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EQUIPMENT
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REPORT TO THE MARITIME SAFETY COMMITTEE

Table of contents

Section	Page
1 GENERAL	4
2 DECISIONS OF OTHER IMO BODIES	7
3 AMENDMENTS TO RESOLUTION A.744(18)	9
4 DEVELOPMENT OF PROVISIONS FOR GAS-FUELLED SHIPS	10
5 REVIEW OF THE SPS CODE	11
6 REVISION OF THE CODE ON ALARMS AND INDICATORS	14
7 AMENDMENTS TO THE MODU CODE	15
8 MEASURES TO PREVENT ACCIDENTS WITH LIFEBOATS	17
9 COMPATIBILITY OF LIFE-SAVING APPLIANCES	25
10 TEST STANDARDS FOR EXTENDED SERVICE INTERVALS OF INFLATABLE LIFERAFTS	28
11 AMENDMENTS TO THE GUIDELINES FOR SHIPS OPERATING IN ARCTIC ICE-COVERED WATERS	29
12 REVISION OF RESOLUTION A.760(18)	30
13 GUIDELINES FOR UNIFORM OPERATING LIMITATIONS OF HIGH-SPEED CRAFT	30
14 GUIDELINES FOR MAINTENANCE AND REPAIR OF PROTECTIVE COATINGS	32

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15	REQUIREMENTS AND STANDARD FOR CORROSION PROTECTION OF MEANS OF ACCESS ARRANGEMENTS	35
16	PERFORMANCE STANDARDS FOR RECOVERY SYSTEMS	36
17	GUIDELINES FOR THE APPROVAL OF NOVEL LIFE-SAVING APPLIANCES	37
18	REVIEW OF MEPC.1/CIRC.511 AND RELEVANT MARPOL ANNEX I AND ANNEX VI REQUIREMENTS	38
19	CARGO OIL TANK COATING AND CORROSION PROTECTION	43
20	INTERPRETATION OF SOLAS REGULATIONS II-1/1.3 AND II-1/3-6	45
21	REVIEW OF SOLAS REQUIREMENTS ON NEW INSTALLATION OF MATERIALS CONTAINING ASBESTOS	46
22	CONSIDERATION OF IACS UNIFIED INTERPRETATIONS	47
23	WORK PROGRAMME AND AGENDA FOR DE 52	48
24	ELECTION OF THE CHAIRMAN AND VICE-CHAIRMAN FOR 2009	50
25	ANY OTHER BUSINESS	51
26	GUIDANCE TO ENSURE CONSISTENT POLICY FOR DETERMINING THE NEED FOR WATERTIGHT DOORS TO REMAIN OPEN DURING NAVIGATION	53
27	DEFINITION OF THE TERM “BULK CARRIER”	54
28	ACTION REQUESTED OF THE COMMITTEES	55

LIST OF ANNEXES

ANNEX 1	DRAFT MSC RESOLUTION ON ADOPTION OF THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008
ANNEX 2	DRAFT MSC CIRCULAR ON INTERIM RECOMMENDATION ON CONDITIONS FOR AUTHORIZATION OF SERVICE PROVIDERS FOR LIFEBOATS, LAUNCHING APPLIANCES AND ON-LOAD RELEASE GEAR
ANNEX 3	DRAFT AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING APPLIANCE (LSA) CODE
ANNEX 4	DRAFT MSC RESOLUTION ON THE ADOPTION OF AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70))
ANNEX 5	DRAFT MSC CIRCULAR ON GUIDANCE ON WEARING IMMERSION SUITS IN TOTALLY ENCLOSED LIFEBOATS

- ANNEX 6 DRAFT MSC CIRCULAR ON GUIDELINES FOR CORROSION PROTECTION OF PERMANENT MEANS OF ACCESS ARRANGEMENTS
- ANNEX 7 DRAFT AMENDMENTS TO MARPOL ANNEX I
- ANNEX 8 DRAFT AMENDMENTS TO THE IOPP CERTIFICATE FORM A (SHIPS OTHER THAN OIL TANKERS) AND FORM B (OIL TANKERS)
- ANNEX 9 DRAFT AMENDMENTS TO THE OIL RECORD BOOK PARTS I AND II
- ANNEX 10 DRAFT MEPC CIRCULAR ON SUPPLEMENTARY GUIDELINES FOR APPROVAL OF BILGE AND SLUDGE HANDLING SYSTEMS
- ANNEX 11 DRAFT MSC/MEPC CIRCULAR ON BLANKING OF BILGE DISCHARGE PIPING SYSTEMS IN PORT
- ANNEX 12 DRAFT MEPC CIRCULAR ON AMENDMENTS TO THE REVISED GUIDELINES FOR SYSTEMS FOR HANDLING OILY WASTES IN MACHINERY SPACES OF SHIPS INCORPORATING GUIDANCE NOTES FOR AN INTEGRATED BILGE WATER TREATMENT SYSTEM (IBTS)
- ANNEX 13 DRAFT MEPC CIRCULAR ON HARMONIZED IMPLEMENTATION OF THE REVISED GUIDELINES AND SPECIFICATIONS FOR POLLUTION PREVENTION EQUIPMENT FOR MACHINERY SPACE BILGES OF SHIPS DURING THE TYPE-APPROVAL PROCESS
- ANNEX 14 DRAFT MSC CIRCULAR ON UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS II-1/1.3 AND II-1/3-6
- ANNEX 15 DRAFT AMENDMENTS TO SOLAS REGULATION II-1/3-5
- ANNEX 16 DRAFT MSC CIRCULAR ON UNIFIED INTERPRETATION OF SOLAS REGULATION III/16.1
- ANNEX 17 DRAFT MSC CIRCULAR ON UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/32
- ANNEX 18 DRAFT REVISED WORK PROGRAMME OF THE SUB-COMMITTEE AND PROVISIONAL AGENDA FOR DE 52

1 GENERAL

Introduction

1.1 The Sub-Committee held its fifty-first session from 18 to 22 February 2008 under the chairmanship of Mrs. Anneliese Jost (Germany). The Vice-Chairman, Mrs. Xiang Yang (China), was also present.

1.2 The session was attended by delegations from the following Member Governments:

ANTIGUA AND BARBUDA	KENYA
ARGENTINA	LATVIA
AUSTRALIA	LIBERIA
BAHAMAS	MALAYSIA
BOLIVIA	MALTA
BRAZIL	MARSHALL ISLANDS
CANADA	MEXICO
CHILE	NETHERLANDS
CHINA	NORWAY
CYPRUS	PANAMA
DENMARK	PERU
DOMINICA	POLAND
ECUADOR	PORTUGAL
EGYPT	REPUBLIC OF KOREA
FINLAND	ROMANIA
FRANCE	RUSSIAN FEDERATION
GERMANY	SAUDI ARABIA
GHANA	SLOVENIA
GREECE	SPAIN
ICELAND	SWEDEN
INDONESIA	THAILAND
IRAN (ISLAMIC REPUBLIC OF)	TURKEY
IRELAND	UNITED KINGDOM
ITALY	UNITED STATES
JAPAN	VANUATU

and the following Associate Member of IMO:

HONG KONG, CHINA

1.3 The session was also attended by a representative from the following United Nations specialized agency:

FOOD AND AGRICULTURE ORGANIZATION OF THE UNITED NATIONS (FAO)

1.4 The session was also attended by observers from the following intergovernmental organization:

EUROPEAN COMMISSION (EC)

and by observers from the following non-governmental organizations in consultative status:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL ORGANIZATION FOR STANDARDIZATION (ISO)
INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)
BIMCO
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
EUROPEAN CHEMICAL INDUSTRY COUNCIL (CEFIC)
OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION (IMPA)
INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS (IADC)
INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATION (IFSMA)
INTERNATIONAL LIFE-SAVING APPLIANCES MANUFACTURERS'
ASSOCIATION (ILAMA)
COMMUNITY OF EUROPEAN SHIPYARDS' ASSOCIATIONS (CESA)
INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS
(INTERTANKO)
CRUISE LINES INTERNATIONAL ASSOCIATION (CLIA)
INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS
(INTERCARGO)
THE INTERNATIONAL MARINE CONTRACTORS ASSOCIATION (IMCA)
THE ROYAL INSTITUTION OF NAVAL ARCHITECTS (RINA)
INTERNATIONAL FUND FOR ANIMAL WELFARE (IFAW)

Opening address of the Secretary-General

1.5 In welcoming the participants, the Secretary-General underlined that Germany had always been an important shipping and shipbuilding nation and a major constituent of the international maritime community, representing one of the most vibrant, diverse and dynamic shipping industry clusters in the world. Its maritime sector embraced just about every aspect of this multi-faceted and diverse industry comprising shipbuilding, ship equipment manufacturing, banking and brokering with Hamburg and Bremerhaven ranking among the world's largest container ports. In the history of IMO, Germany has held a very special place not only because of her input in the work of IMO, always of the highest standard, but also because it was in her principal city of Hamburg (seat of the International Tribunal on the Law of the Sea) that IMO convened, back in 1979, an international conference, which succeeded in adopting the most humanitarian of all IMO conventions, that on Maritime Search and Rescue. The Secretary-General took this opportunity to pay tribute to Germany for her valuable and widely-recognized contribution to IMO's work and all matters maritime, and thanked Mr. Törkel, Director General, Department of Waterways and Shipping, and, through him, the Government and people of Germany for inviting IMO to Bonn for this session of the DE Sub-Committee.

Having touched upon the ongoing Headquarters refurbishment project, while expressing every confidence that, again this week, all would rise to the challenge and the session would be both productive and enjoyable, he assured that the Secretariat and the Government of Germany, as the host, would spare no effort to provide the membership with all the services needed for a successful meeting.

The Secretary-General outlined the most important topics on the Sub-Committee's agenda for the session such as life-saving appliances, with special emphasis on the consideration of measures to prevent accidents with lifeboats; guidelines for maintenance and repair of protective coatings; corrosion protection of permanent means of access arrangements and of cargo oil tanks; guidelines for systems for handling oily wastes in machinery spaces of ships and relevant MARPOL Annex I and Annex VI requirements; reviewing the SPS and MODU Codes as well as the Code on Alarms and Indicators; amendments to the Guidelines for ships operating in Arctic ice-covered waters; and a definition for the term "bulk carrier". He also mentioned other important issues that deserved careful consideration, and updated the Sub-Committee on recent developments concerning implementation of the Voluntary IMO Member State Audit Scheme to which he attributed great importance, and encouraged Member States to continue the commendable efforts made to firmly institutionalize the Scheme, so that the benefits could be expanded to the Organization's entire membership, thereby promoting the global, consistent and effective implementation and enforcement of IMO instruments.

The Secretary-General concluded by referring to the considerable progress made on a large number of agenda items by correspondence and industry working groups and expressing appreciation to all governments and organizations which participated in the groups and made their expertise, time and knowledge available to enable the Sub-Committee to make substantial progress on items; and by expressing confidence in the Sub-Committee's ability, in its usual spirit of co-operation and commitment, to make progress and arrive at solutions, which would serve well the causes of maritime safety and security and the protection of the marine environment. The full text of the Secretary-General's opening address is reproduced in document DE 51/INF.9.

Address on behalf of the German Transport Minister

1.6 In a statement on behalf of the German Transport Minister, Mr. B. Törkel, Director General, Department of Waterways and Shipping, extended a warm welcome to the participants of the fifty-first session of the Sub-Committee in Bonn, a city with more than 2,000 years of known history of peoples, trading and shipping.

Having referred to the location of Germany and the shipping industry in Germany as a long-standing tradition, where all partners had been involved in the German maritime cluster for many years, i.e. the ship building industry, including yards specializing in all kinds of ship types, and the component supplying industry located throughout the country, he observed that Germany, in general, had always looked at shipping as one of the most important industry sectors and had appreciated the need for internationally negotiated maritime legislation addressing global shipping. This appreciation reached beyond the German Government and their different partners inside the maritime Administration. He stressed that, since joining IMO, Germany had been an active Member, participating in all relevant IMO bodies, contributing up-to-date technical expertise, expressing concerns and, at the same time, representing the large fleet of German-owned ships.

The Director General affirmed that the German commitment in support of IMO had always been substantial and it was the DE Sub-Committee, in particular, which was appreciated in Germany for many of its achievements. In this context, he highlighted a number of items on the Sub-Committee's agenda of the session, in particular issues like measures to prevent accidents with lifeboats, protective coatings and corrosion protection. In stressing that health, safety and environmental measures on ships should be maintained and improved, he indicated that this could only be done at a global level, and that a key role in this development remained with IMO. In a world with ever-changing priorities and major challenges to face, IMO, in order to maintain its position, must continue to deliver the appropriate framework for all. He expressed the hope

that all Member States of IMO would make an extra effort to reach consensus on the necessary decisions.

Having stressed that shipping operated in a global market, the Director General observed that it was essential to ensure a level playing field for the shipping industry on the basis of safe and secure ships, preferably manned with well-qualified seafarers, and with due regard to the environment – no matter where in the world the ships operated. Therefore, it was most important that IMO continued to meet new challenges in the maritime field with long-term global solutions, and it was equally important that all Member States of the IMO showed real commitment when it came to ratification, effective implementation and enforcement of IMO instruments.

In conclusion, the Director General wished the Sub-Committee every success and the participants a pleasant stay in Bonn. The full text of the address on behalf of the German Transport Minister is reproduced in document DE 51/INF.10.

Chairman's remarks

1.7 The Chairman, in thanking the Secretary-General, stated that his words of encouragement as well as the advice and requests would be given every consideration by the Sub-Committee.

Adoption of the agenda

1.8 The Sub-Committee adopted the agenda for the fifty-first session (DE 51/1/Rev.1) and agreed to be guided in its work, in general, by the annotations contained in documents DE 51/1/1 and DE 51/1/1/Add.1 and by the proposals of the Chairman on the working group arrangements for the session (DE 51/1/2). The agenda, as adopted, with the list of documents considered under each agenda item, is set out in document DE 51/INF.11.

2 DECISIONS OF OTHER IMO BODIES

2.1 The Sub-Committee noted the decisions and comments pertaining to its work made by BLG 11, SLF 50, FSI 15, MEPC 56, NAV 53, DSC 12, MSC 83 and FP 52, as reported in documents DE 51/2, DE 51/2/1 and DE 51/2/2, and took them into account in its deliberations when dealing with relevant agenda items.

2.2 The Sub-Committee further noted oral information by the Secretariat with regard to the outcome of BLG 12, in particular that BLG 12 had taken decisions relating to the work of the Sub-Committee concerning the development of provisions for gas-fuelled ships (see paragraph 4.4); the use and carriage of heavy grade oil (HGO) on ships in the Antarctic area (see paragraph 11.2); and the recording of the disposal of wash water residues in the Oil Record Book.

Application of the Committees' Guidelines

2.3 The Sub-Committee noted that MSC 83, when considering the Guidelines on the organization and method of work of the MSC and the MEPC and their subsidiary bodies, had agreed that the Guidelines should be strictly adhered to, but had recognized that at the same time flexibility was needed in certain circumstances and had agreed, subject to the MEPC's concurrent decision, that:

- .1 intersessional working groups and technical groups should not be held at the same time as committee or sub-committee meetings; and

- .2 splinter groups of a working group, if established, should meet outside normal working hours.

2.4 MSC 83 also agreed to extend the deadline for submission of bulky information documents from 13 weeks to 9 weeks if they are submitted in electronic format and to amend the Committees' Guidelines accordingly.

Strategic Plan and High-level Action Plan of the Organization

2.5 The Sub-Committee also noted that the Assembly, at its twenty-fifth session, adopted resolution A.989(25) on Strategic Plan for the Organization (for the six-year period 2008-2013) and resolution A.990(25) on High-level Action Plan of the Organization and priorities for the 2008-2009 biennium. The actions requested in the operative paragraphs of the two new resolutions entail follow-up aimed at achieving the objectives of the plans and providing a link between the Organization's strategy and the work of the various IMO organs.

2.6 In this context, the Sub-Committee further noted that the Council, at its twenty-fourth extraordinary session, having considered the recommendations of its *ad hoc* Working Group on the Organization's Strategic Plan, which are aimed at promoting increased coherence – throughout the Organization – in the tasks of strategic planning, work programme construction, budgeting, performance monitoring, assessment of results and instilling, in IMO's day-to-day work, a culture of systematic and permanent referral to the Strategic and High-level Action Plans, had endorsed them as follows:

- .1 all IMO organs should, sufficiently early in their agendas for each session, set aside adequate time for the systematic consideration of the high-level actions and their associated priorities and their connection to the strategic directions;
- .2 all IMO organs should ensure that their planned activities and the related outputs are accurately and concisely described in the High-level Action Plan and that the production of such outputs is systematically and regularly monitored;
- .3 when considering their work programmes and provisional agendas for their next sessions, all IMO organs should, under each item, cross-reference the related strategic directions and high-level actions;
- .4 the Sub-Committees should, in reporting to the Committees on their work programmes, also report on the status of their planned outputs;
- .5 guidelines on the application of, and reporting on, the Strategic and High-level Action Plans should be developed, with input from all Chairmen, to facilitate the work of all IMO organs; and
- .6 all IMO documents, especially proposals for new work programme items should demonstrate, where feasible, the linkages to the Strategic and High-level Action Plans by including, in the summary table at the beginning of each document, references to the related strategic direction(s), high-level action(s) and planned output(s). A revised standard format for the IMO document template is shown in the annex to circular letter No.2831 and has been implemented as from 1 January 2008.

2.7 The Sub-Committee noted that the Council had also agreed that greater emphasis needed to be given to ongoing efforts in the following areas:

- .1 addressing the safety of non-convention ships;
- .2 monitoring and acting on, as may be necessary, the unexpected increase in accidents, particularly in the tanker sector, which arose in late 2006/early 2007;
- .3 continually strengthening IMO's role with respect to the human element;
- .4 improving the PSC non-compliance rate by promoting greater efforts by all parties in the chain of responsibility;
- .5 addressing the safety of life and navigation in waters affected by acts of piracy and armed robbery; and
- .6 promoting and raising the profile, quality and environmental consciousness of shipping and ensuring that these are permanent tasks of all concerned.

3 AMENDMENTS TO RESOLUTION A.744(18)

3.1 The Sub-Committee noted that MSC 83 had approved the draft amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18), as amended) (ESP Guidelines) prepared at DE 50, including a new part B (Survey guidelines for double-skin bulk carriers) in Annex A, applicable to bulk carriers of 500 gross tonnage and over having double-side skin construction, for consideration at MSC 84 with a view to adoption.

3.2 Having noted MSC 83's decision to expand the scope of the work programme item to harmonize the ESP Guidelines with relevant IACS Unified Requirements (UR), the Sub-Committee recalled that DE 50 had established a correspondence group and instructed it to prepare draft amendments to the ESP Guidelines, based on the IACS UR Z10 series, with a view towards harmonization; and also to include requirements for the provision and maintenance of as-built drawings covering items such as machinery installations, electrical installations and control systems, etc.

3.3 The Sub-Committee noted an oral report by the co-ordinator of the correspondence group, informing it that due to the short time available after MSC 83 had approved the expansion of the agenda item and the heavy terms of reference, the group had not been able to prepare draft amendments to the ESP Guidelines. He advised that further work was necessary in order to harmonize the provisions for single-side skin bulk carriers and single-hull and double-hull oil tankers, based on documents DE 50/3/1, DE 50/3/3, DE 50/3/4 and DE 50/INF.2, and taking into account the IACS UR Z10 series.

3.4 The Sub-Committee considered documents:

- .1 DE 51/3 (IACS), proposing that Part A of Annex A of the Guidelines (single-side skin bulk carriers) should be further amended in order to harmonize it with the newly developed Part B (double-side skin bulk carriers) of Annex A and that Annex B (Parts A and B, for double-hull and single-hull oil tankers) should be further reviewed and amended to harmonize the relevant provisions with the IACS Z10 series; and

- .2 DE 51/3/1 (IACS), proposing that the ESP Guidelines be revised to permit the master or a representative nominated by the master or company to attend the survey planning meeting, likewise to harmonize the Guidelines with relevant IACS provisions,

and, following discussion, agreed that the above IACS proposals presented a further development of survey matters based on a practical approach and should, therefore, be taken forward.

Establishment of a correspondence group

3.5 The Sub-Committee agreed to establish a correspondence group under the co-ordination of Germany* and instructed it, taking into account comments and proposals made in plenary, to:

- .1 harmonize Part A of Annex A of the Guidelines (single-side skin bulk carriers) with the newly developed Part B (double-side skin bulk carriers) of Annex A;
- .2 review Annex B of the Guidelines (Parts A and B, for double-hull and single-hull oil tankers) to harmonize the relevant provisions with the IACS Z10 series;
- .3 prepare amendments to the Guidelines to permit the master or a representative nominated by the master or company to attend the survey planning meeting (DE 51/3/1); and
- .4 submit a report to DE 52.

Extension of target completion date

3.6 Noting that the target completion date for the item was 2008, the Sub-Committee agreed to invite the Committee to extend it to 2009.

4 DEVELOPMENT OF PROVISIONS FOR GAS-FUELLED SHIPS

4.1 The Sub-Committee recalled that DE 50 had agreed to consider, at this session, any requests by the BLG Sub-Committee for review of the draft Interim Guidelines on safety for gas-fuelled engine installations in ships, as may be prepared by BLG 11, from the DE Sub-Committee's point of view.

4.2 The Sub-Committee had for its consideration document DE 51/4 (Secretariat), reporting on the outcome of BLG 11 and containing in the annex the parts of the draft Interim guidelines which have been referred to the Sub-Committee by BLG 11 with the aim of identifying possible inconsistencies with other IMO instruments.

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4.3 The Sub-Committee noted the outcome of FP 52 in the matter (DE 51/2/2, paragraph 2), in particular that FP 52, after brief consideration, had established a correspondence group and instructed it to review the fire protection-related provisions of the draft Interim guidelines (FP 52/11) and prepare modifications thereto, taking into account document FP 52/11/1 (United States), and to submit a report to FP 53.

4.4 The Sub-Committee also noted oral information by the Secretariat with regard to the outcome of BLG 12, in particular that BLG 12 had noted the report of its correspondence group (BLG 12/7/1) and, after brief consideration, forwarded it to the re-established correspondence group, which was instructed to continue the editorial and technical review of the draft Interim guidelines and finalize them. The group was also instructed to prepare a work plan, scope and framework for the development of the International Code of Safety for Gas-Fuelled Engine Installations in Ships (IGF Code) and to collect safety analyses performed for all gas fuels, for consideration in conjunction with the development of the IGF Code. In this context, the Sub-Committee noted that BLG 12 had also agreed on a two-step approach, with the first set of provisions developed to be applicable to LNG-fuelled ships only.

