment process related to this subject?	YES	NO	NA
2	Has input from seafarers or their proxies been solicited?	YES	NO	NA
3	Are the solutions proposed for the subject in agreement with the existing instruments? (identify instruments considered in "comments" section)	YES	NO	NA
4	Have human element solutions been made as an alternative and/or in conjunction with technical solutions?	YES	NO	NA
5	Has human element guidance on the application and/or implementation of the proposed solution been provided for the following:			
	• Administrations?	YES	NO	NA
	• Shipowners/Managers?	YES	NO	NA
	• Seafarers?	YES	NO	NA
	• Surveyors?	YES	NO	NA
6	At some point, before final adoption, has the solution been reviewed or considered by a relevant IMO body with relevant human element expertise?	YES	NO	NA
7	Does the solution address safeguards to avoid single person errors?	YES	NO	NA
8	Does the solution address safeguards to avoid organizational errors?	YES	NO	NA
9	If the proposal is to be directed at seafarers, is the information in a form that can be presented and is easily understood by seafarers?	YES	NO	NA
10	Have human element experts been consulted in development of the solution?	YES	NO	NA
11	Human element: has the proposal been assessed against each of the factors below?			
<input type="checkbox"/>	CREWING. The number of qualified personnel required and available to safely operate, maintain, support and provide training for the system.	YES	NO	NA
<input type="checkbox"/>	PERSONNEL. The necessary knowledge, skills, abilities and the experience levels that are needed to properly perform job tasks.	YES	NO	NA

<input type="checkbox"/>	TRAINING. The process and tools by which personnel acquire or improve the necessary knowledge, skills and abilities to achieve desired job/task performance.	YES	NO	NA
<input type="checkbox"/>	OCCUPATIONAL HEALTH AND SAFETY. The management systems, programmes, procedures, policies, training, documentation, equipment, etc. To properly manage risks.	YES	NO	NA
<input type="checkbox"/>	WORKING ENVIRONMENT. Conditions that are necessary to sustain the safety, health, and comfort of those working on board, such as noise, vibration, lighting, climate, and other factors that affect crew endurance, fatigue, alertness and morale.	YES	NO	NA
<input type="checkbox"/>	HUMAN SURVIVABILITY. System features that reduce the risk of illness, injury, or death in a catastrophic event such as fire, explosion, spill, collision, flooding or intentional attack. The assessment should consider desired human performance in emergency situations for detection, response, evacuation, survival and rescue and the interface with emergency procedures, systems, facilities and equipment	YES	NO	NA
<input type="checkbox"/>	HUMAN FACTORS ENGINEERING. Human-system interface to be consistent with the physical, cognitive and sensory abilities of the user population.	YES	NO	NA
Comments: (1) Justification if answers are No or Not Applicable. (2) Recommendations for additional human element assessment needed. (3) Key risk management strategies employed. (4) Other comments. (5) Supporting documentation.				
Explanation for entry 6: the present proposal has not been considered by the relevant IMO body (refer to paragraph 17 of the Justification). However, it is expected that STW 44 could provide DSC 18 with appropriate comments and advice on the matter, subject to approval of this Justification by MSC 91.				

ANNEX 9

DRAFT CSC CIRCULAR

**GUIDELINES FOR DEVELOPMENT OF AN APPROVED CONTINUOUS
EXAMINATION PROGRAMME (ACEP)**

1 The Maritime Safety Committee, at its [ninety-second session (12 to 21 June 2013)], having considered the proposal by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, at its seventeenth session, approved the Guidelines for development of an approved continuous examination programme (ACEP), set out in the annex.

2 Contracting Parties to the International Convention for Safe Containers, 1972, are invited to bring these Guidelines to the attention of all parties concerned.

ANNEX

GUIDELINES FOR DEVELOPMENT OF AN APPROVED CONTINUOUS EXAMINATION PROGRAMME (ACEP)

Background

The International Convention for Safe Containers (CSC), 1972, as amended requires containers used for international transport, excluding containers specifically designed for air transport, to meet certain safety approval requirements and be periodically examined. Container owners can choose to follow a periodic examination programme (PEP) or may apply to the Administration (Contracting Parties) for approval of a continuous examination programme (ACEP). This document only addresses continuous examination programmes. Therefore, owners desiring to examine containers under a PEP should contact their respective Administration to determine if they have prescribed procedures for periodic examination programmes.

Purpose

The purpose of these Guidelines is to establish a unified approach when developing a continuous examination programme by container owners for submittal to an Administration for approval and when approving continuous examination programmes by Administrations. These Guidelines provide recommendations to help expedite development and approval of examination programmes in accordance with CSC 1972, as amended. Additionally, adherence to these Guidelines will help to establish a means by which details concerning an approved programme can be easily conveyed and communicated by owners to persons responsible for maintaining their containers in accordance with an approved programme.

Discussion

Format: In order to provide for ease of evaluation, reference and filing, continuous examination programmes should follow these format recommendations at the time of applications. Programme submittals in hard copy format should be suitably assembled. Alternatively, Administrations may encourage use of electronic media for document submittals. The front cover should clearly identify the container owner. If the submitted programme is completed on behalf of the container owner by another organization, the submitting organization should be referenced on the front cover as well.

- 1 Cover letter**, requesting approval for the submitted programme.
- 2 Company information**
 - 2.1 Brief description of company's business operations.
 - 2.2 Brief description of type and quantity of containers to be subject to the programme.
 - 2.3 Company head office contact information. Main phone, fax, e-mail, website and address. Phone number and e-mail of company point of contact for ACEP issues, if different from head office.
 - 2.4 Basic organization chart or information detailing the responsibilities of key persons or positions associated with the programme.

2.5 Confirmation that the company agrees to implement the approved programme and to maintain the safety of containers as prescribed by CSC 1972, as amended.

Note: Owners who operate, manage and maintain their container fleet under a certified quality system should be taken into account by the Authority representative in the evaluation of the documentation.

3 Container marking

3.1 Describe procedures for marking new and existing containers with identification to show that the container is examined under an ACEP as well as the procedure for restoration of damaged or lost ACEP markings.

3.2 Describe the placement of the ACEP label on the container and provide supplement with label image.

3.3 Describe how individual containers are uniquely identified.

3.4 Describe procedures and obligation of the container owner to remove (or not remove) the ACEP label if the container is sold/leased.