4.5 The Sub-Committee had no comments on the parts of the draft Interim guidelines on safety for gas-fuelled engine installations in ships referred to it by BLG 11 and, thus, agreed to the draft text in principle.

4.6 The Sub-Committee briefly considered the outcome of BLG 12, in particular chapter VI (Compressors and gas engines) of the draft Interim Guidelines as presented at that session, but had likewise no comments on the draft text and thus agreed also on this draft in principle.

4.7 Following the above considerations, the Sub-Committee invited any DE experts interested in the matter to take an active part in the correspondence group established by BLG 12 to prepare the final draft Interim Guidelines.

4.8 Subsequently, the Sub-Committee agreed not to include the item in the Sub-Committee's agenda for the next session, but to keep it in the work programme until such time when the draft IGF Code referred to in paragraph 4.4 has been prepared by the BLG Sub-Committee.

4.9 The Secretariat was requested to inform the BLG Sub-Committee of the above outcome.

5 REVIEW OF THE SPS CODE

5.1 The Sub-Committee recalled that DE 50 had re-established the correspondence group under the co-ordination of Norway and had instructed it to further develop the draft amendments to the Code of Safety for Special Purpose Ships (SPS Code) (resolution A.534(13)), taking into account the contributions from the co-operating COMSAR, DSC, FP, NAV and SLF Sub-Committees, as they became available.

5.2 The Sub-Committee also recalled that the COMSAR and NAV Sub-Committees had finished their work by the last session of the Sub-Committee and their contributions had been incorporated in the current draft amendments to the SPS Code (DE 51/5).

5.3 The Sub-Committee noted information by the Secretariat on the outcome of SLF 50 and DSC 12 (DE 51/5/1) and FP 52 (DE 51/2/2) as follows:

- .1 SLF 50 concluded that the damage stability requirements for cargo ships should not be applied to special purpose ships and agreed on draft amendments to the

SPS Code (SLF 50/WP.1, annex 3), having agreed that the square brackets concerning the figures and terminology for special personnel or persons in paragraph 2.2 should be decided on by the DE Sub-Committee;

- .2 DSC 12 agreed to text for inclusion in chapter 7 (Explosives stowage) of the SPS Code to address all classes of dangerous goods carried on special purpose ships (annex 2 of document DE 51/5/1); and
- .3 FP 52 agreed to chapter 6 of the draft SPS Code relating to fire protection as developed by the correspondence group established at DE 50 (DE 51/5), and decided that the number of persons used as criterion for application of chapter 6 of the Code should be agreed by the DE Sub-Committee, taking into account other parts of the Code.

5.4 The Sub-Committee considered the report of the correspondence group (DE 51/5), containing the complete text of the draft revised SPS Code, and noted that the group had already incorporated the contributions from SLF 50 and DSC 12.

5.5 Concerning the definition of “special personnel” (annex of document DE 51/5, paragraph 1.3.3), where the correspondence group presented two alternative definitions, the Sub-Committee agreed that such definition should prescribe a link to a professional career at sea and should give special consideration to the personnel of sail training ships. Furthermore, the Sub-Committee agreed that the words “voluntary application” of the revised Code, as indicated in paragraph 9 of the Preamble, needed to be clarified.

5.6 Noting that a complete new revised Code would be much more user-friendly than amendments to the existing Code, the Sub-Committee agreed that a new revised SPS Code should be prepared, as opposed to draft amendments to the Code.

5.7 The Sub-Committee considered document DE 51/5/2 (Norway), providing comments on the report of the correspondence group, concerning conversions, industrial personnel not working onboard, stowage of dangerous goods, SPS compliance for FPSOs, requirements for rescue boats, and the Form of Safety Certificate for Special Purpose Ships, and referred it to the working group for further consideration.

5.8 The Sub-Committee also considered document DE 51/5/3 (IADC), proposing to specify, in the draft revised Code, its applicability to certain ship types in order to ensure that the SPS Code is not applied to MODUs, and, having agreed that the provisions of the Code should not apply to MODUs, referred the document to the working group for further consideration.

Establishment of a working group

5.9 The Sub-Committee established a working group and instructed it to:

- .1 finalize the draft revised SPS Code, on the basis of the report of the correspondence group (DE 51/5) and taking into account documents DE 51/5/2 and DE 51/5/3 and decisions, comments and proposals made in plenary; and
- .2 prepare a covering draft MSC resolution.

Report of the working group

5.10 Having received the report of the working group (DE 51/WP.5), the Sub-Committee approved it in general and took action as described in the following paragraphs.

5.11 The Sub-Committee agreed to the draft Code of Safety for Special Purpose Ships, 2008, and the associated draft MSC resolution, as set out in annex 1, for submission to MSC 84 for adoption.

5.12 Regarding the comments made in plenary on the proposal by the delegation of China on the application of the SPS Code to personnel that are transported to offshore facilities (i.e. drilling platforms or others), the Sub-Committee noted that the inclusion of such provisions within the SPS Code would be inappropriate since those persons should be classified as passengers. Nevertheless, the delegations of China, France and the Marshall Islands continued to support the view that the Code should apply to such personnel as well.

5.13 The French delegation supported the proposal of the delegation of China regarding the possibility of applying the SPS Code to ships that carry those working on offshore units and considered that these workers may be compared with special personnel. Although they did not carry out any activities on board the ships that carry them, these workers were trained in fire-fighting and in the use of life-saving appliances on the basis of the safety rules applicable to the offshore units on which they worked. The French delegation considered that the revised SPS Code should permit Administrations, on a voluntary basis, to apply this Code to the ships carrying this type of personnel, thereby raising the safety level of these types of ships. Many ships that carry the staff working on offshore units were excluded from the scope of application of the SOLAS Convention because they did not make international voyages in the sense of that Convention. Generally, they only made voyages between a base port and the offshore units, which were considered to be national voyages. Every Administration was therefore free to apply its own flag State regulations and not those of the SOLAS Convention. The French delegation therefore maintained that it was not desirable to exclude these types of ships from the scope of application of the SPS Code.

5.14 The Sub-Committee noted the group's discussion on the possibility of making the SPS Code mandatory and, in particular, that, while those delegations that were in favour of making the Code mandatory did so for the reasons that the Code has the SOLAS Convention as a basis; supplements the requirements applicable to special purpose ships; defines special personnel; and cannot be used to circumvent the requirements contained in the SOLAS Convention, those delegations supporting that the SPS Code should keep its voluntary status explained that legal issues within national legislation would not allow the adoption of such an instrument as mandatory. Some other delegations stated that they would face problems with regard to the implementation of the SPS Code as mandatory due to the diversity of the special purpose operations carried out in their country.

5.15 The delegation of Greece stated its concerns regarding the extent of the application of chapter XI-2 of SOLAS and the ISPS Code in the draft revised SPS Code since the ISPS Code has no definition of special purpose ships and some problems may arise during the application of these provisions.

5.16 The delegation of Denmark reiterated its concern regarding the implications of the definition of "special personnel". In their view, the working group's report seemed to be a step in the right direction, however, further review was needed, especially in the light of the discussion on making the Code mandatory.

Completion of the work programme item

5.17 Since work on the item has been completed, the Sub-Committee agreed to invite the Committee to delete it from the work programme.

6 REVISION OF THE CODE ON ALARMS AND INDICATORS

6.1 The Sub-Committee recalled that DE 50 had generally agreed on the draft revised Code on Alarms and Indicators as proposed by IACS (DE 50/10/2/Rev.1) and had referred it to NAV 53, DSC 12, FP 52 and BLG 12 for comments on issues under these Sub-Committees' purview. Member Governments and international organizations were invited to submit further comments on the draft revised Code to this session.

6.2 The Sub-Committee considered documents DE 51/6 and DE 51/2/2 (Secretariat), reporting on the outcome of NAV 53, DSC 12 and FP 52 and noted that:

- .1 NAV 53 did not have any comments on the proposed revision but noted that the work in the DE Sub-Committee was related to the work of the NAV Sub-Committee's IBS Correspondence Group and that ongoing liaison was required. Consequently, NAV 53 instructed the IBS Correspondence Group to continue liaising with the DE Sub-Committee to ensure consistent treatment of alerts, including alarms and indicators;
- .2 DSC 12, noting that the references to the IMDG Code in the draft revised Code may require updating, had forwarded it to the Editorial and Technical Group for consideration, which agreed that the definition of the IMDG Code in paragraph 2.19 of the draft revised Code should have the words "(resolution MSC.122(75), as amended)" added at the end; and
- .3 FP 52 considered document FP 52/18/3 (United States), proposing modifications to the draft revised Code on Alarms and Indicators with a view to harmonizing the text with the relevant parts of SOLAS chapter II-2 and the FSS Code and that the DE Sub-Committee should be requested to harmonize the amendments with the new passenger ship safety initiatives. Consequently, FP 52 agreed to amendments to the draft revised Code (DE 51/2/2, annex) for referral to DE 51 for co-ordination purposes.

6.3 The Sub-Committee noted document DE 51/6/1 (Germany), informing it on the progress made by the NAV Correspondence Group on Integrated Bridge Systems (IBS) with regard to the development of a bridge alert management as part of the guidelines for IBS, and invited the group to continue participating in the work of the Sub-Committee on the revision of the Code on Alarms and Indicators.

6.4 Having noted that the draft revised Code contained extensive references to the 1989 MODU Code and that, in view of the ongoing revision of the MODU Code (see section 7), these references would need to be changed, the Sub-Committee, therefore, took action as follows:

- .1 postponed the final consideration of the draft revised Code to DE 52;

- .2 requested IACS* to:
 - .2.1 finalize the draft revised Code on Alarms and Indicators;
 - .2.2 change the references to the 1989 MODU Code in the draft revised Code to refer to the relevant paragraphs of the draft revised MODU Code;
 - .2.3 incorporate the outcome of DSC 12 and FP 52 in the draft revised Code; and
 - .2.4 submit a document containing the draft revised Code on Alarms and Indicators to DE 52; and
- .3 earmarked a working or drafting group at DE 52 to finalize the revised Code on Alarms and Indicators at that session.

Extension of target completion date

6.5 Taking into account the above, the Sub-Committee invited the Committee to extend the target completion date for the item to 2009.

7 AMENDMENTS TO THE MODU CODE

7.1 The Sub-Committee recalled that a drafting group at DE 50 had further considered the draft amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code) (resolution A.649(16), as amended) (DE 50/WP.5) and had submitted part 2 of its report (DE 51/7), containing the draft amendments to the MODU Code as agreed by the group, to this session. Certain parts of the draft amendments were referred to the SLF, FP and COMSAR Sub-Committees for their input. DE 50 had re-established the correspondence group under the co-ordination of Liberia and instructed it to finalize the draft amendments to the MODU Code, also taking into account the SOLAS amendments adopted by resolution MSC.216(82).

7.2 The Sub-Committee noted the outcomes of SLF 50 (DE 51/7/1), proposing amendments to chapters 1, 3 and 4 of the Code which have been incorporated in the draft text of the revised MODU Code prepared by the correspondence group (DE 51/7/2), and FP 52 (DE 51/2/2) which had decided to hold the matter of amendments to the MODU Code in abeyance until updated draft amendments to the Code have been prepared by the DE Sub-Committee. The Sub-Committee further noted that the COMSAR Sub-Committee would be considering the draft revised Code at COMSAR 12 in April 2008.

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

- .1 DE 51/7 (Chairman of the drafting group at DE 50), presenting part 2 of the report of the drafting group at DE 50 and containing in the annex the draft amendments to the MODU Code agreed so far;
- .2 DE 51/7/2 (report of the correspondence group, submitted by Liberia), containing in annex 1 the complete text of the draft revised MODU Code and in annex 2 a proposal for revised text to be included in chapter 6 (Machinery and electrical installations in hazardous areas for all types of units) concerning electrical equipment in hazardous areas;
- .3 DE 51/7/3 (China), proposing modifications to the draft revised Code concerning ducts provided for the ventilation of machinery spaces of category A; and
- .4 DE 51/7/4 (IADC), containing a number of proposals for modifications to the text of the draft revised Code as prepared by the correspondence group.

7.4 In the course of the discussion, the Sub-Committee agreed that a draft revised Code should be prepared, as opposed to draft amendments to the Code, since this would be more user-friendly.

7.5 With regard to the proposed modification to chapter 6 (DE 51/7/2, annex 2) the Sub-Committee decided to include them in the draft revised Code and instructed the working group (see paragraph 7.8) to incorporate the modifications in the draft text.

7.6 Concerning the proposals made in documents DE 51/7/3 and DE 51/7/4, the Sub-Committee agreed to refer them to the working group for further consideration.

7.7 Realizing that, due to the outstanding contribution from the COMSAR and FP Sub-Committees, the draft revised Code could not be finalized at this session, the Sub-Committee agreed that it should be finalized at DE 52, with a view to submission to MSC 85, and invited the Committee to extend the target completion date for the item to 2009.

Establishment of a working group

7.8 The Sub-Committee established a working group and instructed it to further develop the text of the draft revised MODU Code, on the basis of the report of the correspondence group (DE 51/7/2) and taking into account documents DE 51/7/3 and DE 51/7/4 and decisions, comments and proposals made in plenary.

Report of the working group

7.9 Having received the report of the working group (DE 51/WP.4), the Sub-Committee approved it in general and, having noted the progress made on the draft revised MODU Code, agreed, in principle, to the proposed modifications to the text prepared by the correspondence group (DE 51/WP.4, annex) for further consideration at DE 52.

7.10 In noting the group's decision to add a footnote to paragraph 9.4.1.4 with a reference to resolution A.752(18), which contains new provisions for the installation of low-location lighting systems, the Sub-Committee agreed that ISO should be invited to consider developing a standard similar to ISO 15370:2001 for applicability to cargo ships (including MODUs) since both the

above resolution and standard only apply to passenger ships, taking into account that such systems are also installed voluntarily on some cargo ships and MODUs, and requested the Secretariat to communicate with ISO accordingly.

7.11 Having considered the group's report, the Sub-Committee agreed to refer the parts of the draft revised Code related to fire safety and radiocommunications to FP 53 and COMSAR 12, respectively, and requested the Secretariat to take action accordingly. In doing so, the Sub-Committee encouraged experts on matters related to the design and operation of mobile offshore drilling units to attend the above meetings.

7.12 To assist in the finalization of this work programme item at its next session, the Sub-Committee requested the Secretariat to prepare a consolidated text (without track changes) of the draft revised MODU Code and an associated draft Assembly resolution, for consideration at DE 52. In this regard, the Sub-Committee authorized the Secretariat to make the editorial modifications requested by the group (e.g., numbering, deletion of source references, proper abbreviations, references to IMO instruments, etc.) when preparing the document for DE 52.

8 MEASURES TO PREVENT ACCIDENTS WITH LIFEBOATS

8.1 The Sub-Committee recalled that DE 50 had established an LSA Correspondence Group under the co-ordination of the United States and instructed it to:

- .1 prepare draft amendments to the LSA Code and the associated testing and evaluation procedures in the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70) as amended) concerning the anthropometric criteria for the design of free-fall lifeboat seats and seating space and concerning lifeboat on-load release gear;
- .2 with regard to the implementation of MSC.1/Circ.1206 on Measures to prevent accidents with lifeboats, to develop guidance for qualification and certification of personnel or organizations carrying out servicing and maintenance of lifeboats, launching appliances and on-load release gear;
- .3 determine any need for further refinement or clarification and prepare a revised definition of the term "unfavourable conditions of trim and list"; and
- .4 further investigate the possible impact of recent developments in the design and capability of life-saving appliances on the term " $N = N1 + 2N2$ " in the formula for the required subdivision index R.

8.2 In this context, the Sub-Committee noted that MSC 83, having considered the outcome of DE 50 on this item, had, *inter alia*, taken the following decisions:

- .1 noted that DE 50, with regard to the draft amendments to SOLAS chapter III and the LSA Code concerning the definition of "unfavourable conditions of trim and list", had agreed, in principle, on a new draft definition and had instructed its LSA Correspondence Group to consider it further;
- .2 concurred with DE 50's decision to investigate the impact of recent developments in the design and capability of life-saving appliances, in particular liferafts and launching systems, on the term " $N = N1 + 2N2$ " in the formula for the required subdivision index R; and

- .3 requested the LSA Correspondence Group to consider the inclusion of relevant provisions addressing the issue of independent service providers (MSC 83/9/5) in the qualification and certification requirements currently under development, as appropriate, and DE 51 to discuss the matter further.

8.3 The Sub-Committee had for its consideration the report of the correspondence group (DE 51/8), including draft amendments to LSA Code paragraph 4.7.2 concerning the design of free-fall lifeboat seats and seating space (paragraphs 5 to 9); draft amendments to LSA Code paragraph 4.4.7.6, as amended, concerning design problems with on-load release gear (paragraphs 10 to 14); a draft Recommendation on conditions for [approval] [authorization] of service providers for lifeboats, launching appliances, and on-load release gear, concerning the implementation of circular MSC.1/Circ.1206 (paragraphs 15 to 21 and annex); the conclusions of the group with regard to the definition of “unfavourable conditions of trim and list” (paragraphs 22 to 26); and the conclusions of the group with regard to the formula for determination of the required subdivision index R in SOLAS chapter II-1 (paragraphs 27 and 28).

Design of free-fall lifeboat seats and seating space

8.4 The Sub-Committee recalled that, regarding the anthropometric criteria for the design of free-fall lifeboat seats and seating space, DE 50 had agreed that the LSA correspondence group should prepare draft amendments to the LSA Code and the associated testing and evaluation procedures in the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), on the basis of document DE 50/12/1, taking into account that consideration might also need to be given to reviewing other aspects of ship design and equipment (e.g., manholes) which might be similarly affected.

8.5 The Sub-Committee considered paragraphs 5 to 9 of the report of the correspondence group (DE 51/8), in particular the proposed draft amendments to LSA Code paragraph 4.7.2 set out in paragraph 7, together with the following documents:

- .1 DE 51/8/1 (ILAMA), proposing modifications to the draft amendments to the LSA Code proposed by the correspondence group; and
- .2 DE 51/8/5 (Norway), informing the Sub-Committee of a Norwegian Oil Industry Association (OLF) free-fall lifeboat project, which identified weaknesses in existing regulations and recommended stricter impact criteria and injury limits; the development of better seats and belts; and the evaluation of current health restrictions and requirements for offshore workers and seamen; and proposing to keep the item on “Measures to prevent accidents with lifeboats” in the Sub-Committee’s work programme and agenda for DE 52.

8.6 Following a brief discussion, the Sub-Committee instructed the LSA Working Group (see paragraph 8.24) to further consider and finalize the proposed draft amendments, taking into account comments and proposals made in plenary.

Design problems with on-load release gear

8.7 The Sub-Committee recalled that DE 50, after consideration of proposed amendments to the LSA Code concerning lifeboat release gear contained in document DE 50/12/2 (United Kingdom), had agreed to refer the matter to the correspondence group for further development.

8.8 The Sub-Committee considered paragraphs 10 to 14 of the report of the correspondence group (DE 51/8), in particular the draft amendments to LSA Code paragraph 4.4.7.6, as amended, together with the following documents:

- .1 DE 51/8/2 (ILAMA), proposing modifications and additions to the draft amendments to the LSA Code proposed by the correspondence group and to SOLAS chapter III; and also suggesting the establishment of a new agenda item on “Lifeboat on-load release systems”;
- .2 DE 51/8/3 (ILAMA), recommending that, in order to prevent accidents with lifeboats, IMO should regulate and certificate the training of ships’ officers and crew in respect of the LSA equipment on board their ships, including the use of computer-based training and the provision of training aids on board each ship. Such certification should be specific to the LSA equipment on board and subject to refresher training at regular intervals;
- .3 DE 51/8/7 (ICS), advising the Sub-Committee of the initial work of the Industry Lifeboat Group with regard to lifeboat release mechanism safety, and recommending the introduction of fall preventer devices such as synthetic safety strops and safety pins as an interim measure, pending the adoption of new technical specifications for on-load release gear;
- .4 DE 51/8/8 (ITF), commenting on the proposals made by ILAMA in document DE 51/8/3, and stating that, while training is the safest way to instill basic LSA operating skills, it cannot take into account inherently faulty design; and that the manufacturers should develop an easily operated, fail-safe system with a consistent arrangement that every seafarer is familiar with; and
- .5 DE 51/INF.5 (ILAMA), informing the Sub-Committee of the status of release gear requirements development within ILAMA and commenting on the requirements for a standardized release mechanism, identified by the Industry Lifeboat Group.

8.9 The Sub-Committee agreed that on-load release gear systems needed to be simplified, so that they would be readily and easy to use, and constructed of corrosion and rot free materials. At this point in time there are too many different hook designs to organize efficient training for crews. Unsafe hooks should be phased out over a period of time. The Sub-Committee did not support the use of safety pins for training purposes.

8.10 Following the discussion, the Sub-Committee instructed the LSA Working Group (see paragraph 8.24) to further consider and finalize the proposed draft amendments to the LSA Code, taking into account comments and proposals made in plenary.

Implementation of MSC.1/Circ.1206

8.11 The Sub-Committee recalled that DE 50 had agreed, with regard to the implementation of MSC.1/Circ.1206 on Measures to prevent accidents with lifeboats, that the LSA correspondence group should develop guidance for qualification and certification of personnel or organizations carrying out servicing and maintenance of lifeboats, launching appliances and on-load release gear, in line with the system described in the Recommendation on conditions for the approval of servicing stations for inflatable liferafts (resolution A.761(18)), particularly with regard to the approval of personnel and facilities in accordance with annex 1, paragraph 9, of the aforementioned circular.

8.12 The Sub-Committee noted the discussions at MSC 83, following consideration of document MSC 83/9/5 (Bahamas *et al*), where the Committee had requested the DE Sub-Committee's LSA Correspondence Group to consider the inclusion of relevant provisions addressing the issue of independent service providers in the qualification and certification requirements currently under development, as appropriate, and instructed DE 51 to discuss the matter further.

8.13 The Sub-Committee considered paragraphs 15 to 21 and the annex of the report of the correspondence group (DE 51/8), in particular the draft Recommendation on conditions for [approval] [authorization] of service providers for lifeboats, launching appliances, and on-load release gear, developed to support the implementation of MSC.1/Circ.1206, set out in the annex to document DE 51/8. In this connection, the Sub-Committee noted that the group had not had sufficient time after MSC 83 to address the issue of independent service providers, although the draft Recommendation contains provisions that could also apply to such providers.

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

- .1 DE 51/8/4 (Japan), proposing to develop guidelines for certification of personnel for servicing and maintenance of lifeboats, launching appliances and on-load release gear, and attaching relevant draft Guidelines;
- .2 DE 51/8/6 (Republic of Korea) proposing, in view of the problems encountered with the implementation of MSC.1/Circ.1206, that the recommendatory status of the circular should be retained; that Administrations should approve independent service providers regardless of qualification and certification from the manufacturer; and that Administrations' approval schemes for service providers should be uniformly applied to the manufacturers and their certified personnel/organization when carrying out tests and examinations on board ships;
- .3 DE 51/8/9 (IACS), submitting, in the annex of the document, a draft Recommendation on conditions for authorization of independent service providers for lifeboats, launching appliances and on-load release gear, following the discussions at MSC 83 with regard to authorization of independent service providers; and
- .4 DE 51/8/10 (Italy), stating the view that recommendations need to be added to the draft Recommendation on condition for [approval] [authorization] of service providers for lifeboats, launching appliances and on-load release gears, prepared by the correspondence group (DE 51/8), in order to cover the case when manufacturers' certified facilities are not available and, therefore, independent service providers need to be authorized by the Administration or its recognized organizations; and supporting the proposal by IACS in document DE 51/8/9.

8.15 In this connection, the Sub-Committee noted the following documents:

- .1 DE 51/INF.3 (Japan), expressing the view that training should be carried out for a certain number of days to qualify and certify service engineers for lifeboat and launching appliances; and advising that Japan has introduced a Lifeboat and Launching Appliance Maintenance Engineering Training Course, a six-day training course which has been running since January 2006, co-organized by five lifeboat manufacturers, three launching appliance manufacturers and the Japan

Ship Machinery Quality Control Association, which takes into account the provisions of MSC.1/Circ.1206, annex 1; and

- .2 DE 51/INF.6 (Norway), containing information on how one manufacturer of life-saving appliances is working to meet their commitment in accordance with MSC.1/Circ.1206.

8.16 The Sub-Committee was of the view that the same regime should be applied to original equipment manufacturers (OEMs) and independent service providers. Whereas some delegations were of the opinion that servicing by OEM certificated personnel should prevail, with exemption provisions for “orphan equipment”, i.e. for cases where the OEM was no longer available, other delegations stated that the OEM should not have a monopoly on the servicing of lifeboats and it should be the decision of the Administrations concerned whether to authorize independent service providers.

8.17 Following the discussion, the Sub-Committee instructed the LSA Working Group to further consider and finalize the proposed draft Recommendation, taking into account the comments and proposals made in plenary.

Definition of “unfavourable conditions of trim and list”

8.18 The Sub-Committee recalled that DE 50 had agreed, in principle, to the following draft definition:

“Unfavourable conditions of trim and list is trim of up to 10° and list of up to 20° either way; or alternatively, the worst combinations of maximum trim and list angles at which the life-saving appliance is expected to be deployed, if this is less”,

and had referred it for review to the LSA correspondence group with a view to determining any need for further refinement or clarification, having agreed that the draft definition should also be referred to the SLF Sub-Committee for information and advice, as appropriate.

8.19 The Sub-Committee noted that SLF 50 (DE 51/2/1, paragraph 4) had agreed that the new definition was better than the previously proposed one, but was still open to different interpretations and did not find it possible to give general guidance on what “worst combinations of maximum trim and list” would mean in relation to damage stability requirements.

8.20 The Sub-Committee considered paragraphs 22 to 26 of the report of the correspondence group (DE 51/8), summarizing the conclusions of the group which had not come to a solution in the matter, and agreed that a single definition might not be sufficient and varying definitions might have to be developed for the places in the SOLAS Convention and the LSA Code where the term “unfavourable conditions of trim and list” is used.

8.21 The LSA Working Group was instructed to consider the matter further, taking into account the possible need for differing definitions to be used, and to advise the Sub-Committee accordingly.

Guidance concerning formula for the required subdivision index R in SOLAS chapter II-1

8.22 The Sub-Committee recalled that DE 50, acknowledging recent developments in the design and capability of life-saving appliances, in particular, with regard to liferafts and launching systems, had agreed that the possible impact of such developments on the term “ $N = N1 + 2N2$ ” in the formula for the required subdivision index R should be further investigated, and had referred the matter to the LSA Correspondence Group.

8.23 The Sub-Committee considered paragraphs 27 and 28 of the report of the correspondence group (DE 51/8), where there had been little support for a proposal to revisit the formula for determination of the required subdivision index R in SOLAS chapter II-1 to take into account new concepts in inflatable survival craft and marine evacuation systems and, having noted that the issue had been extensively discussed in the Committee in the context of the revised chapter II-1 and resolved, agreed with the findings of the group.

Establishment of a working group

8.24 The Sub-Committee established the LSA Working Group and instructed it, based on the report of the correspondence group (DE 51/8) and taking into account decisions, comments and proposals made in plenary, to:

- .1 further consider the proposed draft Recommendation on conditions for [approval] [authorization] of service providers for lifeboats, include provisions for the authorization of independent service providers, and finalize it, taking into account documents MSC 83/9/5, DE 51/8/4, DE 51/8/6, DE 51/8/9, DE 51/8/10, DE 51/INF.3 and DE 51/INF.6;
- .2 further consider and finalize the draft amendments to LSA Code paragraph 4.4.7.6, as amended, concerning design problems with on-load release gear, taking into account documents DE 51/8/2, DE 51/8/3, DE 51/8/7, DE 51/8/8 and DE 51/INF.5;
- .3 further consider and finalize the draft amendments to LSA Code paragraph 4.7.2 concerning the design of free-fall lifeboat seats and seating space, taking into account documents DE 51/8/1 and DE 51/8/5; and
- .4 further consider the definition of “unfavourable conditions of trim and list”, in particular the possible need for differing definitions to be used, and advise the Sub-Committee, as appropriate.

Report of the working group

8.25 Having received the report of the LSA Working Group (DE 51/WP.1), the Sub-Committee approved it in general and, with regard to the matters under this agenda item, took action as described in the following paragraphs.

Implementation of MSC.1/Circ.1206 on Measures to prevent accidents with lifeboats

8.26 The Sub-Committee noted that, in developing the draft Recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear, based on the annex to document DE 51/8, the group had decided not to include paragraph 5 (Responsibilities of manufacturers, Administrations and shipowners), notwithstanding that there was much valuable information in it, particularly relating to responsibilities of manufacturers in relation to the maintenance and servicing of equipment, and considered that this material might be considered for incorporation in a future revision of MSC.1/Circ.1206.

8.27 The Sub-Committee also noted that, after extensive discussion, the group had agreed, in principle, to the draft Recommendation, including provisions for the authorization of both independent and manufacturer-certified service providers and annexing guidelines for certification of personnel for servicing and maintenance of lifeboats, launching appliances and on-load release gear.

8.28 The Sub-Committee further noted that, although a number of concerns were expressed, the group had supported the draft Recommendation and associated guidelines, and, recognizing the need to obtain experience from the implementation of the Recommendation, decided to add “Interim” to the title.

8.29 The observer from INTERTANKO stated that, while it was recognized that the revisions made to the guidelines for authorization of service providers would allow independent service providers to conduct inspection and maintenance of lifeboats, launching appliances and on-load release gear, INTERTANKO believed that the practicality was that very few, if any, independent service providers would be able to conduct such work, because the guidelines failed to contain the necessary provisions to ensure that the equipment manufacturers provide the independent service providers with the necessary instructions, tools and equipment to conduct the necessary inspections and maintenance. As such, INTERTANKO expressed concern that the equipment manufacturers would continue to control and limit who conducts the inspection and maintenance of lifeboats, launching appliances and on-load release gear and believed that this was not in the best interest of the safety of the seafarer. The delegations of the Bahamas, Dominica, Greece, Liberia, Malta, the Marshall Islands, Panama and Vanuatu and the observers from ICS, OCIMF and CLIA supported the statement.

8.30 Following discussion, the Sub-Committee agreed to include the following new paragraph in the draft Interim Recommendation:

“Manufacturers should ensure equipment instructions, specialized tools, spare parts, training and accessories, as required, are available to service the specified equipment”,

and, following concerns expressed whether the inclusion of requirements for manufacturers was beyond the remit of the Organization, requested the Secretariat to explore any legal issues connected with the inclusion of this requirement and report on the matter to MSC 84.

8.31 Subsequently, the Sub-Committee agreed to the draft Interim recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear and the associated draft MSC circular, as set out in annex 2, for submission to MSC 84 for approval.

8.32 The Sub-Committee took the view that Administrations should be urged to swiftly implement the Interim recommendation, taking into account that the great majority of reported lifeboat accidents involved on-load release gear; and that implementation of the provisions in the recommendation relating to the establishment of uniform standards for certification of servicing personnel, establishment and maintenance of documented quality systems, requirements to ensure the use of genuine replacement parts in on-load release gear, and Administration oversight of service providers would be a significant step forward in the improvement of safety of mariners by generally raising the quality of service of this critical safety equipment.

8.33 Since training was addressed in the Guidelines for the certification of personnel for servicing and maintenance of lifeboats, launching appliances and on-load release gear, annexed to the draft Interim recommendation, the Sub-Committee endorsed the group’s recommendation that the STW Sub-Committee be invited to note the draft Guidelines in this regard and requested the Secretariat act accordingly.

8.34 Recalling the agreement at DE 50 that one of the essential prerequisites for the consideration of a mandatory application of MSC.1/Circ.1206 is the establishment of adequate global coverage of suitable service providers and that it had requested ILAMA to report on progress in establishment of such global coverage, including co-ordination with non-ILAMA members, the Sub-Committee reiterated that request, and also requested information concerning the availability of training for certification of service personnel.

Design of free-fall lifeboat seats and seating spaces

8.35 The Sub-Committee, having noted that the group had considered draft amendments to paragraph 4.7.2 of the LSA Code concerning the design of free-fall lifeboat seats and seating space, on the basis of the report of the correspondence group (DE 51/8), agreed to the draft amendments to the LSA Code, as set out in annex 3, for submission to MSC 84 for approval and subsequent adoption.

8.36 In the context of the above amendments to the LSA Code, recognizing the need to modify the associated test procedures in the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), as identified in the correspondence group report (DE 51/8, paragraph 7), agreed to draft amendments to the Revised recommendation and the associated draft MSC resolution, as set out in annex 4, for submission to MSC 84, for approval, in principle, and subsequent formal adoption in conjunction with the adoption of the related draft amendments to the LSA Code (see paragraph 8.35).

Lifeboat on-load release gear

8.37 The Sub-Committee noted that the group did not have sufficient time to finalize the preparation of amendments to the LSA Code relating to lifeboat on-load release gear and, expressing great concern over continuing reports of lifeboat accidents, reaffirmed the urgent need to further address the problem of accidents involving lifeboat on-load release gear by improving the requirements for the design of this equipment. In this regard, the Sub-Committee agreed that there needed to be a clear direction for this effort, noting that although at its last session, it had endorsed the “fail safe” concept proposed in document DE 50/12/2, there was no co-ordination with related work being carried out in parallel as reported in documents DE 51/8/5, DE 51/8/2 and DE 51/INF.5. Therefore, the Sub-Committee, expressing appreciation for the work by Norway and the Industry Lifeboat Group, also agreed that co-ordinated work needed to be carried out intersessionally by a correspondence group, in co-operation with the submitters of the above documents.

8.38 The delegation of Norway stated that criteria and a timetable for the replacement of unstable on-load release hooks which have locking devices that may turn to open due to forces from the hook load should be prepared, and, in conjunction with this plan, a recommendation regarding the use of fall preventing devices was needed. The delegation of the United Kingdom supported the proposal.

Establishment of a correspondence group

8.39 Having considered the above matters, the Sub-Committee established a correspondence group under the co-ordination of the United States* and instructed it (see also paragraphs 9.12, 10.4 and 16.4), taking into account the comments made and decisions taken, to:

- .1 with regard to lifeboat on-load release gear, further consider, as a matter of priority, the “fail safe” concept and the use of fall preventer devices and finalize relevant amendments to the LSA Code and the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70));
- .2 develop a definition for “on-load release hooks of poor and unstable design”, explore criteria to determine poor and unstable design of such hooks and consider a timeframe for the replacement of such hooks;
- .3 review MSC.1/Circ.1206 for needed amendments pursuant to the new Interim recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear;
- .4 further consider the definition of “unfavourable conditions of trim and list”, in particular the possible need for differing definitions to be used; and
- .5 submit a report to DE 52.

Extension of target completion date

8.40 Taking into account the progress made at this session and bearing in mind that the correspondence group will further consider issues related to the agenda item, the Sub-Committee invited the Committee to extend the target completion date for the item to 2010.

9 COMPATIBILITY OF LIFE-SAVING APPLIANCES

9.1 The Sub-Committee recalled that DE 50 had instructed the LSA Correspondence Group (see paragraph 8.1) to prepare draft amendments to the LSA Code and the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) to adjust the design criteria for lifeboats on cargo ships to take into account the increasing size of seafarers globally; and to develop guidance concerning the wearing of immersion suits in totally enclosed lifeboats.

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

- .1 DE 51/9 (report of the correspondence group, submitted by the United States), including amendments to the LSA Code (paragraph 4) and to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) (paragraph 6), increasing the assumed weight of persons on cargo ship lifeboats to 82.5 kg, while retaining the existing 75 kg criterion for passenger ship lifeboats, taking into account that passenger ship demographics are generally a mix of men, women, and children of varying sizes. The group concluded that no changes to the requirements for personal life-saving appliances are necessary in this regard. Concerning the wearing of immersion suits in totally enclosed lifeboats, the group agreed that guidance in the form of a brief MSC circular should be developed; and
- .2 DE 51/9/1 and DE 51/INF.8 (Republic of Korea), informing the Sub-Committee that the Republic of Korea conducted abandon ship drills with participants donning immersion suits to investigate any associated problems and analysed related SOLAS requirements, including associated standards. They concluded that there is a need to review the issue of donning of immersion suits inside lifeboats and the provision of thermal protective aids in lifeboats and liferafts if immersion suits are donned. The detailed results of the trials are set out in document DE 51/INF.8.

9.3 The Sub-Committee agreed, in principle, with the draft amendments to the LSA Code and to the Revised recommendation on testing of life-saving appliances developed by the correspondence group. It also agreed that the problems arising from the wearing of immersion suits in totally enclosed lifeboats needed to be considered and that relevant guidance should be developed.

9.4 Consequently, the Sub-Committee referred the draft amendments to the LSA Code (DE 51/9, paragraph 4) and to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) (DE 51/9, paragraph 6), as proposed by the correspondence group, to the LSA Working Group, established under agenda item 8, for finalization; and further instructed the working group to develop a draft MSC circular on guidance concerning the wearing of immersion suits in totally enclosed lifeboats (DE 51/9, paragraphs 10 and 11; DE 51/9/1; and DE 51/INF.8).

Report of the working group

9.5 Having considered the part of the report of the working group (DE 51/WP.1) dealing with the agenda item, the Sub-Committee took action as described in the following paragraphs.

Assumed occupant weight for survival craft

Lifeboats

9.6 The Sub-Committee noted that the group, having considered the draft amendments to the LSA Code concerning the assumed weight of persons on lifeboats, had decided to differentiate the assumed weight of persons, i.e. retaining the existing 75 kg criterion for passenger ship lifeboats and increasing to 82.5 kg the criterion for cargo ship lifeboats. As to lifeboat markings, the group, noting the possibility that a lifeboat may be approved for both passenger and cargo ships, had modified the requirements to allow some flexibility for such markings.

9.7 The delegation of Cyprus questioned the justification of differentiating between the weight criterion of 75 kg and 82.5 kg for lifeboats on passenger and cargo ships, due to the lack of available statistical data, solely on the population of passengers on board passenger ships and urged the Sub-Committee to maintain the same weight criterion for lifeboats on both types of ships at the revised value of 82.5 kg.

Rescue boats

9.8 The Sub-Committee noted that, though it was not included in the terms of reference, the majority of the group had agreed that some requirements for lifeboats in the LSA Code chapter IV that also apply to rescue boats by reference in the LSA Code, paragraph 5.1.1.1, needed to be addressed and that the group had agreed that, for consistency, a unified assumed weight of persons (82.5 kg) should be applied to rescue boats, even though only a few persons are typically on board rescue boats.

9.9 Subsequently, the Sub-Committee agreed to draft amendments to the LSA Code, as set out in annex 3, for submission to MSC 84 for approval and subsequent adoption; and to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) and the associated draft MSC resolution, as set out in annex 4, for submission to MSC 84 for approval, in principle, and subsequent formal adoption, in conjunction with the adoption of the related amendments to the LSA Code (see paragraph 9.8).

Liferafts

9.10 The Sub-Committee noted that the group, when amending the anthropometric criteria for lifeboats and rescue boats, had recognized the need to further consider the application of the same principle to liferafts and endorsed the group's recommendation that the LSA correspondence group (see paragraph 8.39) should consider the matter further.

Immersion suits in totally enclosed lifeboats

9.11 The Sub-Committee agreed to the draft MSC circular on Guidance on wearing immersion suits in totally enclosed lifeboats, as set out in annex 5, for submission to MSC 84 for approval.

9.12 Consequently, the Sub-Committee instructed the LSA Correspondence Group, established under agenda item 8, to further consider the application of the increases of assumed weight of persons just agreed (see paragraphs 9.6 and 9.8) to liferafts and launching appliances, including possible impacts of changes of the liferaft capacity on the numbers of liferafts and evacuation times and prepare amendments to the LSA Code and the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)).

Extension of target completion date

9.13 Taking into account the progress made at this session and bearing in mind that the LSA Correspondence Group will further consider issues related to this item, the Sub-Committee agreed to invite the Committee to extend the target completion date for the item to 2009.

10 TEST STANDARDS FOR EXTENDED SERVICE INTERVALS OF INFLATABLE LIFERAFTS

10.1 The Sub-Committee recalled that DE 50 had instructed the LSA Correspondence Group to validate the technical assumptions forming the basis for the current proposals to extend the service intervals of inflatable liferafts and to further develop relevant amendments to SOLAS chapter III, the LSA Code, the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) and the Recommendation on conditions for the approval servicing stations for inflatable liferafts (resolution A.761(18)), taking into account wider industry input and the need to address expiry dates of survival equipment in the liferaft.

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

- .1 DE 51/10 (report of the LSA Correspondence Group, submitted by the United States), containing draft amendments to SOLAS regulation III/20.8.1 (annex 1), the LSA Code (annex 2), the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) (annex 3) and the Recommendation on conditions for the approval servicing stations for inflatable liferafts (resolution A.761(18)) (annex 4) in order to provide for an extension of the service intervals of inflatable liferafts;
- .2 DE 51/10/1 (Australia), commenting on the report of the correspondence group (DE 51/10) and indicating that, in Australia's view, it is too early to proceed with SOLAS amendments and, rather, guidelines for uniform implementation of extended servicing should be produced; and
- .3 DE 51/10/2 (CLIA), commenting on the proposal by the correspondence group to shorten the extended service intervals of 30 months after 12 years of the service life of the liferafts and suggesting that this requirement should be deleted.

10.3 Following discussion, the Sub-Committee agreed that the draft amendments to the relevant IMO instruments proposed by the correspondence group needed to be further considered and refined, in particular regarding annual inspections and the length of service intervals, and take into account current practice. The Sub-Committee, therefore, invited the Committee to extend the target completion date for the item to 2009.

10.4 Consequently, the Sub-Committee instructed the LSA Correspondence Group, established under agenda item 8, taking into account documents DE 51/10, DE 51/10/1 and DE 51/10/2 and comments and proposals made in plenary, to:

- .1 further develop and finalize the draft amendments to the LSA Code, the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) and the Recommendation on conditions for the approval servicing stations for inflatable liferafts (resolution A.761(18));
- .2 develop a draft MSC circular as guidance for Administrations when permitting extended service intervals of inflatable liferafts under the existing provisions of SOLAS chapter III; and
- .3 submit a report to DE 52.

11 AMENDMENTS TO THE GUIDELINES FOR SHIPS OPERATING IN ARCTIC ICE-COVERED WATERS

11.1 The Sub-Committee recalled that DE 50 had invited Member Governments and international organizations to submit concrete proposals for amendments to the Guidelines for ships operating in arctic ice-covered waters (MSC/Circ.1056 – MEPC/Circ.399) so that they would also be applicable to ships operating in ice-covered waters in the Antarctic Treaty Area, taking into account document MSC 79/INF.2 and the comments made in the plenary discussions at DE 50.

11.2 The Sub-Committee noted oral information by the Secretariat regarding the outcome of BLG 12, informing it that BLG 12 had continued its discussion on a proposed ban on the use and carriage of heavy grade oil (HGO) on ships in the Antarctic area and related draft amendments to regulation 15 of MARPOL Annex I. There had been overwhelming support for the proposal, but it was also acknowledged that there were significant issues needing resolution before such a ban could reasonably be implemented. Consequently, BLG 12 invited the MEPC to include a new high priority item on “Amendments to MARPOL Annex I on the use and carriage of HGO in the Antarctic area” in its work programme and in the agenda for BLG 13, in co-operation with the DE Sub-Committee, as necessary.

11.3 The Sub-Committee had for its consideration documents DE 51/11 (Australia) and DE 51/11/1 (Canada, Germany, United Kingdom, IACS), containing detailed comments on the proposals by the Antarctic Treaty Consultative Parties to amend the Guidelines for ships operating in Arctic ice-covered waters, as set out in document MSC 79/INF.2, also taking into account the recent sinking of m.s. **Explorer** while operating in Antarctic waters. The Sub-Committee further considered document DE 51/11/2 (Finland), informing it about a training course on operation of ships in ice-covered waters (ice operation training), developed by Finland.

11.4 Following consideration of the aforementioned documents the Sub-Committee supported the comments made in documents DE 51/11 and DE 51/11/1. Issues raised in the discussion concerned training requirements and a possible involvement of the STW Sub-Committee in the work, double bottom requirements, endorsements of certificates and the connection to the work of the BLG Sub-Committee with regard to the carriage of HGO in the Antarctic area.

11.5 In this context, the Sub-Committee noted information by the Secretariat concerning the ongoing revision of the STCW Convention, in particular that submissions concerning ice navigation training could be made directly to the STW Sub-Committee in the context of the review of the Convention.

11.6 Following discussion, the Sub-Committee agreed:

- .1 to prepare a complete revision of the Guidelines as opposed to amendments to the existing Guidelines;
- .2 following Australia’s proposal, that revised Guidelines should be adopted by a resolution and that the procedural details would be discussed at the next session; and
- .3 to consult the SLF Sub-Committee with regard to the impact of the revised SOLAS chapter II-1 provisions relating to subdivision and damage stability on the Guidelines.