4 Container examinations

4.1 Detail which industry accepted pass/fail criteria is used for container examinations, repair and maintenance. If an owner criterion is used provide associated methods, scope and criteria for conducting container examinations, repair, and maintenance.

4.2 In case that no industry pass/fail criteria is used, describe the methods for maintenance criteria that address the design characteristics of the specific containers.

4.3 Describe any procedures for auditing container examinations, either internal or external by or on behalf of the container owner.

4.4 Detail the maximum time allowed between container examinations. Identify events that trigger a container examination. Describe the procedures to ensure that the maximum time allowed between examinations is not exceeded.

4.5 Describe the methods to ensure that container examinations are conducted by competent persons.

4.6 Describe procedures for repairing and re-examining failed containers.

5 Documentation

5.1 Describe the procedures for recording container examination results and methods for tracking examinations through the use of unique container serial numbers. If contractual personnel or contracted container yards conduct container examinations detail the process for recording these examinations and the scope of information to be recorded.

5.2 Describe the process for the automated exchange of interchange and/or repair information. In case of non-automated procedures, provide a copy of container owner inspection form(s) or equipment interchange receipt(s) used in the programme.

5.3 Describe the means of identifying containers, their last examination dates, and any repair work in their records.

5.4 Describe the procedure to control examination dates and the personnel responsible for control.

5.5 Specify the period of time that records will be retained under control of the container owner.

5.6 Identify the location where examination records are maintained and the personnel or organization responsible for control of that location.

5.7 Detail examination record availability to the Administration for inspection upon request.

5.8 If applicable, provide details on the inclusion of the programme into the container owner's quality management programme.

5.9 Detail procedures for maintaining a file of training certificates or records for personnel qualified to conduct container examinations and the availability for review by the administration personnel upon request.

5.10 Describe the procedures for adding, removing, and updating containers in the programme.

5.11 Describe the procedure to ensure that only containers equipped with a valid CSC Approval Plate will be included in the programme.

6 Leasing

6.1 Detail how the examination programme of the lessor (owner) company is transferred to the lessee or bailee company and is implemented under lease agreements

6.2 Provide a sample copy of container lease agreements and identify where the leases are maintained and the personnel and/or organization responsible for control of the location.

7 Container compliance with CSC

7.1 Provide a declaration from the applicant that only containers approved under CSC are included in the programme.

7.2 Upon request by the Administration, the applicant should provide evidence of approval (e.g. copies of approval certificates or photos of Safety Approval Plates).

8 Conclusion

8.1 Upon results of consideration of the continuous examination programme submitted to the Administration for approval and of the audit to evaluate that all the provisions of ACEP are fulfilled, the Administration should:

- .1 provide the approval letter; and
- .2 inform the container owner of their ACEP registration number which includes:

- .1 the letters ACEP;
- .2 identification of the Contracting Party; and
- .3 the assigned number.

8.2 Administrations should make the information on ACEPs publicly available. Such information should include, but may not be limited to:

- .1 company's name and contact details;
- .2 identification system of ACEP; and
- .3 date of ACEP approval.

8.3 Approved continuous examination programmes should be reviewed by the Administration not later than 10 years after approval or re-approval to ensure their continued viability.

8.4 Owners of approved programmes should notify the approving Administration about significant changes as soon as possible. Such changes may include modifications to:

- .1 contact information;
- .2 responsibilities;
- .3 provisions for conducting examinations; and
- .4 fleet operator.

8.5 Administrations should establish a programme for conducting periodic reviews of approved programmes and periodically inquire about changes made to approved programmes.

ANNEX 10

DRAFT MSC RESOLUTION

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR SAFE CONTAINERS (CSC), 1972**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING article X of the International Convention for Safe Containers, 1972 (hereinafter referred to as "the Convention"), concerning the special procedure for amending the annexes to the Convention,

ACKNOWLEDGING that the 1993 Amendments to the Convention adopted by resolution A.737(18) have not come into force and that the best way to achieve bringing the provisions of the aforementioned amendments into force is by incorporating them directly into the Annex of the Convention,

HAVING CONSIDERED, at its [ninety-second session (12 to 21 June 2013)], proposed amendments to the Convention in accordance with the procedure set forth in paragraphs 1 and 2 of article X of the Convention,

1. ADOPTS the amendments to the annexes of the Convention, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with paragraph 3 of article X of the Convention, that the said amendments shall enter into force on [1 July 2014] unless, prior to [1 January 2014], five or more of the Contracting Parties notify the Secretary-General of their objection to the amendments;
3. REQUESTS the Secretary-General, in conformity with paragraph 2 of article X of the Convention, to communicate the certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Parties for their acceptance;
4. FURTHER REQUESTS the Secretary-General to inform all Contracting Parties and Members of the Organization of any request and communication under article X of the Convention and of the date on which the amendments enter into force.

ANNEX

**AMENDMENTS TO
THE INTERNATIONAL CONVENTION FOR SAFE CONTAINERS, 1972, AS AMENDED**

**ANNEX I
REGULATIONS FOR THE TESTING, INSPECTION, APPROVAL
AND MAINTENANCE OF CONTAINERS**

**Chapter I
Regulations common to all systems of approval**

1 After the heading of chapter I, insert the following:

"General Provisions

Notwithstanding definitions in paragraphs 14 to 16 of article II, the definitions as given in annex IV shall be applied for the purpose of the present Convention."

Regulation 1 – Safety Approval Plate

2 Subparagraph 1(b) of regulation 1 is amended to read:

"(b) On each container, all maximum operating gross mass markings shall be consistent with the maximum operating gross mass information on the Safety Approval Plate.";

subparagraph 2(a) is amended to read:

"(a) The plate shall contain the following information in at least the English or French language:

"CSC SAFETY APPROVAL"
Country of approval and approval reference
Date (month and year) of manufacture
Manufacturer's identification number of the container or, in the case of existing containers for which that number is unknown, the number allotted by the Administration
Maximum operating gross mass (kg and lbs)
Allowable stacking load for 1.8 g (kg and lbs)
Transverse racking test force (newtons)";

at the end of paragraph 3, a new text is added as follows:

", at or before their next scheduled examination or before any other date approved by the Administration, provided this is not later than 1 July 2015.";

and a new paragraph 5 is added as follows:

"5 A container, the construction of which was completed prior to [...]^{*}, may retain the Safety Approval Plate as permitted by the Convention prior to that date as long as no structural modifications occur to that container."