11.7 The Sub-Committee further agreed that progress in the matter could best be achieved by establishing a correspondence group, under the co-ordination of Canada*, with the following terms of reference:

- .1 to prepare the draft revised Guidelines for ships operating in arctic ice-covered waters (MSC/Circ.1056 – MEPC/Circ.399), on the basis of document MSC 79/INF.2 and taking into account documents DE 51/11, DE 51/11/1 and DE 51/11/2 and comments, proposals and decisions made in plenary;
- .2 to prepare an associated draft resolution, in consultation with the Secretariat;
- .3 to consider which other Sub-Committees should co-operate in the review of the Guidelines; and
- .4 to submit a report, containing the draft revised Guidelines, to DE 52.

11.8 In view of the above developments, the Sub-Committee invited the Committee to extend the target completion date for the item to 2009.

12 REVISION OF RESOLUTION A.760(18)

12.1 The Sub-Committee recalled that DE 50 had instructed the LSA Correspondence Group to prepare a revision of resolution A.760(18) on Symbols related to life-saving appliances and arrangements, taking into account document DE 50/16 and developments in ISO. In this connection, the Sub-Committee noted that MSC 83 had approved MSC.1/Circ.1244 on Symbol of infant lifejacket, prepared by DE 50.

12.2 The Sub-Committee was informed by the observer from ISO that the new ISO standard 24409 on shipboard signs, which was to be taken into account in the revision, had not yet been finalized but that its completion was expected before the next session of the Sub-Committee. He stated that ISO would inform the Sub-Committee of the status of ISO's work with regard to the new standard well in advance of DE 52.

12.3 Since the new ISO standard on shipboard signs would form the basis for amendments to resolution A.760(18), the Sub-Committee agreed to postpone work on the revision of the resolution until the new ISO standard on shipboard signs has been finalized, and to invite the Committee to extend the target completion date for the item to 2010.

13 GUIDELINES FOR UNIFORM OPERATING LIMITATIONS OF HIGH-SPEED CRAFT

13.1 The Sub-Committee recalled that DE 50, after preliminary discussions, had established a correspondence group under the co-ordination of Australia and instructed it to develop draft

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Guidelines for uniform operating limitations of high-speed craft, taking into account documents DE 50/18 (China), DE 49/5/3 and DE 49/INF.5 (RINA) and comments and proposals made at DE 50, as well as contributions from the COMSAR, NAV and SLF Sub-Committees as they became available.

13.2 The Sub-Committee noted document DE 51/13/1 (Secretariat), informing it that COMSAR 11, SLF 50 and NAV 53, in the absence of draft Guidelines for uniform operating limitations of high-speed craft to consider, had preliminary discussions on the issue and decided to postpone further consideration to their respective next sessions, i.e. COMSAR 12, SLF 51 and NAV 54, when the draft Guidelines as prepared at this session would be available.

13.3 The Sub-Committee had for its consideration the report of the correspondence group (DE 51/13, submitted by Australia) attaching draft Guidelines for uniform operating limitations of high-speed craft and identifying issues needing further discussion, including whether the sea state permitted under the operating limitations could be greater than that in which a marine evacuation system had satisfactorily completed the heavy weather sea trial; the extent to which extrapolation of operating limitations should be permitted beyond the outcome of satisfactory trials; and application of the guidelines to existing craft and existing services.

13.4 The Sub-Committee supported the draft Guidelines prepared by the correspondence group in principle, but agreed that further work was necessary, in particular concerning a consistent application of operating limits for different wave heights and sea trials at lower wave heights and subsequent extrapolation of wave heights.

13.5 In view of the fact that the three contributing sub-committees will all meet after this session of the Sub-Committee and bearing in mind the target completion date of 2009, the Sub-Committee agreed to follow the course of action proposed by the correspondence group and re-established the group, under the co-ordination of Australia*, with the following terms of reference:

- .1 to finalize the draft Guidelines for uniform operating limitations of high-speed craft, considering, in particular, the outstanding issues identified in the report of the correspondence group (DE 51/13) and taking into account the comments made in plenary;
- .2 to incorporate the contributions provided by COMSAR 12, SLF 51 and NAV 54 in the draft Guidelines, as appropriate; and
- .3 to submit a report to DE 52.

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14 GUIDELINES FOR MAINTENANCE AND REPAIR OF PROTECTIVE COATINGS

GUIDELINES FOR MAINTENANCE AND REPAIR OF PROTECTIVE COATINGS

14.1 The Sub-Committee recalled that DE 50, after preliminary discussions, had established a correspondence group under the co-ordination of China and instructed it to develop draft Guidelines for maintenance and repair of protective coatings, taking into account document MSC 81/7/13 (China).

14.2 The Sub-Committee had for its consideration the report of the correspondence group (DE 51/14, DE 51/14/Add.1 and DE 51/14/Add.2, submitted by China), containing draft Guidelines for maintenance and repair of protective coatings, developed on the basis of IACS Recommendation 87 – Guidelines for Coating Maintenance and Repair for Ballast Tanks and Combined Cargo/Ballast Tanks on Tankers, with further consideration necessary in particular with regard to areas under consideration (section 3.2), the process considerations for repair (section 4.2), recommended maintenance and repair (section 4.4) and whether parts of the Guidelines should be introduced in the ESP Guidelines (resolution A.744(18), as amended).

14.3 Concerning areas under consideration, the Sub-Committee noted that the draft Guidelines as developed by the correspondence group currently only apply to oil tankers and that further work was necessary to make them suitable for other types of ships. In this connection, the Sub-Committee was informed by the observer from IACS that IACS had so far not developed similar recommendations for other ship types, but had added the matter to its work programme.

14.4 The Sub-Committee also considered document DE 51/14/3 (CESA), containing a number of comments on the draft Guidelines, in particular concerning the specific conditions in repair yards which differ from those of newbuilding yards, and referred it to the working group (see paragraph 14.6) for further consideration.

14.5 The Sub-Committee supported the Guidelines as developed by the correspondence group in principle, but agreed that further consideration was necessary, especially with regard to the definition of “maintenance” and “repair”, verification procedures and areas under consideration.

ESTABLISHMENT OF A WORKING GROUP

14.6 The Sub-Committee established the Working Group on Protective Coatings and instructed it, based on the report of the correspondence group (DE 51/14 and addenda) and taking into account document DE 51/4/3 and decisions, comments and proposals made in plenary, to finalize the draft Guidelines for maintenance and repair of protective coatings (see also paragraph 14.12 to 14.15).

GUIDELINES FOR IMPLEMENTATION OF THE PERFORMANCE STANDARD FOR PROTECTIVE COATINGS (RESOLUTION MSC.215(82))

14.7 The Sub-Committee considered document DE 51/14/1 (BIMCO, CEFIC, ICS, OCIMF, INTERCARGO, IACS), containing comprehensive guidelines for the implementation of the Performance standards for protective coatings (PSPC) adopted by resolution MSC.215(82), developed by an Industry Joint Working Group, and requesting the Sub-Committee to circulate them, subject to clarifications with regard to the measurement of soluble salts and the stripe coating method, and noted comments thereto as contained in documents DE 51/4/2 (Japan) and DE 51/14/4 (Greece).

14.8 The Sub-Committee noted that the development of the guidelines prepared by the Industry Joint Working Group had not been requested by the Sub-Committee nor was their development included in the work programme. While their usefulness was not questioned, there was clearly no mandate for this work and it would be a contravention of the Guidelines on the organization and method of work to consider them at this session.

14.9 The Sub-Committee, therefore, agreed not to consider the guidelines at this session, but, in view of the entry into force of the PSPC on 8 July 2008, instructed the working group (see paragraph 14.6) to draft a brief justification for an expansion of the agenda item to include the consideration of these guidelines and documents DE 51/14/2 and DE 51/14/4, for approval by the Committee. However, the Sub-Committee agreed that the guidelines were a useful document, particularly in view of the forthcoming entry into force of the PSPC on 8 July 2008, and that their application would be beneficial for Administrations, industry and other parties concerned.

14.10 The observer from ISO informed the Sub-Committee that ISO was currently considering a proposal to develop guidelines on the implementation of the Performance standard for protective coatings and that the Sub-Committee would be kept informed of the status of the work of ISO in this regard.

REPORT OF THE WORKING GROUP

14.11 Having received the report of the working group (DE 51/WP.2), the Sub-Committee approved it in general and took action as described in the following paragraphs.

Guidelines for maintenance and repair of protective coatings

“Areas under consideration” for ships other than oil tankers

14.12 In considering the group’s deliberations regarding “areas under consideration” for ships other than oil tankers, the Sub-Committee noted that the appropriate technical expertise to identify critical structural areas for ships other than oil tankers was not properly represented in the working group, and, taking into account the information from the observer of IACS that IACS had added this item to its work programme (see paragraph 14.3 above), invited IACS to further develop this matter and inform the Sub-Committee of the outcome.

Process considerations for repair

14.13 With regard to the soluble salt limit for coating repair, as contained in section 6.1 of the draft Guidelines (DE 51/WP.2, annex 1), the Sub-Committee concurred with the group’s decision to set the salt level limit at 80 mg/m², which was set considering a salt level limit reasonably achievable in a ship repair yard. In this context, the Sub-Committee noted that the aforementioned salt limit is only considered for repairs and not for maintenance.

Recommended maintenance and repair

14.14 The Sub-Committee noted that the group had considered recommended maintenance and repair, as contained in subsection 4.4 of the annex to document DE 51/14, taking into account the discussion in plenary that this matter should be considered as two separate issues (recommended maintenance and recommended repairs), and, agreeing that a new structure of the draft Guidelines would be more appropriate, had prepared two new sections (coating maintenance and coating repairs).

Guidelines for maintenance and repair of protective coatings

14.15 Having noted that the group further developed the draft Guidelines for maintenance and repair of protective coatings (DE 51/WP.2, annex 1), and taking into account that the work on “areas under consideration” has not been completed (see paragraph 14.12 above), the Sub-Committee agreed to defer the consideration of the draft Guidelines to DE 52 when the outcome of IACS’ work regarding areas under consideration is expected to be available, and to invite the Committee to extend the target completion date for the item to 2009.

Industry Guidelines on the implementation of the Performance standard for protective coatings (resolution MSC.215(82))

14.16 With regard to the group’s consideration of a justification for an extension of the work programme item to include a review of the industry Guidelines on the implementation of the Performance standard for protective coatings (resolution MSC.215(82)) (see paragraph 14.9 above), the Sub-Committee noted a clarification by the chairman of the Industry Joint Working Group that the work undertaken by the industry was not intended to be an IMO work item nor was it the intention for the guidelines to become an IMO document, and that the guidelines were submitted to the Sub-Committee in order to advise it of the work undertaken by the industry and disseminate the useful information contained therein. Consequently, the Sub-Committee agreed that no further action was necessary in the matter.

14.17 In noting the interpretations for salt measurement and stripe coating contained in the industry Guidelines, and recognizing that it was not possible for the group to provide a clarification of the intent of the current wording, as raised in document DE 51/14/1 (BIMCO *et al*) and the related comments contained in document DE 51/14/4 (Greece), the Sub-Committee noted that it was the intention of the IACS members to apply the following interpretations after resolution MSC.215(82) enters into force on 1 July 2008:

.1 *Stripe coat*

Stripe coats should be applied as a coherent film showing good film formation and no visible defects. The application method employed should ensure that all areas that require stripe coating are properly coated by brush or roller.

.2 *Salt measurement*

The conductivity of soluble salts is measured in accordance with ISO 8502-6 and ISO 8502-9, and compared with the conductivity of 50 mg/m² NaCl. If the measured conductivity is less than or equal to 50 mg/m², then it is acceptable.

and further noted that IACS would develop a unified interpretation and submit it to IMO for consideration.

14.18 The delegation of Greece, commenting on IACS’ intention, reminded the Sub-Committee that it had initially considered to expand the work programme item to include the development of Industry Guidelines for the implementation of the PSPC (resolution MSC.215(82)) and had asked the working group to prepare a justification. The group, instead of preparing the justification to solve the issue and to reply to the part of the industry which finds the issues of method of applying stripe coating and salt content unclear, left the same ambiguity and did not address them. The same potential ambiguity relating to the stripe coating method has been revealed also during the deliberation of table 1.4 of the annex of document DE 51/19/1 (Draft report standard

for protective coatings for cargo oil tanks of crude oil tankers). The wording of table 1.4 of resolution MSC.215(82), which part of the industry finds ambiguous is: "Stripe coats shall be applied by brush or roller. Roller to be used for scallops, ratholes etc., only." It was requested by the delegation of Greece that, for the reasons and justifications provided in document DE 51/14/4, the meaning of the above wording should be understood to be as follows: "Stripe coats shall be applied by brush or roller. Roller to be used for scallops, ratholes etc., only **and not for corners, free edges and welds.**"; and not as intended to be included in a future IACS Unified Interpretation, when applying the standard, as it has already been stated by IACS (paragraph 14.17). In this respect, the delegation of Greece cautioned that the particular interpretation by IACS would not be in accordance with the mandatory SOLAS requirement and would cause further unnecessary confusion to the industry.

15 REQUIREMENTS AND STANDARD FOR CORROSION PROTECTION OF MEANS OF ACCESS ARRANGEMENTS

15.1 The Sub-Committee recalled that DE 50 had established a correspondence group under the co-ordination of China (see paragraph 14.1) and instructed it to consider the development of requirements and standards for corrosion protection of means of access arrangements that are not part of structural strength elements and make recommendations to the Sub-Committee as appropriate, taking into account the views expressed at DE 50.

15.2 The Sub-Committee had for its consideration the report of the correspondence group (DE 51/15, submitted by China), containing draft requirements and standard for corrosion protection of permanent means of access arrangements. The Sub-Committee noted that the group had agreed to keep the word "permanent" in the title since the draft requirements only deal with corrosion protection of permanent means of access (PMAs) arrangements in tanks.

15.3 Several delegations expressed concerns with regard to the requirement that hot dip galvanizing should be employed as the primary means for corrosion protection for PMAs, noting that galvanized parts in a seawater environment might act as anodes and lead to accelerated corrosion.

15.4 Following discussion, the Sub-Committee requested the Working Group on Protective Coatings, established under agenda item 14, to finalize the draft requirements set out in the annex to document DE 51/15, taking into account the comments made in plenary, and prepare a covering draft MSC circular.

Report of the working group

15.5 Having considered the part of the report of the working group (DE 51/WP.2) dealing with the agenda item, the Sub-Committee took action as described in the following paragraphs.

Guidelines for corrosion protection of permanent means of access

15.6 In considering the group's deliberations on the draft requirements and standard for corrosion protection of permanent means of access, as contained in the report of the correspondence group (DE 51/15), the Sub-Committee agreed to draft Guidelines for corrosion protection of permanent means of access arrangements and an associated draft MSC circular, as set out in annex 6, for submission to MSC 84 for approval.

15.7 In doing so, and taking into account that the group had been instructed to prepare a draft MSC circular (see paragraph 15.4 above), which is an instrument of recommendatory nature, and also that resolution MSC.215(82), paragraph 4.3.1, refers to a “recommended standard”, the Sub-Committee noted the group’s decision to change the title of the draft standard contained in the annex to document DE 51/15, considering that the original title would imply a mandatory requirement.

15.8 Notwithstanding the above, the delegation of Greece noted that SOLAS regulation II-1/4.1.4 requires the Ship Structure Access Manual to include instructions for inspecting and maintaining the structural strength of means of access and means of attachment, taking into account any corrosive atmosphere that may be within the space, and consequently the result of the group's work shall be requirements, as per the terms of reference (DE 51/WP.2, paragraph 3.3). Furthermore, paragraph 4.3.2 of the PSPC, although recommending application of the Standard to the extent possible (relating to issues of the Standard such as job specification, NDFT, etc.) does not imply that PMAs may be left totally unprotected from corrosion. Therefore, the delegation of Greece urged that it must be clarified and agreed, at the very least, that PMAs may not be left totally unprotected at construction stage and that they are required, in any case, to be coated. The applicable “Standard” and extent of such coating or corrosion protection was then to be referred to the Guidelines for corrosion protection of permanent means of access arrangements.

16 PERFORMANCE STANDARDS FOR RECOVERY SYSTEMS

16.1 The Sub-Committee recalled that DE 50 had instructed the LSA Correspondence Group to prepare a draft revision of SOLAS regulation III/17-1 (Recovery arrangements for rescuing persons) and draft amendments to SOLAS regulation III/26.4; and to prepare draft Performance standards for recovery systems as functional requirements supported by procedures, on the basis of document DE 50/21 (Germany) and taking into account documents MSC 81/WP.6, DE 50/21/1 (Japan), DE 50/21/2 (United Kingdom) and DE 50/21/3 (ICS, BIMCO, INTERCARGO, INTERTANKO) and addressing the human element in accordance with resolution A.947(23) on Human element vision, principles and goals for the Organization.

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

- .1 DE 51/16 (report of the correspondence group, submitted by the United States), providing, in paragraph 7, possible amendments to draft SOLAS regulation III/17-1 (Recovery systems) and identifying issues needing further consideration, e.g., obligation of the ship’s master in rescue operations, manning and training issues and communication requirements. Concerning performance standards for recovery systems, the group was of the view that relevant requirements should be contained in the LSA Code and included, in paragraph 11, a draft new section on recovery systems.
- .2 DE 51/16/1 (ICS, CLIA), advising the Sub-Committee of their continued concern that the proposals being considered for ‘Performance standards for recovery systems’ are not consistent with the safe operation of ships and that risks to the rescue ship’s crew and other concerns raised in document DE 50/21/3 have not been adequately addressed.

16.3 While some delegations supported the amendments to SOLAS chapter III and the LSA Code proposed by the correspondence group, other delegations, having expressed concerns regarding the practical difficulties of the usage of recovery systems, particularly in adverse weather conditions and on ships with a high freeboard, suggested to also consider consequences of the implementation of the proposed requirements, such as a need for training, manning, etc., to operate the equipment required by the new regulations.

Instructions to the LSA Correspondence Group

16.4 Consequently, the Sub-Committee agreed that more work on the item was needed and instructed the LSA Correspondence Group (see paragraph 8.39) to further develop the draft amendments to SOLAS and the LSA Code, on the basis of document DE 51/16, taking into account documents DE 51/16/1 and DE 50/21/3 and the comments made in plenary.

Extension of target completion date

16.5 Noting that MSC 81 had agreed that the provisions for recovery systems should become mandatory from 2012, the Sub-Committee invited the Committee to extend the target completion date for the item to 2010.

17 GUIDELINES FOR THE APPROVAL OF NOVEL LIFE-SAVING APPLIANCES

17.1 The Sub-Committee recalled that DE 50, noting that MSC 81, in the context of its consideration of passenger ship safety, in particular concerning amendments to SOLAS chapter III with respect to alternative design and arrangements, had instructed the Sub-Committee to develop guidelines for the approval of novel life-saving appliances, following a brief discussion which indicated that resolution A.520(13) on Code of practice for the evaluation, testing and acceptance of prototype novel life-saving appliances and arrangements would be a good starting point for this work, had instructed the LSA Correspondence Group to develop draft guidelines for the approval of novel life-saving appliances, on the basis of resolution A.520(13).

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

- .1 DE 51/17/1 (report of the correspondence group, submitted by the United States), informing the Sub-Committee that only one member had submitted proposals for amendments to resolution A.520(13) which were not supported by the group, and that the group had agreed that the resolution presented a sound basis for the approval of novel life-saving appliances and no further guidance was necessary; and
- .2 DE 51/17 (Japan), providing a progress report of research under way on a new approach to the requirements for life-saving appliances in relation to the approved new work programme item on development of framework of requirements for life-saving appliances, intended to facilitate the discussion on guidelines for the approval of novel life-saving appliances (see in particular Appendix A to the document – Preliminary trial application of the systematic approach to the evaluation of novel life-saving appliances).

17.3 Following a brief discussion, the Sub-Committee, having agreed to include the work programme item on “Development of a new framework of requirements for life-saving appliances” in the agenda for DE 52, which would entail a complete review of SOLAS chapter III and, therefore, also the development of new provisions regarding the approval of novel life-saving appliances, agreed that there was no need to undertake a revision of resolution A.520(13).

17.4 Consequently, the Sub-Committee invited the Committee to delete the item from the work programme.

18 REVIEW OF MEPC.1/CIRC.511 AND RELEVANT MARPOL ANNEX I AND ANNEX VI REQUIREMENTS

Review of MEPC.1/Circ.511 and relevant MARPOL Annex I and Annex VI requirements

18.1 The Sub-Committee recalled that DE 50 had established a correspondence group and instructed it to develop draft amendments to MARPOL Annexes I and VI and the IOPP Certificate, Forms A and B; draft unified interpretations on how letter codes (A to H) in the Oil Record Book (ORB) Part I and Part II should be used; draft Supplementary Guidelines on approval of bilge and sludge handling systems for compliance with the revised MARPOL Annex I; and draft amendments to the Revised Guidelines for systems for handling oily wastes in machinery spaces of ships (MEPC.1/Circ.511). Furthermore, the group was instructed to develop a draft MEPC circular on Harmonized implementation of the Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships, during the type-approval process.

18.2 The Sub-Committee had for its consideration the report of the correspondence group (DE 51/18/1), containing the following:

- .1 draft amendments to MARPOL Annex I, concerning definitions for engine-room bilge water, oil residues (sludge), bilge water holding tanks, and oil residues (sludge) holding tanks;
- .2 draft amendments to the IOPP Certificate Form A (Ships other than oil tankers) and Form B (Oil tankers);
- .3 options on how to deal with incinerator capacity;
- .4 draft amendments to the ORB Part I and Part II;
- .5 draft Supplementary Guidelines on approval of bilge and sludge handling systems for compliance with the revised MARPOL Annex I;
- .6 draft amendments to the Revised Guidelines for systems handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS) (MEPC.1/Circ.511); and
- .7 a new draft MEPC circular on Harmonized implementation of the Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships, during the type-approval process.

18.3 In considering the correspondence group report (DE 51/18/1), the Sub-Committee noted the main results of the deliberations of the group regarding the draft amendments to MARPOL Annex I, definitions and consequential amendments to the IOPP Certificate Supplement and the ORB; and comments on several outstanding issues where further work was necessary, such as, *inter alia*, the options concerning incinerator capacity and draft amendments to the ORB where a delicate fine-tuning work still had to be done.

18.4 IACS (DE 51/18/2) reported on problems experienced by its members concerning instructions received from PSC officers regarding the blanking of bilge overboard discharges which appeared to be in contravention of SOLAS regulation II-1/21, and suggested that the issue be included in the review of MEPC.1/Circ.511.