* Date of entry into force of the amendments.

Chapter IV
Regulations for approval of existing containers
and new containers not approved at time of manufacture

Regulation 9 – Approval of existing containers

3 Subparagraphs 1(c) and 1(e) of regulation 9 are amended to read:

"(c) maximum operating gross mass capability;"

"(e) allowable stacking load for 1.8 g (kg and lbs); and"

Regulation 10 – Approval of new containers not approved at time of manufacture

4 Subparagraphs (c) and (e) of regulation 10 are amended to read:

"(c) maximum operating gross mass capability;"

"(e) allowable stacking load for 1.8 g (kg and lbs); and"

Appendix

5 The fourth, fifth and sixth lines of the model of the Safety Approval Plate reproduced in the appendix are amended to read:

"MAXIMUM OPERATING GROSS MASS kg lbs
ALLOWABLE STACKING LOAD FOR 1.8 g kg lbs
TRANSVERSE RACKING TEST FORCE newtons"

6 Items 4 to 8 of the appendix are amended to read:

"4 Maximum operating gross mass (kg and lbs).

5 Allowable stacking load for 1.8 g (kg and lbs).

6 Transverse racking test force (newtons).

7 End-wall strength to be indicated on plate only if end-walls are designed to withstand a force of less or greater than 0.4 times the gravitational force by maximum permissible payload, i.e. 0.4Pg.

8 Side-wall strength to be indicated on plate only if the side-walls are designed to withstand a force of less or greater than 0.6 times the gravitational force by maximum permissible payload, i.e. 0.6Pg."

7 The existing paragraphs 10 and 11 are replaced as follows:

"10 One door off stacking strength to be indicated on plate only if the container is approved for one door off operation. The marking shall show: ALLOWABLE STACKING LOAD ONE DOOR OFF FOR 1.8 g (... kg ... lbs). This marking shall be displayed immediately near the stacking test value (see line 5).

11 One door off racking strength to be indicated on plate only if the container is approved for one door off operation. The marking shall show: TRANSVERSE RACKING TEST FORCE (... newtons). This marking shall be displayed immediately near the racking test value (see line 6)."

ANNEX II STRUCTURAL SAFETY REQUIREMENTS AND TESTS

8 After the heading of chapter II, insert the following:

"General Provisions

Notwithstanding definitions in paragraphs 14 to 16 of article II, the definitions as given in Annex IV shall be applied for the purpose of the present Convention."

9 The first sentence of the Introduction to annex II (Structural safety requirements and tests) is amended to read:

"In setting the requirements of this annex, it is implicit that, in all phases of the operation of containers, the forces as a result of motion, location, stacking and gravitational effect of the loaded container and external forces will not exceed the design strength of the container."

10 Section 1(A) – Lifting from corner fittings – the text concerning test loadings and applied forces is amended to read:

"TEST LOAD AND APPLIED FORCES

Internal load:

A uniformly distributed load such that the sum of the mass of container and test load is equal to 2R. In the case of a tank-container, when the test load of the internal load plus the tare is less than 2R, a supplementary load, distributed over the length of the tank, is to be added to the container.

Externally applied forces:

Such as to lift the sum of a mass of 2R in the manner prescribed (under the heading TEST PROCEDURES)."

11 Section 1(B) – Lifting by any other additional methods – is replaced by the following:

"TEST LOAD AND APPLIED FORCES

TEST PROCEDURES

Internal load:

A uniformly distributed load such that the sum of the mass of container and test load is equal to 1.25R.

Externally applied forces:

Such as to lift the sum of a mass of 1.25R in the manner prescribed (under the heading TEST PROCEDURES).

(i) *Lifting from fork-lift pockets:*

The container shall be placed on bars which are in the same horizontal plane, one bar being centred within each fork-lift pocket which is used for lifting the loaded container. The bars shall be of the same width as the forks intended to be used in the handling, and shall project into the fork pocket 75% of the length of the fork pocket.

Internal load:

(ii) *Lifting from grapples-arm positions:*

A uniformly distributed load such that the sum of the mass of container and test load is equal to 1.25R. In the case of a tank container, when the test load of the internal load plus the tare is less than 1.25R, a supplementary load, distributed over the length of the tank, is to be added to the container.

The container shall be placed on pads in the same horizontal plane, one under each grapples-arm position. These pads shall be of the same sizes as the lifting area of the grapples arms intended to be used.

Externally applied forces:

Such as to lift the sum of a mass of 1.25R in the manner prescribed (under the heading TEST PROCEDURES).

iii) *Other methods:*

Where containers are designed to be lifted in the loaded condition by any method not mentioned in (A) or (B)(i) and (ii) they shall also be tested with the internal load and externally applied forces representative of the acceleration conditions appropriate to that method."

12 Paragraphs 1 and 2 of section 2 – STACKING – are amended to read:

"1 For conditions of international transport where the maximum vertical acceleration varies significantly from 1.8 g and when the container is reliably and effectively limited to such conditions of transport, the stacking load may be varied by the appropriate ratio of acceleration.

2 On successful completion of this test, the container may be rated for the allowable superimposed static stacking load, which should be indicated on the Safety Approval Plate against the heading ALLOWABLE STACKING LOAD FOR 1.8 g (kg and lbs)."

13 Section 2 – STACKING – the text concerning test loadings and applied forces is amended to read:

"TEST LOAD AND APPLIED FORCES

Internal load:

A uniformly distributed load such that the sum of the mass of container and test load is equal to 1.8R. Tank-containers may be tested in the tare condition.

Externally applied forces:

Such as to subject each of the four top corner fittings to a vertical downward force equal to 0.25 x 1.8 x the gravitational force of the allowable superimposed static stacking load."

14 Section 3 – CONCENTRATED LOADS – is amended to read:

"TEST LOAD AND APPLIED FORCES

TEST PROCEDURES

(a) On roof

Internal load:

None.

The externally applied forces shall be applied vertically downwards to the outer surface of the weakest area of the roof of the container.

Externally applied forces:

A concentrated gravitational force of 300 kg (660 lbs) uniformly distributed over an area of 600 mm x 300 mm (24 in x 12 in).

(b) On floor

Internal load:

Two concentrated loads each of 2,730 kg (6,000 lbs) and each added to the container floor within a contact area of 142 cm² (22 sq in).

The test should be made with the container resting on four level supports under its four bottom corners in such a manner that the base structure of the container is free to deflect.

Externally applied forces:

None.

A testing device loaded to a mass of 5,460 kg (12,000 lbs), that is, 2,730 kg (6,000 lbs) on each of two surfaces, having, when loaded, a total contact area of 284 cm² (44 sq in), that is, 142 cm² (22 sq in) on each surface, the surface width being 180 mm (7 in) spaced 760 mm (30 in) apart, centre to centre, should be manoeuvred over the entire floor area of the container."

15 The heading and subheading of section 4 – TRANSVERSE RACKING – are replaced by the following:

"TEST LOAD AND APPLIED FORCES" and "**Internal load:**".

respectively.

16 In section 5 – LONGITUDINAL RESTRAINT (STATIC TEST) – the text concerning test loadings and applied forces is amended to read:

"TEST LOAD AND APPLIED FORCES

Internal load:

A uniformly distributed load, such that the sum of the mass of a container and test load is equal to the maximum operating gross mass or rating R. In the case of a tank-container, when the mass of the internal load plus the tare is less than the maximum gross mass or rating, R, a supplementary load is to be added to the container.

Externally applied forces:

Such as to subject each side of the container to longitudinal compressive and tensile forces of magnitude R_g , that is, a combined force of $2R_g$ on the base of the container as a whole."

17 The first paragraph of section 6 – END-WALLS – is amended to read:

"The end-walls should be capable of withstanding a force of not less than 0.4 times the force equal to gravitational force by maximum permissible payload. If, however, the end-walls are designed to withstand a force of less or greater than 0.4 times the gravitational force by maximum permissible payload, such a strength factor shall be indicated on the Safety Approval Plate in accordance with annex I, regulation 1."

18 Section 6 – END-WALLS – the text concerning test loadings and applied forces is amended to read:

"TEST LOAD AND APPLIED FORCES

Internal load:

Such as to subject the inside of an end-wall to a uniformly distributed force of $0.4P_g$ or such other force for which the container may be designed.

Externally applied forces:

None."

19 The first paragraph of section 7 – SIDE-WALLS – is amended to read:

"The side-walls should be capable of withstanding a force of not less than 0.6 times the force equal to the gravitational force by maximum permissible payload. If, however, the side-walls are designed to withstand a force of less or greater than 0.6 times the gravitational force by maximum permissible payload, such a strength factor shall be indicated on the Safety Approval Plate in accordance with annex I, regulation 1."

20 Section 7 – SIDE-WALLS – the text concerning test loadings and applied forces is amended to read:

"TEST LOAD AND APPLIED FORCES

Internal load:

Such as to subject the inside of a side-wall to a uniformly distributed force of 0.6Pg or such other force for which the container may be designed.

Externally applied forces: None."

21 Section 8 is replaced by the following:

"8 ONE DOOR OFF OPERATION

8.1 Containers with one door removed have a significant reduction in their ability to withstand racking forces and, potentially, a reduction in stacking strength. The removal of a door on a container in operation is considered a modification of the container. Containers must be approved for one door off operation. Such approval shall be based on test results as set forth below.

8.2 On successful completion of the stacking test the container may be rated for the allowable superimposed stacking load, which shall be indicated on the Safety Approval Plate immediately below line 5: ALLOWABLE STACKING LOAD FOR 1.8 g (kg and lbs) ONE DOOR OFF.

8.3 On successful completion of the racking test the transverse racking test force shall be indicated on the Safety Approval Plate immediately below line 6: TRANSVERSE RACKING TEST FORCE ONE DOOR OFF (newtons).

TEST LOAD AND APPLIED FORCES TEST PROCEDURES

Stacking

Internal load:

A uniformly distributed load such that the sum of the mass of container and test load is equal to 1.8R. The test procedures shall be as set forth under **2 STACKING**

Externally applied forces:

Such as to subject each of the four top corner fittings to a vertical downward force equal to 0.25 x 1.8 x the gravitational force of the allowable superimposed static stacking load.

Transverse racking

Internal load:

None. The test procedures shall be as set forth under **4 TRANSVERSE RACKING**

Externally applied forces:

Such as to rack the end structures of the container sideways. The forces shall be equal to those for which the container was designed."

**ANNEX III
CONTROL AND VERIFICATION**

22 The existing section 4 is replaced by the following:

"4 Structurally sensitive components

4.1 The following components are structurally sensitive and should be examined for deficiencies in accordance with the following table:

(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
Structurally sensitive component	Serious deficiency requiring immediate out of service determination	Deficiency requiring advice to owner and restrictions for transport	Restrictions to be applied in case of deficiencies according to column (iii)			
			Empty container		Loaded container	
			Sea transport	Other modes	Sea transport	Other modes
Top rail	Local deformation to the rail in excess of 60 mm or separation or cracks or tears in the rail material in excess of 45 mm in length. (see Note 1)	Local deformation to the rail in excess of 40 mm or separation or cracks or tears in the rail material in excess of 10 mm in length. (see Note 1)	No restriction	No restriction	Bottom lifting not allowed, Top lifting allowed only by use of spreaders without chains	Bottom lifting not allowed, Top lifting allowed only by use of spreaders without chains
<p>Note 1 On some designs of tank containers the top rail is not a structurally significant component.</p>						
Bottom rail	Local deformation perpendicular to the rail in excess of 100 mm or separation cracks or tears in the rail's material in excess of 75 mm in length (see Note 2)	Local deformation perpendicular to the rail in excess of 60 mm or separation cracks or tears in the rail's material: in excess of 25 mm in length in the upper flange; or b) of web in any length(see Note 2)	No restriction	No restriction	Lifting at (any) corner fitting not allowed	Lifting at (any) corner fitting not allowed
<p>Note 2 The rails material does not include the rail's bottom flange.</p>						