18.5 The Sub-Committee concurred with IACS that overboard discharge valves should not be blanked off and that PSC officers should not require such blank off, since the safety of life should always remain the paramount concern, and agreed that a draft MSC circular on the issue should be developed by the working group (see paragraph 18.9).

18.6 The Sub-Committee further agreed that the issue of PSC officers requesting overboard discharge valves to be blanked off should be brought to the attention of the various regional MoUs on PSC and also of the IMO Workshop for PSC MoU/Agreement Secretaries and Directors of Information Centres and instructed the Secretariat to take the necessary action.

18.7 INTERTANKO (DE 51/18/3) commented on incinerator capacity and proposed amendments to MARPOL Annexes I and VI. In the view of INTERTANKO, the capacity of incinerators on board ships is often insufficient and a new regulation 16(10) of MARPOL Annex VI could be drafted to address this matter while removing Unified Interpretation 15.5 of MARPOL Annex I which currently allows ships fitted with incinerators to reduce capacity for oil residues (sludge). INTERTANKO also provided, in its submission, proposed draft amendments to the ORB Part I and Part II concerning non-automatic and automatic discharges overboard and record of manual sludge collection. Finally, it proposed a reviewed IBTS flow chart to replace the one now annexed to MEPC.1/Circ.511.

18.8 Following debate, the Sub-Committee agreed to refer documents DE 51/18/2 (IACS) and DE 51/18/3 (INTERTANKO) to the working group for further consideration.

Establishment of a working group

18.9 The Sub-Committee agreed to establish a working group and instructed it, taking into account the decisions, comments and proposals made in plenary, to:

- .1 finalize the draft amendments to MARPOL Annex I, concerning definitions for engine-room bilge water, oil residues (sludge), bilge water holding tanks and oil residues (sludge) holding tanks;
- .2 finalize the draft amendments to the IOPP Certificate Form A (Ships other than oil tankers) and Form B (Oil tankers);
- .3 consider the options on how to deal with incinerator capacity, taking into account document DE 51/18/3 and advise the Sub-Committee accordingly;
- .4 finalize the draft amendments to the Oil Record Book Part I and Part II, taking into account document DE 51/18/3;
- .5 finalize the draft Supplementary Guidelines on approval of bilge and sludge handling systems for compliance with the revised MARPOL Annex I;

- .6 finalize the draft amendments to the Revised Guidelines for systems handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS) (MEPC.1/Circ.511), taking into account documents DE 51/18/2 and DE 51/18/3; and
- .7 finalize the new draft MEPC circular on Harmonized implementation of the Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships, during the type-approval process.

Mandatory phase-out of oily water separators and oil discharge monitoring systems

18.10 The Sub-Committee considered document DE 51/18, informing it that MEPC 56 had considered a proposal for the mandatory phase-out of oily water separators and oil discharge monitoring systems complying with resolutions MEPC.60(33) and A.586(14) and, following discussion, referred documents MEPC 56/6/2 (United States) and MEPC 56/6/11 (India) to DE 51 and instructed it to examine, in the context of this agenda item and with a target completion date of 2009:

- .1 the practicalities and time scale for the proposed phase-out;
- .2 the possible upgrading of existing equipment and the development of an appropriate standard for such an upgrade; and
- .3 the need to address in-service maintenance issues for all pollution prevention equipment under MARPOL.

18.11 A considerable debate followed, which indicated that the majority of those who spoke expressed opposition to an early phase-out of pollution prevention equipment approved under the standards set out in resolutions MEPC.60(33) and A.586(14). Others were of the view that existing equipment complying with those standards could be upgraded at no great cost to the shipowner. Maintenance issues were also deemed to be of great importance for the reliable performance of such equipment. However, the point was made by a number of delegations that some shipping companies were already installing new equipment approved under the current resolutions MEPC.107(49) and MEPC.108(49) voluntarily, without being obliged to do so.

18.12 Following a proposal by the Chairman, the Sub-Committee, taking into account that the target completion of the issue was 2009, instructed the working group to consider, if time permitted given its workload, the practicalities and a possible timescale for the proposed phase-out of equipment approved under the standards set out in resolutions MEPC.60(33) and A.586(14); and invited Member Governments and interested organizations to submit relevant proposals to the next session of the Sub-Committee under the agenda item on "Any other business".

Electronic means to control oil discharges from ships

18.13 In view of the fact that this matter is closely related to the above issues, the Sub-Committee considered, under this agenda item, document DE 51/25/1, informing it that MEPC 56 had also considered a proposal by Dominica (MEPC 56/19/2 and MEPC 56/INF.4) to amend MARPOL Annex I with regard to electronic means to control oil discharges from ships, to address the international problem of illegal discharges of waste oil, and had instructed DE 51 to consider the matter under the agenda item on "Any other business" and to advise MEPC 57 accordingly.

18.14 The delegation of the United States advised that, while they had no objection to a shipowner installing such equipment as a tool, it should not be considered as a replacement for any part of the ORB. The officer in charge of the operation concerned and the master need to take responsibility for discharges from their vessel, and not abdicate it to a piece of equipment. The review and approval by signature of Oil Record Book entries by the officer in charge of the operation concerned and the review and approval by signature of oil record book pages by the vessel's master was an essential element of pollution prevention as articulated by MARPOL Annex I regulations 17 and 36. In the view of the delegation, any electronic logging system that did not include such review and approval by signature was not acceptable.

18.15 Having discussed the issue, the Sub-Committee agreed to advise the MEPC that, while there were no opposing views to the use of electronic means to control oil discharges on board ships, those means should not be intended as a replacement of the current Oil Record Book, which had proved to be an effective way of controlling illegal discharges, but rather as a supplement to it which could help reinforce compliance and should only be fitted voluntarily.

Report of the working group

18.16 Having received the report of the working group (DE 51/WP.3), the Sub-Committee approved it in general and, in particular:

- .1 having noted that the group was unable to discuss, due to lack of time, the practicalities and a possible time scale for a proposed phase-out of pollution prevention equipment approved under resolutions MEPC.60(33) and A.586(14), invited Member Governments and interested organizations to submit comments and proposals to DE 52 under the agenda item on "Any other business";
- .2 agreed to draft amendments to MARPOL Annex I, set out in annex 7, for submission to the MEPC for approval with a view to adoption;
- .3 agreed to draft amendments to the Supplement to the IOPP Certificate Forms A and B, set out in annex 8, for submission to the MEPC for approval with a view to adoption;
- .4 noted the views of the working group that the development of unified interpretations on the use of code letters in the Oil Record Book would be beneficial;
- .5 agreed to draft amendments to the Oil Record Book Parts I and II, set out in annex 9, for submission to the MEPC for approval with a view to adoption;
- .6 agreed to a draft MEPC circular on Supplementary guidelines on approval of bilge and sludge handling systems for compliance with MARPOL Annex I, set out in annex 10, for submission to the MEPC for approval;
- .7 agreed to a draft MSC/MEPC circular relating to the blanking of bilge discharge piping systems in port, set out in annex 11, for submission to the MSC and the MEPC for approval;

- .8 having noted the working group's concerns over the safety issues associated with the heating of oil residue (sludge) to a level likely to be above its flashpoint, as a method to reduce its water content, requested the FP Sub-Committee to consider the issue and provide advice to the MEPC accordingly;
- .9 agreed to a draft MEPC circular on Amendments to the Revised guidelines for systems handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS), set out in annex 12, for submission to the MEPC for approval; and
- .10 agreed to a draft MEPC circular on Harmonized implementation of the Revised guidelines and specifications for pollution prevention equipment for machinery spaces of ships during the type-approval process, set out in annex 13, for submission to the MEPC for approval.

Incinerator capacity

18.17 Further to the above decisions, the Sub-Committee noted that the working group could not reach a consensus decision with regard to incinerator capacity however, it had been able to reduce the four options, developed by the correspondence group (DE 51/18/1) to deal with the issue, to two, as follows:

- .1 delete Unified Interpretation 15.1.5 to regulation 12.1 of MARPOL Annex I, and do not set any minimum capacity for incinerators. With this proposal the recommended size of the oil residue (sludge) holding tank will be equal to the recommendation for ships with no incinerator; and
- .2 not to require any minimum capacity for incinerators and suggest to develop a Unified Interpretation for new ships which will give the possibility for reduction of the oil residue (sludge) tank capacity equal to the size of the incinerator capacity or other oil residue (sludge) reduction equipment. This solution will give the opportunity to install sludge reducing equipment and have some benefit of this in form of reduced tank capacity.

18.18 The Sub-Committee considered the request by the working group to decide on one of the two options above with the proviso that, if option 2 was selected, more time would be needed to address this issue.

18.19 Having debated the matter, the Sub-Committee selected option 1 as described in paragraph 18.17 and agreed to request the MEPC to revoke Unified Interpretation 15.1.5 to regulation 12.1 of MARPOL Annex I accordingly.

18.20 The Sub-Committee, however, noting that in the course of the discussion a number of delegations had shown a preference for option 2, as described in paragraph 18.17.2, agreed to inform the MEPC, for consideration and action as appropriate.

Completion of the work programme item

18.21 Since the work on the item has been completed, the Sub-Committee agreed to invite the MEPC to delete it from the work programme.

19 CARGO OIL TANK COATING AND CORROSION PROTECTION

19.1 The Sub-Committee recalled that DE 50 had established a correspondence group under the co-ordination of China and instructed it to further develop the draft new SOLAS regulation concerning mandatory coating of cargo oil tanks of new oil tankers proposed in document MSC 82/23/4 (Austria *et al*), taking into account documents DE 50/25/7 and DE 50/27/8 (Japan) and comments and proposals made at the session. DE 50 also agreed to further consider the development of an associated performance standard for cargo oil tank coating at this session.

Proposed new SOLAS regulation

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

- .1 DE 51/19 (report of the correspondence group, submitted by China), containing a draft new SOLAS regulation on corrosion protection of cargo oil tanks of crude oil tankers. With regard to the proposal by Japan (DE 50/25/7 and DE 50/25/8) that the use of corrosion-resistant steel should be explicitly accepted as a specific alternative, while the majority had been of the view that this would be allowed through the same procedure for approval as for other alternative options, the group had agreed to include the proposal in square brackets in the draft text for further consideration by the Sub-Committee; and
- .2 DE 51/19/2 (Japan), providing a proposal for the use of corrosion-resistant steel for corrosion prevention of cargo oil tanks of tankers, including draft SOLAS amendments (annex 1) based on the goal-based approach and an associated performance standard for corrosion-resistant steel for cargo oil tanks of oil tankers (annex 2).

19.3 The Sub-Committee also noted documents DE 51/INF.2 and DE 51/INF.4 (Japan), providing detailed technical information on the background of the proposed test procedures for prequalification and criteria for approval of corrosion resistant steel for corrosion prevention of cargo oil tanks of tankers and general and technical information on the use of corrosion resistant steel, in connection with document DE 51/19/2.

19.4 The Sub-Committee supported the draft SOLAS regulation proposed by the correspondence group (DE 51/19, annex) in principle, but agreed that further work on the draft regulation was necessary, in particular regarding verification procedures, equivalencies, exemption for ships carrying non-corrosive cargoes and alternative measures.

19.5 Consequently, the Sub-Committee, while agreeing that the draft regulation should be further considered at the next session, instructed the Working Group on Protective Coatings, established under agenda item 14 (see paragraph 14.6), if time permitted, to further develop the draft SOLAS regulation and submit the results of such development to the next session of the Sub-Committee as a second part of the report of the working group.

Performance standard for protective coatings for cargo oil tanks of crude oil tankers

19.6 The Sub-Committee considered the following documents:

- .1 DE 51/19/1 (BIMCO, CEFIC, ICS, OCIMF, INTERTANKO, INTERCARGO, IACS), presenting a new draft Performance standard for protective coatings for cargo oil tanks of crude oil tankers for application with the proposed draft new

SOLAS regulation, developed on the basis of the Performance standard for protective coatings for ballast tanks (PSPC) (resolution MSC.215(82)), which was modified to take into account differences between ballast and cargo tanks;

- .2 DE 51/19/3 (IPPIC), containing a number of detailed comments on the draft performance standard, mainly concerning the acidity in the bottom zone of coated crude oil cargo tanks;
- .3 DE 51/19/4 (Japan), proposing modifications to the draft performance standard regarding coating qualification test procedures and the temperature of the immersion test; and
- .4 DE 51/19/5 (China), enclosing detailed comments on the draft performance standard concerning scope of application, surface treatment after erection and test procedures.

19.7 The Sub-Committee supported the proposed draft Performance standard (DE 51/19/1), in principle, but agreed that further work was necessary, in particular regarding stripe coating and testing of alternative arrangements, taking also into account that the proposed test methods had so far not been tried.

19.8 Consequently, the Sub-Committee agreed to consider the draft Performance standard at the next session; and, in the meantime, instructed the Working Group on Protective Coatings, established under agenda item 14, if time permitted, to further develop the draft Performance standard, also taking into account documents DE 51/19/3, DE 51/19/4 and DE 51/19/5 and submit the outcome of the group to the next session of the Sub-Committee as a second part of the report of the working group (see paragraph 14.6.).

19.9 The observer from the European Commission noted that this issue had been raised at MSC 82, in 2006, as an urgent matter by 25 EU Member States, which means 25 IMO Member States, the EC and several industry partners. Due to procedural constraints it was not allowed to decide on this at MSC 82 and instead the issue was given to the DE Sub-Committee for consideration until 2009. Due to procedural constraints it was not allowed to give this task to the working group at DE 51 for finalization. Despite this, the working group was able to finalize the SOLAS amendments and the Performance Standard. Again, due to procedural constraints the working group was not allowed to offer this to plenary for forwarding to MSC and there would now be a wait until DE 52 next year for the Sub-Committee to agree to forward this to MSC. This could then only be to MSC 86 in the spring of 2009, but only if the Sub-Committee decided that this needed to be forwarded then as an urgent measure, otherwise this could only be done at MSC 87 in the spring of 2010. The amendments could then only be adopted by MSC 88 in the autumn of 2010. The observer, therefore, noted that this urgent issue, raised by many in IMO, could have been resolved at MSC 82 in 2006, but would now only be resolved in 2010, due to the procedural constraints that the IMO Membership had imposed upon itself. He stated that IMO had the opportunity to pro-actively prevent possible problems with double hull tankers, but that procedural constraints had delayed this by 4 years. In this period many double hull tankers would have been built. He requested the Sub-Committee to take note of this view and to act accordingly in its further consideration of requirements for corrosion protection of cargo tanks of tankers, in particular by considering this issue to be an urgent matter.

20 INTERPRETATION OF SOLAS REGULATIONS II-1/1.3 AND II-1/3-6

20.1 The Sub-Committee recalled that DE 50 had given preliminary consideration to interpretations of SOLAS regulation II-1/1.3, concerning the term “repairs, alterations and modifications of a major character”, and of SOLAS regulation II-1/3-6, concerning the applicability of the regulation to single-hull tankers being converted to double-hull tankers and the term “substantial new structures” proposed by IACS (MSC 82/7/1), and had noted the statement by the IACS observer that they would take into account the comments made when submitting relevant proposals to this session.

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

- .1 DE 51/20 (IACS), clarifying their position with regard to the applicability of the means of access requirements in SOLAS regulation II-1/3-6 to existing single hull tankers converting to a double hull arrangement and proposing a relevant interpretation to MSC/Circ.1176;
- .2 DE 51/20/1 (IACS), proposing in paragraph 3 an interpretation to SOLAS regulation II-1/1.3 concerning repairs, alterations and modifications of a major character, as already lined out in document MSC 82/7/1, and also suggesting that the extent of the application of SOLAS, MARPOL and LL requirements to conversions should be discussed in a holistic manner; and
- .3 DE 51/20/2 (Austria *et al*), suggesting to clarify the issue of the application of SOLAS chapter II-1 to conversions of single-hull tankers to double-hull tankers by considering such conversions to be modifications of major character.

Applicability of the means of access requirements in SOLAS regulation II-1/3-6 to existing single-hull tankers converting to a double-hull arrangement

20.3 The Sub-Committee, also noting that document DE 51/20/2 was supporting the IACS proposal in principle, agreed to the interpretation with regard to the applicability of the means of access requirements in SOLAS regulation II-1/3-6 to existing single-hull tankers converting to a double-hull arrangement proposed by IACS (DE 51/20, paragraph 5) and to the associated draft MSC circular on Interpretation of SOLAS regulations II-1/1.3 and II-1/3-6, set out in annex 14, for submission to MSC 85 for approval.

Interpretation of SOLAS regulation II-1/1.3 concerning repairs, alterations and modifications of a major character

20.4 The Sub-Committee considered the interpretation concerning repairs, alterations and modifications of a major character proposed by IACS (paragraph 3 of document DE 51/20/1) and, having agreed to the interpretation, decided to include it in the draft MSC circular referred to in paragraph 20.3 above.

Application of SOLAS chapter II-1 requirements for conversion of single-hull tankers to double-hull tankers

20.5 The Sub-Committee considered document DE 51/20/2 (Austria *et al*) and, with regard to:

- .1 the proposal that conversions of single-hull tankers to double-hull tankers should be regarded as modifications of a major character for the purposes of SOLAS chapter II-1 (paragraph 14.1 of document DE 51/20/2), agreed to the proposal and its inclusion in the draft MSC circular referred to in paragraph 20.3;

- .2 the proposal that new parts of such conversions, namely the newly built ballast and cargo tanks that did not exist before the conversion, should comply with SOLAS chapter II-1 requirements, unless specifically decided otherwise by IMO (paragraph 14.2 of document DE 51/20/2), concluded that this matter had been resolved by the interpretation of SOLAS regulation II-1/3-6 referred to in paragraph 20.3; and
- .3 the proposal that flag State Administrations should decide on a case-by-case basis which retrofitting requirements are to be fulfilled in the context of conversions of single-hull tankers to double-hull tankers (paragraph 14.3 of document DE 51/20/2), agreed to the proposal and its inclusion in the draft MSC circular referred to in paragraph 20.3.

20.6 The observer of ICS stated that they could not agree with the views put forward in document DE 51/20/2 that the conversion of a single-hull tanker to double-hull tanker substantially increases the life of the ship and should, consequently, be viewed as a major conversion. ICS recalled that during DE 50 they had expressed the opinion that such a conversion could not be taken as life extension, but rather as the reinstatement of life prematurely cut short by the imposition of MARPOL Annex I, regulation 13G, the phase-out of single-hull tankers carrying heavy oils. They further stressed that such a conversion could only result in increased strength, so should be treated favourably, and it should also be noted that it was the principle of the reasoning that ICS questioned, and not the need to apply current SOLAS requirements, to the extent found practical, to any new structure added.

Application of SOLAS, MARPOL and LL requirements to conversions

20.7 The Sub-Committee supported the proposal by IACS (DE 51/20/1) that the extent of the application of SOLAS, MARPOL and LL requirements to conversions should be discussed in a holistic manner and invited IACS to submit a proposal for a relevant new work programme item to the Committee, in accordance with the Guidelines on the organization and method of work.

20.8 The observer from IACS, noting the Sub-Committee's agreement to paragraph 14 of document DE 51/20/2, and in the context of the discussion of paragraph 8 of its document DE 51/20/1 regarding the need for the practical application of the requirements in the SOLAS, MARPOL and Load Line Conventions to conversions to be discussed in the Organization in an holistic manner, stated that in the absence of substantive progress being made on the latter, the principles in paragraph 14 of document DE 51/20/2 would not facilitate the practical, uniform and global implementation.

Completion of the work programme item

20.9 Since work on the item has been completed, the Sub-Committee invited the Committee to delete it from the Sub-Committee's work programme.

21 REVIEW OF SOLAS REQUIREMENTS ON NEW INSTALLATION OF MATERIALS CONTAINING ASBESTOS

21.1 The Sub-Committee recalled that DE 50 had included the item in the provisional agenda for this session, which had been approved by MSC 82 as a new work programme item, following a proposal by Japan (MSC 82/21/6) to delete from SOLAS regulation II-1/3-5.2 any exceptions allowing the installation of materials containing asbestos in order to prohibit the use of asbestos on all ships.

21.2 The Sub-Committee considered document DE 51/21 (Japan), proposing draft amendments to SOLAS regulation II-1/3-5.2, intended to prohibit all new installations of asbestos on board ships without exceptions, and following discussion, supported the proposal of Japan and agreed to draft amendments to SOLAS regulation II-1/3-5.2, set out in annex 15, for submission to MSC 85 for approval with a view to adoption at MSC 86.

21.3 The Sub-Committee agreed to draw the attention of the Committee to the fact that the prohibition of all new installations of asbestos on board ships might affect other IMO instruments which contain related provisions. Furthermore, noting that the proposed draft amendments might also impact on the Ship Recycling Convention currently under development, the Sub-Committee agreed to inform the MEPC accordingly.

21.4 Since work on the item has been completed, the Sub-Committee invited the Committee to delete it from the work programme.

22 CONSIDERATION OF IACS UNIFIED INTERPRETATIONS

22.1 The Sub-Committee recalled that this was a continuous item on its work programme, established by MSC 78 so that IACS could submit any newly developed or updated unified interpretations for the consideration of the Sub-Committee with a view to developing appropriate IMO interpretations.

Embarkation ladders at embarkation stations

22.2 The Sub-Committee considered document DE 51/22 (IACS), containing the text of IACS Unified Interpretation SC 215 which provides that ships fitted with non-davit launched liferafts as per SOLAS regulation III/16.1 are considered to have a minimum of one embarkation station on each side of the ship and, therefore, an embarkation ladder required for each embarkation station under regulation III/11.7 would necessitate that at least one embarkation ladder is to be provided to each side of the ship for those ships fitted with survival craft under regulation III/16.1.

22.3 The Sub-Committee supported the contents of the IACS Unified Interpretation and agreed to a draft MSC circular on Interpretation of SOLAS regulation III/16.1, set out in annex 16, for submission to MSC 85 for approval.

Application of the Performance standard for protective coatings (resolution MSC.215(82)) to tanks that are not dedicated solely to the carriage of seawater ballast

22.4 The Sub-Committee considered document DE 51/22/1 (IACS), where IACS was seeking clarification on the application of the Performance standard for protective coatings (PSPC) to tanks that are not dedicated solely to the carriage of seawater ballast and, in particular, to tanks in offshore supply vessels which normally transport brackish or fresh drilling water from shore to an offshore rig, but may, on occasion, be required to take on seawater ballast in these tanks for purposes of trim and stability. IACS was of the view that the PSPC should not be mandatory for such tanks since drilling water would, in this case, be considered as cargo even though these tanks may carry seawater as ballast in pre-defined circumstances (e.g., some tanks may be used for ballasting on the return journey) and offered to submit a relevant unified interpretation to the next session for consideration of the Sub-Committee.