(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
Header	Local deformation to the header in excess of 80 mm or cracks or tears in excess of 80 mm in length	Local deformation to the header in excess of 50 mm or cracks or tears in excess of 10 mm in length	Container shall not be overstowed	No restriction	Container shall not be overstowed	No restriction
Sill	Local deformation to the sill in excess of 100 mm or cracks or tears in excess of 100 mm in length.	Local deformation to the sill in excess of 60 mm or cracks or tears in excess of 10 mm in length	Container shall not be overstowed	No restrictions	Container shall not be overstowed	No restrictions
Corner posts	Local deformation to the post in excess of 50 mm or cracks or tears in excess of 50 mm in length	Local deformation to the post in excess of 30 mm or cracks or tears of any length	Container shall not be overstowed	No restrictions	Container shall not be overstowed	No restrictions
Corner and intermediate fittings	Missing corner fittings, any through cracks or tears in the fitting, any deformation of the fitting that precludes full engagement of the securing or lifting fittings (see Note 3) or any weld separation of adjoining components in excess of 50 mm	Weld separation of adjoining components of 50 mm or less	Container shall not be lifted on board a ship if the damaged fittings prevent safe lifting or securing.	Container shall be lifted and handled with special care	Container shall not be loaded on board a ship.	Container shall be lifted and handled with special care
		Any reduction in the thickness of the plate containing the top aperture that makes it less than 25 mm thick	Container shall be lifted and handled with special care Container shall not be overstowed when twistlocks have to be used	Container shall be lifted and handled with special care	Container shall not be lifted by the top corner fittings.	Container shall be lifted and handled with special care.
		Any reduction in the thickness of	Container shall not be overstowed	Container shall be lifted and handled	Container shall not be used with fully	Container shall be lifted and handled

(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
	in length	the plate containing the top aperture that makes it less than 26 mm thick	when fully automatic twistlocks are to be used	with special care	automatic twistlocks.	with special care.
<p>Note 3 The full engagement of securing or lifting fittings is precluded if there is any deformation of the fitting beyond 5 mm from its original plane, any aperture width greater than 66 mm, any aperture length greater than 127 mm or any reduction in thickness of the plate containing the top aperture that makes it less than 23 mm thick.</p>						
Understructure	Two or more adjacent cross members missing or detached from the bottom rails.	One or two cross members missing or detached (see Note 4)	No restrictions	No restrictions	No restrictions	No restrictions
	20% or more of the total number of cross members missing or detached. (see Note 4)	More than two cross members missing or detached (see Notes 4 & 5)	No restrictions	No restrictions	Maximum payload shall be restricted to 0.5 x P	Maximum payload shall be restricted to 0.5 x P
<p>Note 4 If onward transport is permitted, it is essential that detached cross members are precluded from falling free. Note 5 Careful cargo discharge is required as forklift capability of the understructure might be limited.</p>						

(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
Locking rods	One or more inner locking rods are non-functional (see Note 6)	One or more outer locking rods are non-functional (see Note 6)	Container shall not be overstowed	No restriction	Container shall not be overstowed. Cargo shall be secured against the container frame and the door shall not be used to absorb acceleration forces – otherwise maximum payload shall be restricted to 0.5 P	Cargo shall be secured against the container frame and the door shall not be used to absorb acceleration forces – otherwise maximum payload shall be restricted to 0.5 P
	<p>Note 6 Some containers are designed and approved (and so recorded on the CSC Plate) to operate with one door open or removed.</p>					

11

23 After the existing annex III, a new annex IV is added as follows:

**"ANNEX IV
DEFINITIONS**

Notwithstanding definitions in paragraphs 14 to 16 of article II, the following definitions shall be applied for the purpose of the present Convention:

1 *Maximum operating gross mass or Rating or R* means the maximum allowable sum of the mass of the container and its cargo. The letter *R* is expressed in units of mass. Where the annexes are based on gravitational forces derived from this value, that force, which is an inertial force, is indicated as *Rg*.

2 *Tare* means the mass of the empty container, including permanently affixed ancillary equipment.

3 *Maximum permissible payload or P* means the difference between maximum operating gross mass or rating and tare. The letter *P* is expressed in units of mass. Where the annexes are based on the gravitational forces derived from this value, that force, which is an inertial force, is indicated as *Pg*.

4 The word *load*, when used to describe a physical quantity to which units may be ascribed, signifies mass.

5 The letter *g* means the standard acceleration of gravity; *g* equals 9.8 m/s²."

ANNEX 11

DRAFT CSC CIRCULAR

**AMENDMENTS TO THE REVISED RECOMMENDATIONS ON HARMONIZED
INTERPRETATION AND IMPLEMENTATION OF THE INTERNATIONAL
CONVENTION FOR SAFE CONTAINERS, 1972,
AS AMENDED (CSC.1/Circ.138)**

1 The Maritime Safety Committee, at its [ninety-second session (12 to 21 June 2013)], having considered the proposal by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, at its seventeenth session, approved the amendments to the *Revised Recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended (CSC.1/Circ.138)*, set out in the annex.

2 Contracting Parties to the International Convention for Safe Containers, 1972, are invited to bring these amendments to the attention of all parties concerned.

ANNEX

**AMENDMENTS TO THE REVISED RECOMMENDATIONS ON HARMONIZED
INTERPRETATION AND IMPLEMENTATION OF THE INTERNATIONAL
CONVENTION FOR SAFE CONTAINERS, 1972,
AS AMENDED (CSC.1/Circ.138)**

- 1 The existing paragraph 10.4.2 is replaced by the following:

"10.4.2 The criteria shown below should be used by the authorized control officers to make immediate out-of-service determinations or impose transport restrictions. They should not be used as repair and in-service criteria under a CSC ACEP or a periodic examination scheme. Figure 5 is a flow chart that illustrates the actions to be taken by an authorized control officer.

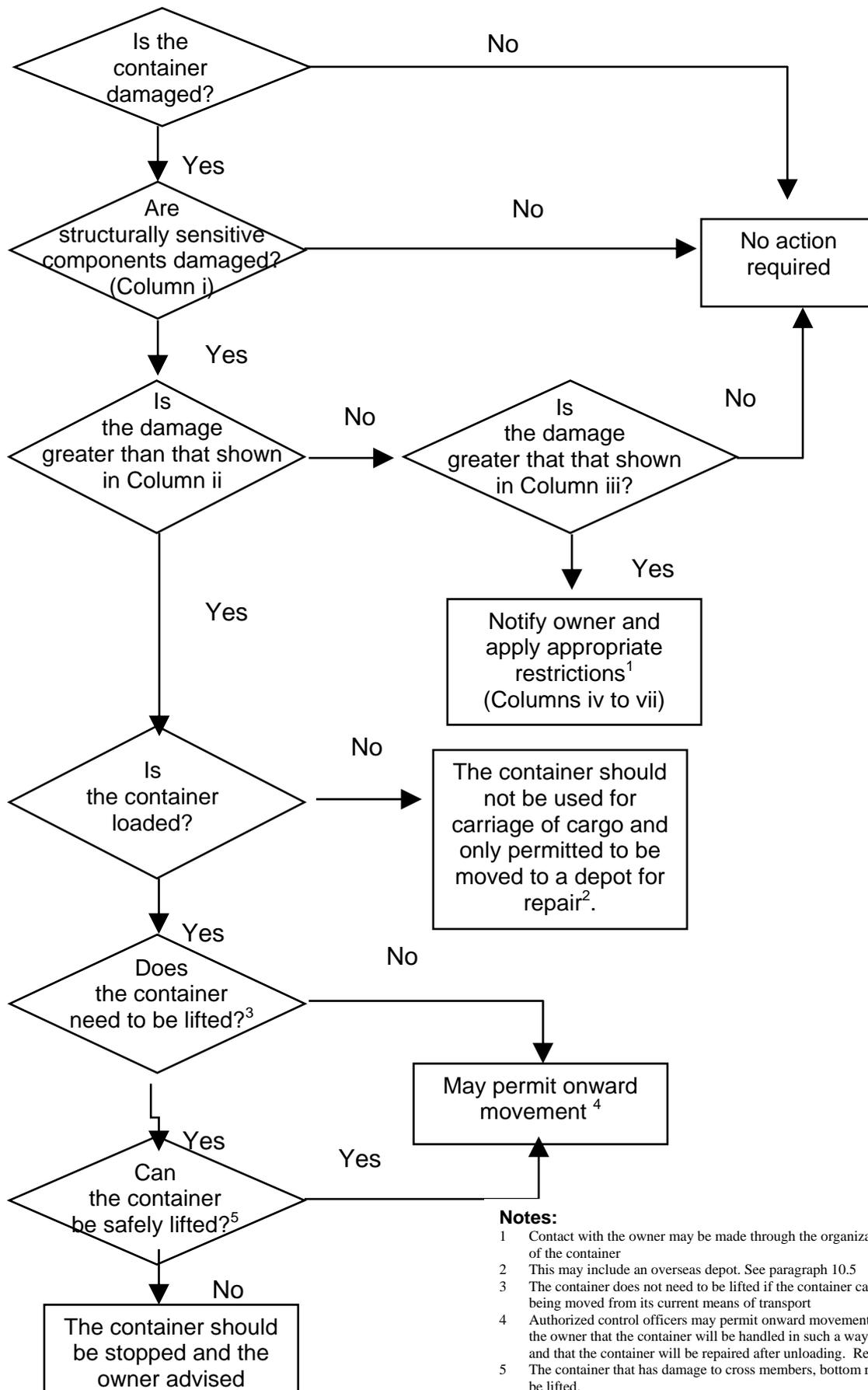
(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
Structurally sensitive component	Serious deficiency requiring immediate out of service determination (see also section 10.5)	Deficiency requiring advice to owner and restrictions for transport	Restrictions to be applied in case of deficiencies according to column (iii)			
			Empty container		Loaded container	
			Sea transport	Other modes	Sea transport	Other modes
Top rail	Local deformation to the rail in excess of 60 mm or separation or cracks or tears in the rail material in excess of 45 mm in length. (see Note 1)	Local deformation to the rail in excess of 40 mm or separation or cracks or tears in the rail material in excess of 10 mm in length. (see Note 1)	No restriction	No restriction	Bottom lifting not allowed, Top lifting allowed only by use of spreaders without chains	Bottom lifting not allowed, Top lifting allowed only by use of spreaders without chains
<p>Note 1 On some designs of tank containers the top rail is not a structurally significant component.</p>						
Bottom rail	Local deformation perpendicular to the rail in excess of 100 mm or separation cracks or tears in the rail's material in excess of 75 mm in length (see Note 2)	Local deformation perpendicular to the rail in excess of 60 mm or separation cracks or tears in the rail's material: in excess of 25 mm in length in the upper flange; or b) of web in any length(see Note 2)	No restriction	No restriction	Lifting at (any) corner fitting not allowed	Lifting at (any) corner fitting not allowed

(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
	<p>Note 2 The rails material does not include the rail's bottom flange.</p>					
Header	Local deformation to the header in excess of 80 mm or cracks or tears in excess of 80 mm in length	Local deformation to the header in excess of 50 mm or cracks or tears in excess of 10 mm in length	Container shall not be overstowed	No restriction	Container shall not be overstowed	No restriction
Sill	Local deformation to the sill in excess of 100 mm or cracks or tears in excess of 100 mm in length.	Local deformation to the sill in excess of 60 mm or cracks or tears in excess of 10 mm in length	Container shall not be overstowed	No restrictions	Container shall not be overstowed	No restrictions
Corner posts Corner and intermediate fittings	Local deformation to the post in excess of 50 mm or cracks or tears in excess of 50 mm in length	Local deformation to the post in excess of 30 mm or cracks or tears of any length	Container shall not be overstowed	No restrictions	Container shall not be overstowed	No restrictions
	Missing corner fittings, any through cracks or tears in the fitting, any deformation of the fitting that precludes full engagement of the securing or lifting fittings (see Note 3) or any weld separation of adjoining	Weld separation of adjoining components of 50 mm or less	Container shall not be lifted on board a ship if the damaged fittings prevent safe lifting or securing.	Container shall be lifted and handled with special care	Container shall not be loaded on board a ship.	Container shall be lifted and handled with special care
		Any reduction in the thickness of the plate containing the top aperture that makes it less than 25 mm thick	Container shall be lifted and handled with special care Container shall not be overstowed when twistlocks have to be used	Container shall be lifted and handled with special care	Container shall not be lifted by the top corner fittings.	Container shall be lifted and handled with special care.