22.5 The Sub-Committee agreed that there was a need for a unified interpretation on the issue and invited IACS to submit such interpretation to DE 52 for consideration, based on the understanding provided in document DE 51/22/1.

Means of embarkation enabling descent from a remotely located survival craft to the water

22.6 The Sub-Committee considered a submission by IACS (DE 51/22/2), referring to MSC.1/Circ.1243, prepared at DE 50 and approved by MSC 83, concerning means of embarkation enabling descent from a remotely located survival craft to the water in a controlled manner as per SOLAS regulation III/11.7, and requesting clarification whether the use of a knotted rope provides an acceptable means of embarkation.

22.7 Following the discussion, the Sub-Committee agreed that knotted rope was not an acceptable means of descent to the water in a controlled manner. In this context, a view was expressed that the use of knotted rope should not be specifically excluded since it could be used in an emergency if no other means of descent was available.

23 WORK PROGRAMME AND AGENDA FOR DE 52

Draft revised work programme and draft provisional agenda for DE 52

23.1 The Sub-Committee revised its work programme (DE 51/WP.6) based on that approved by MSC 83 (DE 51/2, annex) and, taking into account the progress made during this session, prepared the draft revised work programme and the draft provisional agenda for DE 52. While reviewing the work programme, the Sub-Committee agreed to invite the Committee and the MEPC, as appropriate, to:

- .1 delete the following work programme items, as work on them has been completed:
 - .1.1 item H.4 – Review of the SPS Code;
 - .1.2 item H.12 – Requirements and standard for corrosion protection of means of access arrangements;
 - .1.3 item H.14 – Guidelines for the approval of novel life-saving appliances;
 - .1.4 item H.15 – Review of MEPC.1/Circ.511 and relevant MARPOL Annex I and Annex VI requirements;
 - .1.5 item H.17 – Review of SOLAS requirements on new installation of materials containing asbestos; and
 - .1.6 item H.22 – Interpretation of SOLAS regulations II-1/1.3 and II-1/3-6;
- .2 include a new high-priority item on “Definition of the term ‘bulk carrier’”, with a target completion date of 2012, in the work programme and in the provisional agenda for DE 52;

- .3 extend the target completion date of the following work programme items:
 - .3.1 item H.1 – Amendments to resolution A.744(18), to 2009;
 - .3.2 item H.2 – Measures to prevent accidents with lifeboats, to 2010;
 - .3.3 item H.3 – Compatibility of life-saving appliances, to 2009;
 - .3.4 item H.6 – Test standards for extended service intervals of inflatable liferafts, to 2009;
 - .3.5 item H.7 – Amendments to the Guidelines for ships operating in Arctic ice-covered waters, to 2010;
 - .3.6 item H.8 – Revision of the Code on Alarms and Indicators, to 2009;
 - .3.7 item H.9 – Amendments to the MODU Code, to 2009;
 - .3.8 item H.11 – Guidelines for maintenance and repair of protective coatings, to 2009;
 - .3.9 item H.13 – Performance standards for recovery systems, to 2010; and
 - .3.10 item L.1 – Revision of resolution A.760(18), to 2010;
- .4 replace the number of sessions needed for completion of work programme item H.18 on “Development of a new framework of requirements for life-saving appliances” with a target completion date of 2012, as it has been selected for inclusion in the provisional agenda for DE 52;
- .5 replace the target completion date for work programme item H.5 on “Development of provisions for gas-fuelled ships” with two sessions needed for completion, as it will be retained in the work programme but has not been selected for inclusion in the provisional agenda for DE 52; and
- .6 renumber the work programme items accordingly.

23.2 The Committee was invited to approve the draft revised work programme and draft provisional agenda for DE 52, set out in annex 18.

High-level Action Plan of the Organization and priorities for the 2008-2009 biennium

23.3 The Sub-Committee noted the information on the status of the planned outputs of the High-level Action Plan of the Organization and priorities for the 2008-2009 biennium relevant to the Sub-Committee (DE 51/WP.6, annex 4).

Arrangements for the next session

23.4 The Sub-Committee established correspondence groups on the following subjects, due to report to DE 52:

- .1 life-saving appliances;

- .2 amendments to the Guidelines for ships operating in Arctic ice-covered waters;
- .3 guidelines for uniform operating limitations of high-speed craft;
- .4 guidance to ensure consistent policy for determining the need for watertight doors to remain open during navigation; and
- .5 amendments to resolution A.744(18).

23.5 The Sub-Committee agreed to establish at its next session working/drafting groups on the following subjects:

- .1 life-saving appliances;
- .2 amendments to the Guidelines for ships operating in Arctic ice-covered waters;
- .3 amendments to the MODU Code or safety recommendations for fishing vessels;
- .4 revision of the Code on Alarms and Indicators; and
- .5 cargo oil tank coating,

and also agreed that the Chairman, in consultation with the Secretariat, should undertake the final selection, taking into account the documentation submitted on the above subjects, and should inform the Sub-Committee accordingly in good time for the next meeting.

23.6 The Sub-Committee noted that its fifty-second session had been tentatively scheduled to take place from 16 to 20 March 2009.

23.7 Noting the close proximity between DE 52 (March 2009) and MSC 86 (May/June 2009), the Sub-Committee invited MSC 84 to agree that, in addition to its work programme and agenda for DE 53, the outcome of DE 52 on the following items should be urgent matters to be considered at MSC 86:

- .1 measures to prevent accidents with lifeboats;
- .2 revision of the Code on Alarms and Indicators;
- .3 amendments to the MODU Code;
- .4 guidelines for maintenance and repair of protective coatings; and
- .5 cargo oil tank coating and corrosion protection.

24 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2009

24.1 In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Mrs. Anneliese Jost (Germany) as Chairman and Mrs. Xiang Yang (China) as Vice-Chairman, both for 2009.

25 ANY OTHER BUSINESS

Safety recommendations for decked fishing vessels of less than 12 metres in length and undecked fishing vessels

25.1 The Sub-Committee noted that SLF 50 had prepared draft Safety recommendations for decked fishing vessels of less than 12 metres in length and undecked fishing vessels and referred the preamble, chapter 1 and other respective chapters of the consolidated text of the draft Safety recommendations to the COMSAR (chapter 9), DE (chapters 2, 4, 6 and 7), FP (chapter 9), NAV (chapter 10) and STW (chapters 8 and 12) Sub-Committees as well as the MSC/MEPC Working Group on Human Element (chapter 11) for consideration and reporting back to SLF 51 with their comments and proposals.

25.2 The Sub-Committee considered documents DE 51/25 and DE 51/25/Add.1 (Secretariat) indicating the text of the parts of the draft Safety recommendations to be reviewed and noted views that the sections on life-saving appliances such as immersion suits, lifeboats and liferafts were in places referring to provisions which had, in the meantime, been amended or had become obsolete, and that this matter needed further consideration.

25.3 The Sub-Committee, noting that the target completion date of the SLF Sub-Committee for the completion of the Safety Recommendations was 2010, agreed to consider the matter further at the next session and invited Member Governments and international organizations to submit relevant comments and proposals to DE 52 under the agenda item on “Any other business”.

25.4 The Sub-Committee requested the Secretariat to inform SLF 51 accordingly.

Codes, recommendations, guidelines and other non-mandatory instruments

25.5 The Sub-Committee noted that MSC 83, when considering the list of codes, recommendations, guidelines and other safety- and security-related non-mandatory instruments relating to the work of the Committee documents (MSC 82/18/1 and MSC 82/INF.12 consideration of which had been postponed from MSC 82 to MSC 83), had referred the detailed consideration of the list to the relevant sub-committees for the identification of those instruments which might be relevant in the context of the collection of information on the implementation of such instruments, also requesting them to provide an input on potential users and requirements of the data scheme to be established.

25.6 The Sub-Committee further noted that MSC 83 had noted in this connection that the Secretariat was developing a module of the IMO Global Integrated Shipping Information System (GISIS) on safety- and security-related non-mandatory requirements and recommendations, on the basis of MSC/Circ.815. When completed, the module could also contain information on the status of implementation of non-mandatory instruments to be kept updated by the Member States themselves using direct recording facilities. The module could also record, for each instrument, on a voluntary basis, the national legislation adopted for its implementation including the ability to upload its full text, the application criteria and the status of the instrument with regard to its amendments.

25.7 The Sub-Committee considered document DE 51/25/2 (Secretariat), containing at annex the list of codes, recommendations, guidelines and other non-mandatory instruments under the purview of the DE Sub-Committee, which the Sub-Committee has been requested to review by MSC 83.

25.8 In view of the length of the list attached to document DE 51/25/2, containing 156 non-mandatory instruments, and the above information regarding the further development of GISIS, the Sub-Committee agreed to support, in general, the development of a GISIS module on non-mandatory requirements and recommendations to be kept updated by the Secretariat, and invited individual Member States to use the GISIS reporting facilities to enter information on the implementation of those requirements and recommendations and to upload the corresponding national legislation, as deemed appropriate.

25.9 The Sub-Committee invited the Committee to note the above outcome on the matter.

Vague expression in SOLAS chapter II-1, Part C

25.10 The Sub-Committee recalled that DE 50 had considered a proposal by Germany (DE 50/25/3) for a unified interpretation of SOLAS regulation II-1/32.1, providing guidance for a relaxation of the explicit requirement for redundancy of safety valves for steam boiler and boiler feed systems and had not agreed to the proposed interpretation, but invited Member Governments and international organizations to submit further proposals on the matter to this session.

25.11 The Sub-Committee considered document DE 51/25/3 (United Kingdom), stating that, following consultation on this subject with the maritime industry, regulatory bodies, class associations and other relevant parties, in their view the wording of SOLAS regulation II-1/32.1 was clear, but that a relevant interpretation might be beneficial. Consequently, the Sub-Committee agreed to a draft MSC circular on Unified interpretation of SOLAS regulation II-1/32.1, as set out in annex 17, for submission to MSC 85 for approval.

Tenders on passenger ships

25.12 The Sub-Committee noted information by IACS (DE 51/INF.7) that, although a number of flag Administrations and some IACS members have developed and are applying their own specific requirements for the outfitting and operation of tenders on passenger ships, no international requirements addressing operational procedures and restrictions, performance standards, safety provisions or manning requirements for such tenders exist and that IACS intends, also taking into account that the level of safety offered to persons transported by tenders would appear to vary considerably, to submit a proposal, with suitable co-sponsorship, for a relevant new work programme item to MSC 84 for consideration.

Expressions of appreciation

25.13 The Sub-Committee expressed appreciation to the following delegates and observers and members of the Secretariat who are about to or have recently relinquished their duties, retired or were transferred to other duties, for their invaluable contribution to its work and wished them a long and happy retirement or, as the case might be, every success in their new duties:

- Admiral Miguel Davena (Brazil);
- Capt. Jan Janson (Finland); and
- Capt. Jan Erhardt (Germany);
- Captain Sam Wehr (United States).
- Mr. John De Rose (IACS); and
- Mr. Leroy Mayers (Secretariat)

26 GUIDANCE TO ENSURE CONSISTENT POLICY FOR DETERMINING THE NEED FOR WATERTIGHT DOORS TO REMAIN OPEN DURING NAVIGATION

26.1 The Sub-Committee noted that MSC 83 had instructed it to develop guidance for Administrations to ensure a consistent policy for determining the need for watertight doors to remain open during navigation when it is determined essential to the safe and effective operation of the ship's machinery or to permit passengers normally unrestricted access throughout the passenger area, in the context of the SLF Sub-Committee's work on guidance on the impact of open watertight doors on existing and new ships survivability.

26.2 The Sub-Committee considered documents DE 51/26 (Secretariat), giving background information on the item, and DE 51/26/1 (Sweden), clarifying the Committee's instructions with regard to the intent of the guidance to be prepared, namely that it should also include existing ships.

26.3 The Sub-Committee considered document DE 51/26/2 (Denmark, Norway, Sweden), stating that there is a need for restrictive application of the possibility to permit watertight doors to remain open during navigation, and that guidance is needed regarding operational provisions but also concerning the technical standard of watertight doors. Such guidance should include information regarding the design of new buildings and the technical standards for watertight doors; clear demonstration by the owner of the necessity to keep watertight doors open; analysis and criteria for the survivability of the ship with open watertight doors; and any indication, signs and documentation needed.

26.4 Having recognized the importance of the guidance for the survivability of new and existing ships, the Sub-Committee supported the proposals in document DE 51/26/2 as a good starting point for further consideration. Such guidance should not only concern instances in which watertight doors would be permitted to remain open, but should also include guidance on how and when watertight doors should be closed. In this context, the Sub-Committee noted that, while the SLF Sub-Committee would consider the survivability implications of the proposal, the DE Sub-Committee should deal with operational issues.

26.5 The delegation of the Bahamas informed the Sub-Committee that the Bahamas had developed relevant guidance for its shipowners which had been applied for a number of years, and would make it available for consideration in the correspondence group (see paragraph 26.6).

Establishment of a correspondence group

26.6 The Sub-Committee agreed to establish a correspondence group under the co-ordination of Sweden* and instructed it, taking into account documents DE 51/26/1 and DE 51/26/2 and comments and proposals made in plenary:

- .1 to develop guidance for Administrations to ensure a consistent policy for determining the need for watertight doors to remain open during navigation when

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it is considered essential to the safe and effective operation of the ship's machinery or to permit passengers normally unrestricted access throughout the passenger area, in the context of the SLF Sub-Committee's work on guidance on the impact of open watertight doors on existing and new ships survivability; and

.2 to submit a report to DE 52.

27 DEFINITION OF THE TERM "BULK CARRIER"

27.1 The Sub-Committee noted that MSC 83, noting that DE 50 had not been able to agree on a definition of the term "bulk carrier", had instructed it to further discuss and clarify such definition, taking into account the documents that had already been submitted on the issue to previous sessions of the Committee and the DE Sub-Committee (DE 50/25/1 (Secretariat), DE 50/25/4 (Chairman), DE 50/25/6 and MSC 81/8/3 (IACS) and DE 50/25/10 (United Kingdom)).

27.2 The Sub-Committee had for its consideration document DE 51/27 (Austria *et al*), resubmitting proposals previously submitted by the United Kingdom (DE 50/25/10), with the addition of new proposals intended to overcome certain objections raised during DE 50. It proposed to develop an MSC resolution interpreting the SOLAS definitions of bulk carrier; consequential amendments to SOLAS regulation XI-1/2; and consequential amendments to the relevant footnotes in SOLAS chapters IX and XII.

27.3 Following discussion, the Sub-Committee agreed to develop an MSC resolution interpreting the SOLAS definitions of "bulk carrier" and consequential amendments to SOLAS regulation XI-1/2, whereby any impact on the ongoing work of the Committee regarding the development of goal-based new ship construction standards for bulk carriers should be taken into account. In respect of the proposal for consequential amendments to the relevant footnotes in SOLAS chapters IX and XII, views were expressed that it would be better to harmonize the SOLAS requirements themselves instead of the footnotes.

27.4 The Sub-Committee requested a group of experts on the matter to develop, on the basis of document DE 51/27 and taking into account the aforementioned documents submitted on the issue to previous sessions of the Committee and the Sub-Committee, a draft MSC resolution interpreting the SOLAS definitions of "bulk carrier"; consequential draft amendments to SOLAS regulation XI-1/2; and consequential amendments to the relevant footnotes in SOLAS chapters IX and XII.

27.5 In debating, in general, on the report of the group (DE 51/WP.8), the Sub-Committee noted that the group had considered a draft resolution (DE 51/WP.8, annex 1) based on the existing resolution MSC.79(70) and the proposals made in document DE 51/27. There was broad support in the group for the general approach taken in the draft resolution with respect to interpreting the term "bulk carrier" as currently defined within SOLAS, and also agreement with the consequential need to establish a means of clarifying the requirements for situations where ships, either not of traditional "bulk carrier" form or not intended primarily to carry dry cargo in bulk, are used to carry such cargoes. This is reflected in the general framework of the draft resolution, which attempts to define the operational functions, etc., which lead to the bulk carrier designation and then defines specific ship types which may need to be excluded from the requirements as appropriate.

27.6 The Sub-Committee also noted that detailed discussion had taken place on consequential issues which might arise, particularly the difficulties encountered in the interpretation of the word “primarily”. The group was not able to come to a final consensus on such issues although there was general agreement that the sticking point was not so much the issue of defining bulk carriers of “traditional” form and operation, but rather how the definition could be structured to meet the needs of other ships which carry dry bulk cargo in bulk.

27.7 With respect to the carriage of such cargoes by ships not primarily intended for that purpose, the Sub-Committee noted operative paragraph 1.6 of the draft resolution which the group had agreed could possibly form the basis of a solution to this issue, subject to further development of the resolution by the Sub-Committee, noting that concern was raised by some delegations as to the application of the freeboard requirement as a defining parameter.

27.8 The Sub-Committee noted that, due to time constraints, the group had not been able to consider a possible amendment to SOLAS (DE 51/WP.8, annex 2) and consequential amendments to the relevant footnotes in SOLAS chapters IX and XII.

27.9 The delegation of Panama noted the progress made in the discussions on the definition of the term “bulk carrier”, but wished to reserve its position on the content of document DE 51/WP.8 and the decision by the Sub-Committee to accept a document drafted without reference to the procedures of the Organization.

27.10 The delegation of Malta wished to make it clear that interventions to ensure that procedures are adhered to must in no way be interpreted as trying to hinder progress. The delegation resented any attempt for interpretation in this regard and stated that, since they were not clear with regard to the decisions taken on this item, they were reserving their position on the so called working paper until the report on this item had been issued.

27.11 Noting the view of the group that further, more formal, work should be undertaken by the Sub-Committee to finalize this effort, the Sub-Committee agreed to invite the Committee to include the item on “Definition of the term ‘bulk carrier’” in the work programme of the Sub-Committee, with a target completion date of 2010, and in the provisional agenda for DE 52, whereby the draft MSC resolution on Revised interpretation of the term “bulk carrier” as defined in SOLAS regulation IX/1.6, as prepared by the group (DE 51/WP.8, annex 1) could serve as a basis for further consideration.

28 ACTION REQUESTED OF THE COMMITTEES

28.1 The Maritime Safety Committee, at its eighty-fourth session, is invited to:

- .1 note the progress made regarding the development of amendments to the ESP Guidelines (resolution A.744(18)) (paragraphs 3.3 to 3.6);
- .2 adopt the draft MSC resolution on Code of Safety for Special Purpose Ships, 2008 (paragraph 5.11 and annex 1);
- .3 note the outcome of the Sub-Committee’s work on the revision of the Code on Alarms and Indicators (paragraphs 6.4 and 6.5);
- .4 note the progress made on the development of amendments to the MODU Code, in particular the Sub-Committee’s decision to prepare a revised Code (paragraphs 7.3 to 7.12);

- .5 approve the draft MSC circular on Interim Recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear (paragraph 8.31 and annex 2);
- .6 note that the Sub-Committee requested ILAMA to report on the establishment of adequate global coverage of suitable lifeboat service providers, including co-ordination with non-ILAMA members, and on the availability of training for certification of service personnel (paragraph 8.34);
- .7 approve the draft amendments to the LSA Code with a view to subsequent adoption (paragraphs 8.35 and 9.9 and annex 3);
- .8 approve, in principle, the draft MSC resolution on Adoption of amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), for formal adoption in conjunction with the adoption of the draft amendments to the LSA Code referred to in subparagraph .7 above (paragraphs 8.36 and 9.9 and annex 4);
- .9 note the Sub-Committee's outcome regarding its work on lifeboat on-load release gear (paragraphs 8.37, 8.39.1 and 8.39.2);
- .10 approve the draft MSC circular on Guidance on wearing immersion suits in totally enclosed lifeboats (paragraph 9.11 and annex 5);
- .11 note the progress made on the development of guidelines on maintenance and repair of protective coatings and also that, in this context, the Sub-Committee noted the industry Guidelines for the implementation of the Performance standards for protective coatings (PSPC) adopted by resolution MSC.215(82), the application of which was found to be beneficial for Administrations, industry and other parties concerned (paragraphs 14.3 to 14.17);
- .12 approve the draft MSC circular on Guidelines for corrosion protection of permanent means of access arrangements (paragraph 15.6 and annex 6);
- .13 note the outcome of the Sub-Committee's work on guidelines for the approval of novel life-saving appliances, in particular the decision to develop relevant provisions when revising SOLAS chapter III under the work programme item "Development of a new framework of requirements for life-saving appliances" (paragraphs 17.3 and 17.4);
- .14 note the Sub-Committee's outcome regarding the definition of the term "bulk carrier" and that the Sub-Committee, having agreed that further work should be undertaken to finalize the matter, invited the Committee to include a relevant item in the work programme and the provisional agenda for DE 52 (section 27); and
- .15 approve the proposed revised work programme of the Sub-Committee and the provisional agenda for DE 52 (paragraph 23.2 and annex 18).

28.2 The Maritime Safety Committee, at its eighty-fifth session, is invited to:

- .1 note that the Sub-Committee's outcome regarding the development of provisions for gas-fuelled ships (paragraphs 4.5 to 4.8);

- .2 note the Sub-Committee's conclusion not to revisit the formula for determination of the required subdivision index R in SOLAS chapter II-1 (paragraph 8.23);
- .3 approve, subject to MEPC's concurrent decision, the draft MSC/MEPC circular on Blanking of bilge discharge piping systems in port, (paragraph 18.16.7 and annex 11);
- .4 approve the draft MSC circular on Interpretation of SOLAS regulations II-1/1.3 and II-1/3-6 (paragraphs 20.3 to 20.5 and annex 14);
- .5 approve the draft amendments to SOLAS regulation II-1/3-5.2, with a view to adoption at MSC 86 (paragraph 21.2 and annex 15);
- .6 note the view of the Sub-Committee that the prohibition of all new installations of asbestos on board ships might affect other IMO instruments which contain related provisions (paragraph 21.3);
- .7 approve the draft MSC circular on Interpretation of SOLAS regulation III/16.1 (paragraph 22.3 and annex 16);
- .8 note that the Sub-Committee, regarding the Committee's instruction to identify those non-mandatory instruments for which information on their implementation should be collected, supported, in general, the development of a GISIS module on non-mandatory requirements and recommendations to be kept updated by the Secretariat, and invited individual Member States to use the GISIS reporting facilities to enter information on the implementation of those requirements and recommendations and to upload the corresponding national legislation, as deemed appropriate (paragraph 25.8);
- .9 approve the draft MSC circular on Unified interpretation of SOLAS regulation II-1/32.1 (paragraph 25.11 and annex 17); and
- .10 approve the report in general.

28.3 The Marine Environment Protection Committee is invited to:

- .1 note that the Sub-Committee, with regard to the issue of a mandatory phase-out of oily water separators and oil discharge monitoring systems complying with resolutions MEPC.60(33) and A.586(14), had invited Member Governments and interested organizations to submit comments and proposals to DE 52 under the agenda item on "Any other business" (paragraph 18.16.1);
- .2 concur with the view of the Sub-Committee that, with regard to the issue of electronic means to control oil discharges from ships, while the use of electronic means to control oil discharges on board ships should be possible, those means should not be intended as a replacement of the current Oil Record Book, which had proved to be an effective way of controlling illegal discharges, but rather as a supplement to it, which could help reinforce compliance, and should only be fitted voluntarily (paragraph 18.15);
- .3 approve draft amendments to MARPOL Annex I with a view to subsequent adoption (paragraph 18.16.2 and annex 7);

- .4 approve draft amendments to the Supplement to the IOPP Certificate Forms A and B with a view to subsequent adoption (paragraph 18.16.3 and annex 8);
- .5 note that the Sub-Committee had noted views that the development of unified interpretations on the use of code letters in the Oil Record Book would be beneficial (paragraph 18.16.4);
- .6 approve draft amendments to the Supplement to the Oil Record Book Parts I and II with a view to subsequent adoption (paragraph 18.16.5 and annex 9);
- .7 approve the draft MEPC circular on Supplementary guidelines on approval of bilge and sludge handling systems for compliance with MARPOL Annex I (paragraph 18.16.6 and annex 10);
- .8 approve the draft MEPC circular on Supplementary guidelines on approval of bilge and sludge handling systems for compliance with MARPOL Annex I (paragraph 18.16.6 and annex 10);
- .9 approve the draft MSC/MEPC circular on Blanking of bilge discharge piping systems in port, subject to MSC's concurrent decision (paragraph 18.16.7 and annex 11);
- .10 note that the Sub-Committee has requested the FP Sub-Committee to consider the issue of safety issues associated with the heating of oil residue (sludge) to a level likely to be above its flashpoint as a method to reduce its water content, and provide advice to the MEPC accordingly (paragraph 18.16.8);
- .11 approve the draft MEPC circular on Amendments to the Revised guidelines for systems handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS) (paragraph 18.16.9 and annex 12);
- .12 approve the draft MEPC circular on Harmonized implementation of the Revised guidelines and specifications for pollution prevention equipment for machinery spaces of ships during the type-approval process (paragraph 18.16.10 and annex 13);
- .13 revoke Unified Interpretation 15.1.5 to regulation 12.1 of MARPOL Annex I (paragraph 18.19);
- .14 consider the development of a unified interpretation for new ships which will give the possibility for reduction of the oil residue (sludge) tank capacity equal to the size of the incinerator capacity or other oil residue (sludge) reduction equipment (paragraph 18.20); and
- .15 note the view of the Sub-Committee that the draft amendments to SOLAS regulation II-1/3-5.2 agreed at the session, prohibiting all new installations of asbestos on board ships without exceptions, might impact on the Ship Recycling Convention currently under development (paragraph 21.3).

ANNEX 1**DRAFT MSC RESOLUTION****ADOPTION OF THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008**

THE MARITIME SAFETY COMMITTEE,

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

NOTING that specialized types of ships with unusual design and operational characteristics may differ from those of conventional merchant ships subject to the International Convention for the Safety of Life at Sea, 1974 (hereafter referred to as the “1974 SOLAS Convention”),

ALSO NOTING that, by virtue of the specialized nature of the work undertaken by these ships, special personnel are carried, who are neither crew members nor passengers as defined in the 1974 SOLAS Convention,

RECOGNIZING that certain safety standards supplementing those of the 1974 SOLAS Convention may be required for special purpose ships,

NOTING FURTHER that the Assembly, at its thirteenth session, adopted, by resolution A.534(13), the Code of Safety for Special Purpose Ships and authorized the Committee to amend the Code as necessary,

1. ADOPTS the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code), the text of which is set out in the Annex to the present resolution, as an amendment to the Code adopted by the Assembly by resolution A.534(13);
2. DETERMINES that the 2008 SPS Code supersedes the SPS Code adopted by resolution A.534(13) for special purpose ships certified on or after [... May 2008].
3. INVITES all Contracting Governments to the 1974 SOLAS Convention to take appropriate steps to give effect to the present Code as soon as possible;
4. REQUESTS the Assembly to endorse the action taken by the Maritime Safety Committee.

ANNEX

CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008

CONTENTS

Chapter	1	General
Chapter	2	Stability and subdivision
Chapter	3	Machinery installations
Chapter	4	Electrical installations
Chapter	5	Periodically unattended machinery spaces
Chapter	6	Fire protection
Chapter	7	Dangerous goods
Chapter	8	Life-saving appliances
Chapter	9	Radio communications
Chapter	10	Safety of navigation
Chapter	11	Security
Appendix		Form of safety certificate for special purpose ships

PREAMBLE

1 The Maritime Safety Committee, at its [eighty-fourth session], revised the Code of Safety for Special Purpose Ships (SPS Code) adopted by resolution A.534(13) to bring it up to date with amendments to SOLAS and to extend the voluntary application of the revised Code to include training ships, whether or not covered by the application requirements of SOLAS.

2 The Code has been developed to provide an international standard of safety for special purpose ships of new construction, the application of which will facilitate operation of such ships and result in a level of safety for the ships and their personnel equivalent to that required by the International Convention for the Safety at Life of Sea, 1974.

3 For the purposes of this Code, a special purpose ship is a ship of not less than 500 gross tonnage which carries more than 12 special personnel, i.e., persons who are specially needed for the particular operational duties of the ship and are carried in addition to those persons required for the normal navigation, engineering and maintenance of the ship or engaged to provide services for the persons carried on board.

4 Because special personnel are expected to be able bodied with a fair knowledge of the layout of the ship and have received some training in safety procedures and the handling of the ship's safety equipment, the special purpose ships on which they are carried need not be considered or treated as passenger ships.

5 In developing the safety standards for this Code it has been necessary to consider:

- .1 the number of special personnel being carried; and
- .2 the design and size of the ship in question.

6 While the Code has been developed for new ships of 500 gross tonnage and above, Administrations may also consider the application of the provisions of the Code to ships of lesser tonnage. The term "new ship" has not been defined in order to give any Administration discretion to decide the effective date of entry into force.

7 For facilitating the operation of special purpose ships, this Code provides for a certificate, called a Special Purpose Ship Safety Certificate, which should be issued to every special purpose ship. Where a special purpose ship is normally engaged on international voyages as defined in SOLAS it should, in addition, also carry SOLAS safety certificates, either:

- .1 for a passenger ship with a SOLAS Exemption Certificate; or
- .2 for a cargo ship with a SOLAS Exemption Certificate, where necessary,

as the Administration deems appropriate.

8 Noting that the Code may be readily applied to some ships that carry special personnel on board to which SOLAS does not apply, the Maritime Safety Committee invites Administrations to apply the standards of the Code to such ships to the extent deemed reasonable and practicable.

CHAPTER 1

GENERAL

1.1 The purpose of the Code is to recommend design criteria, construction standards and other safety measures for special purpose ships.

1.2 Application

1.2.1 Except as provided in 8.3, the Code applies to every special purpose ship of not less than 500 gross tonnage certified on or after [...May 2008]. The Administration may also apply these provisions as far as reasonable and practicable to special purpose ships of less than 500 gross tonnage and to special purpose ships constructed before [... May 2008].

1.2.2 This Code does not apply to ships meeting the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code).

1.2.3 The Code is not intended for ships used to transport and accommodate industrial personnel that are not working on board.

1.3 Definitions

1.3.1 For the purpose of this Code, the definitions given hereunder apply. For terms used, but not defined in this Code, the definitions as given in SOLAS apply.

1.3.2 “Breadth (B)” means the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material. The breadth (B) should be measured in metres.

1.3.3 “Crew” means all persons carried on board the ship to provide navigation and maintenance of the ship, its machinery, systems and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

1.3.4 “IMDG Code” means the International Maritime Dangerous Goods Code, adopted by the Maritime Safety Committee by resolution MSC.122(75), as amended.

1.3.5 “Length (L)” means 96% of the total length on a waterline of 85% at the least moulded depth measured from the top of the keel, or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel, the waterline on which this length is measured should be parallel to the designed waterline. The length (L) should be measured in metres.

1.3.6 “LSA Code” means the International Life-Saving Appliance Code, adopted by the Maritime Safety Committee by resolution MSC.48(66), as amended.

1.3.7 “Organization” means the International Maritime Organization.

1.3.8 “Passenger” means every person other than:

- .1 the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and
- .2 a child under one year of age.

1.3.9 “Permeability” in relation to a space is the ratio of the volume within that space which is assumed to be occupied by water to the total volume of that space.

1.3.10 “SOLAS” means the International Convention for the Safety of Life at Sea, 1974, as amended.

1.3.11 “Special personnel” means all persons who are not passengers or members of the crew or children of under one year of age and who are carried on board in connection with the special purpose of that ship or because of special work being carried out aboard that ship. Wherever in this Code the number of special personnel appears as a parameter, it should include the number of passengers carried on board which may not exceed 12.

Special personnel are expected to be able bodied with a fair knowledge of the layout of the ship and to have received some training in safety procedures and the handling of the ship’s safety equipment before leaving port and include the following:

- .1 scientists, technicians and expeditionaries on ships engaged in research, non-commercial expeditions and survey;
- .2 personnel engaging in training and practical marine experience to develop seafaring skills suitable for a professional career at sea. Such training should be in accordance with a training programme approved by the Administration;
- .3 personnel who process the catch for fish, whales or other living resources of the sea on factory ships not engaged in catching;
- .4 salvage personnel on salvage ships, cable-laying personnel on cable-laying ships, seismic personnel on seismic survey ships, diving personnel on diving support ships, pipe-laying personnel on pipe layers and crane operating personnel on floating cranes; and
- .5 other personnel similar to those referred to in .1 to .4 who, in the opinion of the Administration, may be referred to this group.

1.3.12 “Special purpose ship”¹ means a mechanically self-propelled ship which by reason of its function carries on board more than 12 special personnel².

1.3.13 “Training programme” means a defined course of instruction and practical experience in all aspects of ship operations, similar to the basic safety training as offered by the maritime institutions in the country of the Administration.

1.4 Exemptions

A ship which is not normally engaged as a special purpose ship and which undertakes an exceptional single voyage as a special purpose ship may be exempted by the Administration from the provisions of this Code, provided that it complies with safety requirements which in the opinion of the Administration are adequate for the voyage which is to be undertaken by the ship.

1.5 Equivalentents

1.5.1 Where the Code requires that a particular fitting, material, appliance, apparatus, item of equipment or type thereof should be fitted or carried in a unit, or that any particular provision should be made, or any procedure or arrangement should be complied with, the Administration may allow any other fitting, material, appliance, apparatus, item of equipment or type thereof to be fitted or carried, or any other provision, procedure or arrangement to be made in that unit, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance, apparatus, item of equipment or type thereof or that any particular provision, procedure or arrangement is at least as effective as that required by the Code.

1.5.2 When an Administration so allows any fitting, material, appliance, apparatus, item of equipment or type thereof, or provision, procedure, arrangement, novel design or application to be substituted hereafter, it should communicate to the organization the particulars thereof, together with a report on the evidence submitted, so that the organization may circulate the same to other Governments for the information of their officers.

1.6 Surveys

Every special purpose ship should be subject to the surveys specified for cargo ships, other than tankers, in SOLAS, which should cover the provisions of this Code.

1.7 Certification

1.7.1 A certificate may be issued after survey in accordance with 1.6 either by the Administration or by any person or organization duly authorized by it. In every case the Administration assumes full responsibility for the certificate.

1.7.2 The certificate should be drawn up in the official language of the issuing country in the form corresponding to the model given in the appendix to the Code. If the language used is neither English nor French, the text should include a translation into one of these languages.

¹ Some sail training ships may be classified by the Administration as “not propelled by mechanical means” if fitted with mechanical propulsion for auxiliary and emergency purposes.

² Where a ship carries more than 12 passengers, as defined in SOLAS, the ship should not be considered a special purpose ship as it is a passenger ship as defined by SOLAS.

1.7.3 The duration and validity of the certificate should be governed by the respective provisions for cargo ships in SOLAS.

1.7.4 If a certificate is issued for a special purpose ship of less than 500 gross tonnage, this certificate should indicate to what extent relaxations in accordance with 1.2 were accepted.

CHAPTER 2

STABILITY AND SUBDIVISION

2.1 The intact stability of special purpose ships should comply with the provisions of section 2.5 of Part B of the 2007 Intact Stability Code.

2.2 The subdivision and damage stability of special purpose ships should in general be in accordance with SOLAS chapter II-1 where the ship is considered a passenger ship, and special personnel are considered passengers, with an R-value calculated in accordance with SOLAS regulation II-1/6.2.3 as follows:

- .1 where the ship is certified to carry 240 persons or more, the R-value is assigned as R;
- .2 where the ship is certified to carry not more than 60 persons, the R-value is assigned as 0.8R; and
- .3 for more than 60 (but not more than 240) persons, the R-value should be determined by linear interpolation between the R-values given in 2.2.1 and 2.2.2 above.

2.3 For special purpose ships to which 2.2.1 applies, the requirements of SOLAS regulations II-1/8 and II-1/8-1 and of SOLAS chapter II-1, parts B-2, B-3 and B-4, should be applied as though the ship is a passenger ship and the special personnel are passengers. However, SOLAS regulations II-1/14 and II-1/18 are not applicable.

2.4 For special purpose ships to which 2.2.2 or 2.2.3 applies, except as provided in 2.5, the provisions of SOLAS chapter II-1, parts B-2, B-3 and B-4, should be applied as though the ship is a cargo ship and the special personnel are crew. However, SOLAS regulations II-1/8 and II-1/8-1 need not be applied and SOLAS regulations II-1/14 and II-1/18 are not applicable.

2.5 All special purpose ships should comply with SOLAS regulations II-1/9, II-1/13, II-1/19, II-1/20, II-1/21 and II-1/35-1, as though the ship is a passenger ship.

CHAPTER 3

MACHINERY INSTALLATIONS

3.1 Subject to 3.2, the requirements of part C of chapter II-1 of SOLAS should be met.

3.2 **Steering gear**

All installations should be in accordance with regulation 29 of part C of chapter II-1 of SOLAS, except that installations in special purpose ships carrying not more than 240 persons on board should, when applicable, be in accordance with regulation 29.6.1.2 and installations in special purpose ships carrying more than 240 persons on board should, when applicable, be in accordance with regulation 29.6.1.1.

CHAPTER 4

ELECTRICAL INSTALLATIONS

4.1 Subject to 4.2 and 4.3, the requirements of part D of chapter II-1 of SOLAS should be met.

4.2 **Emergency source of power**

4.2.1 Installations in special purpose ships carrying not more than 60 persons on board should be in accordance with regulation 43 of part D of chapter II-1 of SOLAS and in addition special purpose ships of more than 50 m in length should meet the requirements of regulation 42.2.6.1 of that part.

4.2.2 Installations in special purpose ships carrying more than 60 persons on board should be in accordance with regulation 42 of part D of chapter II-1 of SOLAS.

4.3 **Precautions against shock, fire and other hazards of electrical origin**

4.3.1 All installations should be in accordance with regulation 45.1 to 45.10 inclusive of part D of chapter II-1 of SOLAS.

4.3.2 Installations on special purpose ships carrying more than 60 persons on board should also be in accordance with regulation 45.11 of part D of chapter II-1 of SOLAS.

CHAPTER 5

PERIODICALLY UNATTENDED MACHINERY SPACES

5.1 Subject to 5.2, the requirements of part E of chapter II-1 of SOLAS other than regulation 46, should be met.

5.2 **Special purpose ships carrying more than 240 persons on board**

Special purpose ships carrying more than 240 persons on board should be specially considered by the Administration as to whether or not their machinery spaces may be periodically unattended, and, if so, whether additional requirements to those stipulated in this chapter are necessary to achieve equivalent safety to that of normally attended machinery spaces.

CHAPTER 6

FIRE PROTECTION

6.1 For ships carrying more than 240 persons on board, the requirements of chapter II-2 of SOLAS for passenger ships carrying more than 36 passengers should be applied.

6.2 For ships carrying more than 60 (but not more than 240), persons on board the requirements of chapter II-2 of SOLAS for passenger ships carrying not more than 36 passengers should be applied.

6.3 For ships carrying not more than 60 persons on board the requirements of chapter II-2 of SOLAS for cargo ships should be applied.

CHAPTER 7

DANGEROUS GOODS

7.1 Special purpose ships sometimes carry a wide range of dangerous goods classified in accordance with the IMDG Code, for use in scientific or survey work or a variety of other applications. However, these dangerous goods are often carried as ships' stores and are used on board and, therefore, they are not subject to the provisions of the IMDG Code. However, dangerous goods that are carried on board for shipment as cargo and are not used on board, are clearly subject to the provisions of the IMDG Code.

7.2 Notwithstanding the fact that the IMDG Code does not apply to dangerous goods, carried as ships' stores and are used on board it contains provisions that are relevant to their safe stowage, handling and carriage on special purpose ships. The IMDG Code also contains requirements for electrical equipment, wiring, fire-fighting equipment, ventilation, smoking provisions and requirements for any special equipment. Some of the provisions are general and apply to all classes of dangerous goods, whilst others are specific, e.g., Class 1 Explosives.

7.3 Therefore, it is important to take into account the appropriate provisions of the IMDG Code when planning to carry dangerous goods, so that the relevant provisions can be taken into account to ensure appropriate construction, loading, stowage, segregation and carriage provisions are put into place.

7.4 Although the IMDG Code does not apply to ships' stores, the master and persons on board the ship responsible for the use of ships' stores should be aware of the provisions of the IMDG Code and should apply them as best practice whenever possible.

7.5 The issues of stowage, personal protection and emergency procedures when dangerous goods are in use, and the subsequent stowage of opened dangerous goods, should be addressed through a formal safety assessment. In addition to the IMDG Code, to carry out such a formal safety assessment, suppliers and safety data sheets for the dangerous goods should also be consulted.

7.6 The provisions of the IMDG Code are based on intact and unopened packaging and the removal of explosive articles or substances from a complete pack may invalidate its IMDG Code classification. This aspect should be taken into account when carrying out the formal safety assessment to ensure an equivalent level of safety is maintained when dangerous goods remain after use.

CHAPTER 8

LIFE-SAVING APPLIANCES

8.1 The requirements of chapter III of SOLAS should be applied with the specifications given hereunder.

8.2 A special purpose ship carrying more than 60 persons on board should comply with the requirements contained in chapter III of SOLAS for passenger ships engaged in international voyages which are not short international voyages.

8.3 Notwithstanding the provisions of 8.2, a ship carrying more than 60 persons on board may in lieu of meeting the requirements of regulations 21.1.1 of chapter III of SOLAS comply with the requirements of regulation 21.1.5 of chapter III of SOLAS, including the provision of at least two rescue boat(s) in accordance with regulation 21.2.1 of chapter III.

8.4 A special purpose ship carrying not more than 60 persons on board should comply with the requirements contained in chapter III of SOLAS for cargo ships other than tankers. Such ships may however carry life-saving appliances in accordance with 8.2 if they comply with the subdivision requirements for ships carrying more than 60 persons.

8.5 Regulation 2 and paragraphs 19.2.3, 21.1.2, 21.1.3, 31.1.6 and 31.1.7 of chapter III of SOLAS and the requirements of 4.8 and 4.9 of the LSA Code are not applicable to special purpose ships.

8.6 Where in chapter III of SOLAS the term “passenger” is used, it should be read to mean “special personnel” for the purpose of this Code.

CHAPTER 9

RADIOCOMMUNICATIONS

Notwithstanding the right of the Administration to impose requirements higher than those specified herein, special purpose ships should comply with the requirements for cargo ships of chapter IV of SOLAS.

CHAPTER 10

SAFETY OF NAVIGATION

All special purpose ships should comply with the requirements of chapter V of SOLAS.

CHAPTER 11

SECURITY

All special purpose ships should comply with the requirements of chapter XI-2 of SOLAS.

APPENDIX

Form of Safety Certificate for Special Purpose Ships
SPECIAL PURPOSE SHIP SAFETY CERTIFICATE

This Certificate should be supplemented by a Record of Equipment (Form SPS)

(Official seal)

(State)

Issued in compliance with the provisions of the
CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008
as adopted by resolution MSC...(…)

under the authority of the Government of

(name of the State)

by

(person or organization authorized)

Particulars of ship*

Name of ship

Distinctive number or letters

Port of registry

Gross tonnage

Sea areas in which ship is certificated
to operate (SOLAS regulation IV/2)

IMO number

Ship's special purpose

Date on which keel was laid or ship was of a similar
stage of construction or, where applicable, date on
which work for a conversion or an alteration or
modification of a major character was commenced

* *Alternatively, the particulars of the ship may be placed horizontally in boxes.*

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the provisions of 1.6 of the Code.
- 2 That the survey showed that:
 - 2.1 the ship complied with the provisions of the Code as regards:
 - .1 the structure, main and auxiliary machinery, boilers and other pressure vessels;
 - .2 the watertight subdivision arrangements and details;
 - 2.2 the ship complied with the provisions of the Code as regards structural fire protection, fire safety systems and appliances and fire control plans;
 - 2.3 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the provisions of the Code;
 - 2.4 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the provisions of the Code;
 - 2.5 the ship complied with the provisions of the Code as regards radio installations;
 - 2.6 the functioning of the radio installations used in life-saving appliances complied with the provisions of the Code;
 - 2.7 the ship complied with the provisions of the Code as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;
 - 2.8 the ship was provided with lights, shapes, means of making sound signals and distress signals, in accordance with the provisions of the Code and the International Regulations for Preventing Collisions of Sea in force;
 - 2.9 in all other respects the ship complied with the relevant provisions of the Code.
- 3 That an Exemption Certificate has/has not* been issued.

* *Delete as appropriate.*

- 4 That the ship has/has not* been provided with certificates issued under SOLAS, as amended.

This certificate is valid until

Completion date of the survey on which this certificate is based (dd/mm/yyyy):

Issued at
(Place of issue of certificate)

.....
(Date of issue)

.....
(Signature of authorized official
issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

* *Delete as appropriate.*

**ENDORSEMENT FOR ANNUAL SURVEYS RELATING TO HULL, MACHINERY
AND EQUIPMENT REFERRED TO IN SECTION 2.1 OF THIS CERTIFICATE**

THIS IS TO CERTIFY that at a survey required by 1.6 of the Code, the ship was found to comply with the relevant provisions of the Code.