(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
	components in excess of 50 mm in length	Any reduction in the thickness of the plate containing the top aperture that makes it less than 26 mm thick	Container shall not be overstowed when fully automatic twistlocks are to be used	Container shall be lifted and handled with special care	Container shall not be used with fully automatic twistlocks.	Container shall be lifted and handled with special care.
<p>Note 3 The full engagement of securing or lifting fittings is precluded if there is any deformation of the fitting beyond 5 mm from its original plane, any aperture width greater than 66 mm, any aperture length greater than 127 mm or any reduction in thickness of the plate containing the top aperture that makes it less than 23 mm thick.</p>						
Understructure	Two or more adjacent cross members missing or detached from the bottom rails. 20% or more of the total number of cross members missing or detached. (see Note 4)	One or two cross members missing or detached (see Note 4)	No restrictions	No restrictions	No restrictions	No restrictions
		More than two cross members missing or detached (see Notes 4 & 5)	No restrictions	No restrictions	Maximum payload shall be restricted to 0.5 x P	Maximum payload shall be restricted to 0.5 x P
<p>Note 4 If onward transport is permitted according to sections 10.5, it is essential that detached cross members are precluded from falling free. Note 5 Careful cargo discharge is required as forklift capability of the understructure might be limited.</p>						

(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
Locking rods	One or more inner locking rods are non-functional (see Note 6)	One or more outer locking rods are non-functional (see Note 6)	Container shall not be overstowed	No restriction	Container shall not be overstowed. Cargo shall be secured against the container frame and the door shall not be used to absorb acceleration forces – otherwise maximum payload shall be restricted to 0.5 P	Cargo shall be secured against the container frame and the door shall not be used to absorb acceleration forces – otherwise maximum payload shall be restricted to 0.5 P
	<p>Note 6 Some containers are designed and approved (and so recorded on the CSC Plate) to operate with one door open or removed.</p>					

2 The existing figure 5 is replaced by the following:



Notes:

- 1 Contact with the owner may be made through the organization that has current possession of the container
- 2 This may include an overseas depot. See paragraph 10.5
- 3 The container does not need to be lifted if the container can reach its destination without being moved from its current means of transport
- 4 Authorized control officers may permit onward movement following confirmation from the owner that the container will be handled in such a way that risk of injury is minimised and that the container will be repaired after unloading. Refer to paragraph 10.5
- 5 The container that has damage to cross members, bottom rails or corner fittings should not be lifted.

- 3 Paragraph 10.4.7 is deleted.
- 4 Paragraph 11.10 is deleted.
- 5 In paragraph 12.1, the following footnote is added at the end:

"
* _____
Refer to the Guidelines for development of an approved continuous examination programme (ACEP) (CSC.1/Circ....)."

ANNEX 12

DRAFT REVISED BIENNIAL AGENDA FOR THE 2012-2013 BIENNIUM, INCLUDING ITEMS ON THE COMMITTEE'S POST-BIENNIAL AGENDA UNDER THE PURVIEW OF THE SUB-COMMITTEE*

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)*					
PLANNED OUTPUTS 2012-2013 (resolution A.1038(27))					
Number	Description	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Target completion year
5.2.1.7	Review of general cargo ship safety	MSC	DSC		2013
5.2.2.6	Amendments to SOLAS to mandate enclosed space entry and rescue drills	MSC	DSC	BLG STW	2012
5.2.3.1	Development of amendments to CSC 1972 and associated circulars	MSC	DSC		2013
5.2.3.2	Development of measures to prevent loss of containers	MSC	DSC		2013
5.2.3.3	Development of amendments to the IMSBC Code and supplements, including evaluation of properties of solid bulk cargoes	MSC MEPC	DSC		Continuous
5.2.3.4	Development of amendments to the IMDG Code and supplements	MSC	DSC		Continuous
5.2.3.5	Harmonization of the IMDG Code with the UN Recommendations on the transport of dangerous goods	MSC	DSC		Continuous
5.2.3.6	Review of fire protection arrangements for the stowage of water-reactive materials	MSC	DSC	FP	2012
5.2.3.8	Amendments to MARPOL Annex III, as required	MEPC	DSC		Continuous
5.2.3.9	Revised Guidelines for packing of cargo transport units	MSC	DSC		2013

* Items printed in bold have been selected for the draft provisional agenda for DSC 18, as shown in annex 2. Struck-out text indicates proposed deletions and shaded text indicates proposed changes. Deleted outputs will be maintained in the report on the status of planned outputs.

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)*							
PLANNED OUTPUTS 2012-2013 (resolution A.1038(27))				Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Target completion year
Number	Description						
5.2.3.14	Provisions for the installation of equipment for detection of radioactive sources or radioactive contaminated objects			MSC	DSC		2013
5.2.3...**	Development of amendments to SOLAS and the relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships			MSC	DSC		2013
5.3.1.3	Consideration of the efficacy of the Container Inspection Programme			MSC	DSC		2012
5.3.1.7	Guidance for Approved Continuous Examination Programmes (ACEP)			MSC	DSC		2013
7.1.2.19	Development of criteria for the evaluation of environmentally hazardous solid bulk cargoes in relation to the revised MARPOL Annex V			MEPC			2012
12.3.1.3	Consideration of reports on incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas			MSC MEPC	DSC		Continuous

ITEM TO BE INCLUDED ON THE COMMITTEE'S POST-BIENNIAL AGENDA UNDER THE PURVIEW OF THE SUB-COMMITTEE

MARITIME SAFETY COMMITTEE (MSC)								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Timescale (sessions)	References
Number	Reference to Strategic Direction	Reference to High-level Actions	Description					
1	5.2	5.2.3	Guidance on protective clothing	MSC	DSC		2	DSC 17/17, section 12

** Unplanned output to be approved by MSC 91.

ANNEX 13

DRAFT PROVISIONAL AGENDA FOR DSC 18

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Review of general cargo ship safety
 - 4 Development of amendments to CSC 1972 and associated circulars
 - 5 Development of measures to prevent loss of containers
 - 6 Development of amendments to the IMSBC Code and supplements, including evaluation of properties of solid bulk cargoes
 - 7 Development of amendments to the IMDG Code and supplements, including harmonization with the UN Recommendations on the transport of dangerous goods
 - 8 Revision of the guidelines for packing of cargo transport units
 - 9 Development of amendments to SOLAS and the relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships*
 - 10 Casualty and incident reports and analysis
 - 11 Biennial agenda and provisional agenda for DSC 18
 - 12 Election of Chairman and Vice-Chairman for 2014
 - 13 Any other business
 - 14 Report to the Maritime Safety Committee

* Subject to the decision of MSC 91.

ANNEX 14

REPORT ON THE STATUS OF PLANNED OUTPUTS OF THE HIGH-LEVEL ACTION PLAN OF THE
ORGANIZATION AND PRIORITIES FOR THE 2012-2013 BIENNIUM

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)								
Planned output number in HLA Plan for 2012-2013	Description	Target completion date	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
1.1.2.22	Policy input/guidance to IAEA: development of carriage requirements for class 7 radioactive material and development of guidance for coastal States on emergencies at sea involving radioactive material	Continuous	MSC	DSC		Ongoing		DSC 17/17, section 3
1.1.2.27	Policy input/guidance to UN Sub-Committee on Dangerous Goods: harmonization of multimodal transport of dangerous goods	Continuous	MSC	DSC		Ongoing		DSC 17/17, section 3
1.1.2.36	Policy input/guidance to IAEA: facilitation of the shipment of class 7 radioactive materials, including delays and denials	Continuous	FAL	DSC		Ongoing		DSC 17/17, section 3
1.3.5.1	Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UNCOE TDG, GHS, and IAEA	Continuous	MSC/MEPC	DSC		Ongoing		DSC 17/17, section 3
5.2.2.6	Development of amendment to SOLAS to mandate enclosed space entry and rescue drills	2012	MSC	DSC	BLG	Completed		DSC 17/17, section 5
5.2.3.1	Development of amendments to CSC 1972 and associated circulars	2012	MSC	DSC		In progress		DSC 17/17, section 10

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)								
Planned output number in HLA Plan for 2012-2013	Description	Target completion date	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.3.2	Development of measures to prevent loss of containers	2013	MSC	DSC		In progress		DSC 17/17, section 7
5.2.3.3	Development of amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes	Continuous	MSC/MEPC	DSC		Ongoing		DSC 17/17, section 4
5.2.3.4	Development of amendments to the IMDG Code and supplements	Continuous	MSC	DSC		Ongoing		DSC 17/17, section 3
5.2.3.5	Harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods	Continuous	MSC	DSC		Ongoing		DSC 17/17, section 3
5.2.3.6	Review of fire protection arrangements for the stowage of water-reactive materials	2012	MSC	DSC	FP	Completed		DSC 17/17, section 11
5.2.3.8	Amendments to MARPOL Annex III, as required	Continuous	MEPC	DSC		Ongoing		
5.2.3.9	Revised Guidelines for packing of cargo transport units	2013	MSC	DSC		In progress		DSC 17/17, section 6
5.2.3.11	Provisions for the installation of equipment for detection of radioactive sources or radioactive contaminated objects	2012	MSC	DSC		Completed		DSC 16/15, section 9
5.3.1.3	Consideration of the efficacy of the Container Inspection Programme	2013	MSC	DSC		Completed		DSC 16/15, section 8
5.3.1.7	Development of guidance for Approved Continuous Examination Programmes (ACEP)	2013	MSC	DSC		Completed		DSC 17/17, section 8

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)								
Planned output number in HLA Plan for 2012-2013	Description	Target completion date	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
7.1.2.19	Development of criteria for the evaluation of environmentally hazardous solid bulk cargoes in relation to the revised MARPOL Annex V	2012	MEPC			Completed		DSC 17/17, section 9
12.3.1.3	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	Continuous	MSC/MEPC	DSC	FSI	Ongoing		DSC 17/17, section 13

ANNEX 15

STATEMENT BY THE DELEGATION OF THE BOLIVARIAN REPUBLIC OF VENEZUELA ON DOCUMENT DSC 17/4/2

We welcome the work done on the documents that have been prepared and would like to revert to a comment specific to this item.

For Venezuela, one of the great strengths of the Organization has been, and will continue to be, the transparent, objective and balanced way of dealing with the items discussed at our meetings. For this reason, we wish to draw attention to the report of the Editorial and Technical Group contained in document DSC 17/4/2, which refers to two aspects of importance to this delegation in connection with what was stated in document DSC 16/4/68 submitted to the Sub-Committee's previous session. These are highlighted below:

"6.52 (...) The majority of the delegations who spoke were of the opinion that, due to the hazards posed by the evolution of hydrogen from this cargo, there could be no alternative arrangements which would ensure a safe atmosphere of carriage other than those for DRI (B). Additionally, it was recommended that DRI (C), containing high concentrations of water, should be reprocessed so that it could be carried in a form that did not evolve hydrogen. The group noted the intention of Venezuela to submit a schedule for this cargo to DSC 17."

In this connection, we wish to make it clear that it is not technically viable to process several times a DRI cargo containing high moisture, owing to its physical properties. However much one attempts to dry it, the moisture level required for its carriage under inert conditions (less than 0.3%) cannot be achieved because, at the temperatures needed to dry out this material, it changes into something different from the original, which can be seen from the comment quoted above and is referred to in the schedule for carriage of DRI (C); moreover, the term 'high concentrations of water' is not correct.

Likewise, it is important to say that, when document DSC 17/4/2 states 'the majority of delegations', it is referring to interventions by only two delegations – I repeat, only two. This situation calls for us to clarify matters.

In the opinion of the briquette industry the above-mentioned procedure is not necessary since, as already stated, by its nature the cargo will always have an average moisture content of 5 per cent with a maximum of 11 per cent.

It is also important to take into account the statistics on safe carriage that have been accumulating over the years thanks to the use of mechanical ventilation, in which context there has not been a single accident. This process has been exhaustively explained, evaluated, implemented and endorsed, on the basis of real shipments of varying duration and through the many tests and documents that the Bolivarian Republic of Venezuela has submitted to the DSC.

It is of paramount importance to state that it is a very hazardous procedure to try to transport DRI fines as inerted cargo; it is scientifically proven that, even in an inert atmosphere, this material will always give off hydrogen.

Venezuela will provide the Sub-Committee with a draft schedule, together with the extensive statistics and technical and scientific supporting evidence that it has been submitting over all these years, as well as the laboratory tests, real shipments of varying duration and

thermodynamic explanations in the form of procedures, protocols and contributions to standardization for inclusion as attachments to the schedule in the Code. The physical properties of HRI fines in the schedule will correspond to what is actually exported by the countries that handle it, countries that currently rely on the guidance that Venezuela provides for these purposes; these include Trinidad and Tobago, Mexico and Malaysia.

Finally, it should also be emphasized that the Government of Venezuela has been committed to applying appropriate and correct treatment to this cargo and has dedicated experience and research to its proper understanding and handling, contributing in a spirit of sincerity to the safety of this cargo as an IMO objective and making available the considerable knowledge and documented experience it has gained in these matters over the past 30 years. Our delegation requests that the text of this statement be included in the final report.