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

**ENDORSEMENT FOR ANNUAL AND PERIODICAL SURVEYS RELATING TO
LIFE-SAVING APPLIANCES AND OTHER EQUIPMENT REFERRED TO
IN SECTIONS 2.2, 2.3, 2.4, 2.6, 2.7, 2.8 AND 2.9
OF THIS CERTIFICATE**

THIS IS TO CERTIFY that at a survey required by 1.6 of the Code, the ship was found to comply with the relevant provisions of the Code.

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual/periodical* survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual/periodical* survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

* *Delete as appropriate.*

**ENDORSEMENT FOR PERIODICAL SURVEYS RELATING TO RADIO
INSTALLATIONS REFERRED TO IN SECTION 2.5 OF THIS CERTIFICATE**

THIS IS TO CERTIFY that at a survey required by 1.6 of the Code, the ship was found to comply with the relevant provisions of the Code:

Periodical survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Periodical survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Periodical survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

ENDORSEMENT FOR THE EXTENSION OF THE CERTIFICATE

The ship complies with the relevant provisions of the Code, and this Certificate should, in accordance with 1.7.3, be accepted as valid until

Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

ANNEX

**Record of Equipment for the Special Purpose Ship Safety Certificate
(Form SPS)**

This Record should be permanently attached to the
Special Purpose Ship Safety Certificate.

RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE
CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS

1 Particulars of ship

Name of ship

Distinctive number or letters

Number of persons on board (including passengers)
for which certified

Minimum number of persons on board with required qualifications to operate
the radio installations

2 Details of life-saving appliances

1	Total number of persons for which life-saving appliances are provided	.....
		Port side	Starboard side
2	Total number of lifeboats	.....	.....
2.1	Total number of persons accommodated by them	.....	.....
2.2	Number of partially enclosed lifeboats (regulation III/31 and LSA Code, section 4.6)	.....	.....
2.3	Number of self-righting partially enclosed lifeboats (regulation III/31 and LSA Code, section 4.8)	.....	.....
2.4	Number of totally enclosed lifeboats (regulation III/31 and LSA Code, section 4.9)	.....	.....
2.5	Other lifeboats	.....	.....
2.5.1	Number	.....	.....
2.5.2	Type	.....	.....

3	Number of motor lifeboats (included in the total lifeboats shown above)	.....
3.1	Number of lifeboats fitted with searchlights	.....
4	Number of rescue boats	.....
4.1	Number of boats which are included in the total lifeboats shown above	.....
5	Liferafts	.....
5.1	Those for which approved launching appliances are required	.....
5.1.1	Number of liferafts	.....
5.1.2	Number of persons accommodated by them	.....
5.2	Those for which approved launching appliances are not required	.....
5.2.1	Number of liferafts	.....
5.2.2	Number of persons accommodated by them	.....
6	Buoyant apparatus	.....
6.1	Number of apparatus	.....
6.2	Number of persons capable of being supported	.....
7	Number of lifebuoys	.....
8	Number of lifejackets	.....
9	Immersion suits	.....
9.1	Total number	.....
9.2	Number of suits complying with the requirements for lifejackets	.....
10	Number of thermal protective aids*	.....
11	Radio installations used in life-saving appliances	.....
11.1	Number of radar transponders	.....
11.2	Number of two-way VHF radiotelephone apparatus	.....

* Excluding those required by the LSA Code 4.1.5.1.24, 4.4.8.31 and 5.1.2.2.13.

3 Details of radio facilities

Item	Actual provision
1 Primary systems
1.1 VHF radio installation
1.1.1 DSC encoder
1.1.2 DSC watch receiver
1.1.3 Radiotelephony
1.2 MF radio installation
1.2.1 DSC encoder
1.2.2 DSC watch receiver
1.2.3 Radiotelephony
1.3 MF/HF radio installation
1.3.1 DSC encoder
1.3.2 DSC watch receiver
1.3.3 Radiotelephony
1.3.4 Direct-printing radiotelegraphy
1.4 Inmarsat ship earth station
2 Secondary means of alerting
3 Facilities for reception of maritime safety information
3.1 NAVTEX receiver
3.2 EGC receiver
3.3 HF direct-printing radiotelegraph receiver
4 Satellite EPIRB
4.1 COSPAS-SARSAT
4.2 Inmarsat
5 VHF EPIRB
6 Ship's radar transponder

4 Methods used to ensure availability of radio facilities (SOLAS regulations IV/15.6 and 15.7)

- 4.1 Duplication of equipment
- 4.2 Shore-based maintenance
- 4.3 Of-sea maintenance capability

5 Details of navigational systems and equipment

Item	
1.1	Standard magnetic compass*
1.2	Spare magnetic compass*
1.3	Gyro compass*
1.4	Gyro compass heading repeater*
1.5	Gyro compass bearing repeater*
1.6	Heading or track control system*
1.7	Pelorus or compass bearing device*
1.8	Means of correcting heading and bearings
1.9	Transmitting heading device (THD)*
2.1	Nautical charts/Electronic chart display and information system (ECDIS)**
2.2	Back up arrangements for ECDIS
2.3	Nautical publications
2.4	Back up arrangements for electronic nautical publications
3.1	Receiver for a global navigation satellite system/terrestrial radionavigation system, **
3.2	9 GHz radar*
3.3	Second radar (3 GHz/ 9 GHz)***
3.4	Automatic radar plotting aid (ARPA)*
3.5	Automatic tracking aid*
3.6	Second automatic tracking aid*
3.7	Electronic plotting aid*
4	Automatic identification system (AIS)
5.1	Voyage data recorder (VDR)**
5.2	Simplified voyage data recorder (S-VDR)**
6.1	Speed and distance measuring device (through the water)*
6.2	Speed and distance measuring device (over the ground in the forward and athwartship direction)*
6.3	Echo sounding device*
7.1	Rudder, propeller, thrust, pitch and operational mode indicator*
7.2	Rate of turn indicator*
8	Sound reception system*
9	Telephone to emergency steering position*
10	Daylight signalling lamp*
11	Radar reflector*
12	International Code of Signals
13	IAMSAR Manual, Volume III

* Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means, they shall be specified.

** Delete as appropriate.

THIS IS TO CERTIFY that this Record is correct in all respects

Issued at
(Place of issue of the Record)

.....
(Date of issue)

.....
(Signature of duly authorized official
issuing the Record)

(Seal or stamp of the issuing authority, as appropriate)

ANNEX 2**DRAFT MSC CIRCULAR****INTERIM RECOMMENDATION ON CONDITIONS FOR AUTHORIZATION OF
SERVICE PROVIDERS FOR LIFEBOATS, LAUNCHING APPLIANCES AND
ON-LOAD RELEASE GEAR**

1 The Maritime Safety Committee, at its [eighty-fourth session (7 to 16 May 2008)], approved the Interim Recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear, as set out in the annex, following the recommendations made by the Sub-Committee on Ship Design and Equipment at its fifty-first session.

2 Member Governments are invited to use the annexed Interim Recommendation when applying the relevant provisions of SOLAS regulation III/20 and the Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear (MSC.1/Circ.1206), and to bring it to the attention of all parties concerned.

ANNEX

**INTERIM RECOMMENDATION ON CONDITIONS FOR AUTHORIZATION OF
SERVICE PROVIDERS FOR LIFEBOATS, LAUNCHING APPLIANCES AND
ON-LOAD RELEASE GEAR**

1 Administrations should ensure that the thorough examination, operational testing, repair, and overhaul of lifeboats, launching appliances and on-load release gear are carried out in accordance with SOLAS regulation III/20 by service providers authorized by them that are qualified in these operations for each make and type of equipment for which they provide the service. Such qualification should include, as a minimum:

- .1 employment and documentation of personnel certified in accordance with a recognized national, international or industry standard as applicable, or an equipment manufacturer's established certification program. In either case, the certification program should be based on the guidelines in the appendix for each make and type of equipment for which service is to be provided;
- .2 availability of sufficient tools, and in particular any specialized tools specified in the equipment manufacturer's instructions, including portable tools as needed for work to be carried out on board ship;
- .3 access to sufficient materials, spare parts and accessories as specified by the equipment manufacturer for repairing lifeboats, launching appliances and on-load release gear, as applicable;
- .4 for servicing and repair work involving disassembly or adjustment of on-load release mechanisms, availability of the equipment manufacturer's specifications, and genuine replacement parts as specified or supplied by the equipment manufacturer; and
- .5 a documented quality system, to include at least the following:
 - .1 code of conduct for the relevant activity;
 - .2 maintenance and calibration of equipment;
 - .3 training programmes for personnel;
 - .4 supervision and verification to ensure compliance with operational procedures;
 - .5 recording and reporting of information;
 - .6 quality management of subsidiaries and agents;
 - .7 job preparation; and

- .8 periodic review of work process procedures, complaints, corrective actions and issuance, maintenance and control of documents.

A documented quality system complying with the most current version of the ISO 9000 series and including the above items, would be considered acceptable.

2 Administrations should arrange for regular inspections of service providers to ensure that work continues to be carried out based on this Recommendation, and should withdraw the authorization of service providers who are not in compliance. For service providers situated in other countries, the Administration may accept or recognize service providers authorized, checked or inspected by surveyors nominated for the purpose or by recognized organizations or by other SOLAS Contracting Governments.

3 Administrations should ensure that information regarding authorized service providers for lifeboats, launching appliances and on-load release gear is made available to mariners.

4 Manufactures should ensure that equipment instructions, specialized tools, spare parts, training and accessories, as required, are available to service the specified equipment.

5 In cases where an equipment manufacturer is no longer in business or no longer provides technical support, Administrations may authorize service providers for the equipment on the basis of prior authorization for the equipment and/or long term experience and demonstrated expertise as an authorized service provider.

6 The contents of this Recommendation apply equally to manufacturers when they are acting as service providers.

APPENDIX

GUIDELINES FOR CERTIFICATION OF PERSONNEL FOR SERVICING AND MAINTENANCE OF LIFEBOATS, LAUNCHING APPLIANCES AND ON-LOAD RELEASE GEAR

General

1 The objective of these Guidelines is to establish standards for certification of personnel for servicing and maintenance of lifeboats, launching appliances and on-load release gear, based on annex 1 to MSC.1/Circ.1206.

2 Personnel for the work specified in paragraph 12 of annex 1 to MSC.1/Circ.1206 should be certified in accordance with a certification programme based on these Guidelines.

Education and training

3 Education and training for initial certification of personnel should address, as a minimum:

- .1 causes of lifeboat accidents;
- .2 relevant rules and regulations, including international conventions;
- .3 design and construction of lifeboats, including on-load release gear and launching appliances;
- .4 education and practical training in the procedures specified in annex 1 of MSC.1/Circ.1206 for which certification is sought;
- .5 detailed procedures for thorough examination, operational testing, repair and overhaul of lifeboat, launching appliances and on-load release gear, as applicable; and
- .6 procedures for issuing a report of service and statement of fitness for purpose based on MSC.1/Circ.1206 (annex 1, paragraph 15).

4 The education and training for the personnel should include practical technical training on actual inspection and maintenance using the equipment (lifeboats, launching appliances and/or on-load release gear) for which the personnel are to be certified. The technical training should include disassembly, reassembly, correct operation and adjustment of the equipment. Classroom training should be supplemented by field experience in the operations for which certification is sought, under the supervision of an experienced senior certified person.

5 Prior to issuance of certification, a competency assessment should be satisfactorily completed, using the equipment for which the personnel are to be certified.

Terms of validity of certificates and update training

6 Upon completion of training and competency assessment, a certificate should be issued defining the level of qualification and the scope of the certification (e.g., makes and types of equipment). The expiry date should clearly be written on the certificate. The expiry date should be within three years from the date of issuance of the certificate.

7 A competency assessment, and refresher training as appropriate, on the basis of that assessment, should be conducted to renew the certification.

ANNEX 3

DRAFT AMENDMENTS TO THE INTERNATIONAL
LIFE-SAVING APPLIANCE (LSA) CODECHAPTER IV
SURVIVAL CRAFT**4.4 General requirements for lifeboats**

1 In subparagraph .1 of paragraph 4.4.2.2, the words “(for a lifeboat intended for a passenger ship) or 82.5 kg (for a lifeboat intended for a cargo ship)” are inserted after the words “75 kg”,

2 The existing paragraph 4.4.9.1 is replaced by the following:

“4.4.9.1 The number(s) of persons for which the lifeboat is approved, for passenger ships and/or cargo ships, as applicable, shall be clearly marked on it in clear permanent characters.”

4.7 Free-fall lifeboats

3 The existing paragraph 4.7.2 is replaced by the following:

“4.7.2 Carrying capacity of a free-fall lifeboat

4.7.2.1 The carrying capacity of a free-fall lifeboat is the number of persons having an average mass of 82.5 kg that can be provided with a seat without interfering with the means of propulsion or the operation of any of the lifeboat’s equipment. The seating surface shall be smooth, and shaped and provided with cushioning of at least 10 mm over all contact areas to provide support for the back and pelvis, and flexible lateral side support for the head. The seats shall be of the non-folding type, permanently secured to the lifeboat, and arranged so that any deflection of the hull or canopy during launching will not cause injury to the occupants. The location and structure of the seat shall be arranged to preclude the potential for injury during launch if the seat is narrower than the occupant’s shoulders. The passage between the seats shall have a clear width of at least 480 mm from the deck to the top of the seats, free of any obstruction and provided with an anti-slip surface with suitable foot holds to allow safe embarkation in the ready-to-launch position. Each seat shall be provided with a suitable locking harness capable of quick release under tension to restrain the body of the occupant during launching.

4.7.2.2 The angle between the seat pan and the seat back shall be at least 90°. The width of the seat pan shall be at least 480 mm. Free clearance in front of the backrest (buttock to knee length) shall be at least 650 mm measured at an angle of 90° to the backrest. The backrest shall extend at least 1,075 mm above the seat pan. The seat shall provide for shoulder height, measured along the seat back, of at least 760 mm. The foot rest shall be oriented at not less than half of the angle of the seat pan and shall have a foot length of at least 330 mm. Figure 2 refers.

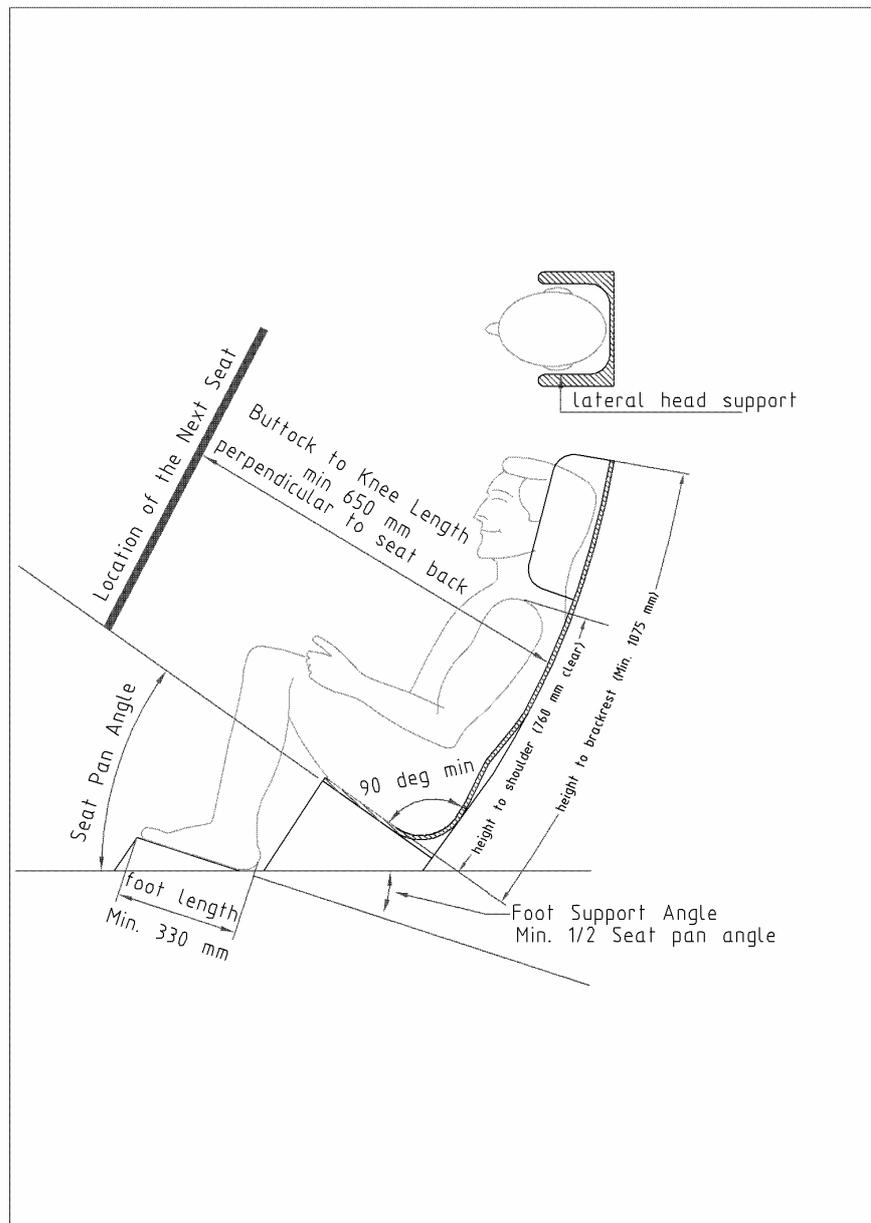


Figure 2”

CHAPTER V RESCUE BOATS

5.1 Rescue boats

4 In the first sentence of paragraph 5.1.1.1, the words “, except that, for all rescue boats, an average mass of 82.5 kg shall apply to paragraph 4.4.2.2.1” are added after the reference to “4.4.9”.

5 In the second sentence of paragraph 5.1.3.5, the words “75 kg” are replaced by the words “82.5 kg”.

ANNEX 4

DRAFT MSC RESOLUTION

ADOPTION OF AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70))

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO resolution A.689(17) on Testing of life-saving appliances, by which the Assembly, at its seventeenth session, adopted recommendations for test requirements for life-saving appliances,

RECALLING FURTHER that the Assembly, when adopting resolution A.689(17), authorized the Committee to keep the Recommendation on testing of life-saving appliances under review and to adopt, when appropriate, amendments thereto,

NOTING resolution MSC.81(70), by which, at its seventieth session, it adopted the Revised recommendation on testing of life-saving appliances, recognizing the need to introduce more precise provisions for the testing of life-saving appliances based on the requirements of the International Life-Saving Appliances (LSA) Code,

BEING DESIROUS to address increases in the size of mariners by increasing the assumed weight of persons in lifeboats and rescue boats, and to address potential injury by flexing of hulls and canopies of free-fall lifeboats during launch,

HAVING CONSIDERED, at its [.....] session, amendments to the Revised recommendation on testing of life-saving appliances, proposed by the Sub-Committee on Ship Design and Equipment at its fifty-first session,

1. ADOPTS amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), the text of which is set out in the Annex to the present resolution;
2. RECOMMENDS Governments to apply the annexed amendments when testing life-saving appliances.

ANNEX

**AMENDMENTS TO
THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES
(RESOLUTION MSC.81(70))**

PART 1

PROTOTYPE TESTS FOR LIFE-SAVING APPLIANCES

6.1 Definitions and general conditions

1 The existing paragraph 6.1.1 is replaced by the following:

“6.1.1 Except as specified otherwise, the mass of an average person as used herein shall be taken to be 75 kg for a lifeboat intended for a passenger ship, or 82.5 kg for a lifeboat intended for a cargo ship.”

6.3 Lifeboat overload test

2 In the first sentence of paragraph 6.3.2, after the word “persons”, the words “for the type of ship” are inserted.

3 The existing paragraph 6.3.9 is replaced as follows:

“6.3.9 This test should be considered successful if the lifeboat passes the operational test to the satisfaction of the Administration; there is no damage as been sustained that would affect lifeboat’s efficient functioning; and any deflections of the hull or canopy as measured during the test would not cause injury to lifeboat occupants.”

6.7 Lifeboat seating space test

4 In the second sentence of paragraph 6.7.1, after the words “75 kg”, the words “for a lifeboat intended for a passenger ship or 82.5 kg for a lifeboat intended for a cargo ship,” are inserted.

7.1 Rigid rescue boats

5 In the second sentence of paragraph 7.1.3, the words “75 kg” are replaced by the words “82.5 kg”.

6 In the first sentence of paragraph 7.1.4, after the word “persons”, the words “, each weighing 82.5 kg,” are inserted.

7.2 Inflated rescue boats

7 In subparagraph .3 of paragraph 7.2.4, the words “75 kg” are replaced by the words “82.5 kg”.

8 In the first sentence of paragraph 7.2.11, after the word “persons”, the words “, each weighing 82.5 kg,” are inserted.

PART 2

PRODUCTION AND INSTALLATION TESTS

5.2 Davit-launched liferaft and inflated rescue boat test

9 In subparagraph .4 of paragraph 5.2, after the words “75 kg per person”, the words “for the liferaft and 82.5 kg per person for the rescue boat” are inserted.

6.1 Launching appliances using falls and winches

10 In the first sentence of paragraph 6.1.2, after the words “75 kg”, the words “or 82.5 kg, as applicable” are inserted.

11 In the first sentence of paragraph 6.1.5, after the words “75 kg”, the words “or 82.5 kg, as applicable” are inserted.

ANNEX 5

DRAFT MSC CIRCULAR

GUIDANCE ON WEARING IMMERSION SUITS IN
TOTALLY ENCLOSED LIFEBOATS

1 The Maritime Safety Committee, at its [eighty-fourth session (7 to 16 May 2008)], considered the recommendations made by the Sub-Committee on Ship Design and Equipment at its fifty-first session, with regard to potential risks of overheating and dehydration associated with the wearing of immersion suits inside totally enclosed lifeboats and approved the following guidance.

2 Experience gained during the January 2007 abandonment of the containership **MSC Napoli** during a winter storm in the English Channel highlighted the potential risks of wearing of immersion suits in totally enclosed lifeboats. Although outside temperatures were frigid, a number of crew wearing immersion suits suffered from overheating and dehydration. In document DE 51/INF.8, the Republic of Korea reported similar experience with immersion suits worn during abandon ship drills in moderate conditions, where crew experienced discomfort in a very short period of time, due both to overheating and to interference with seating arrangements.

3 Totally enclosed lifeboats have long been considered to provide adequate protection from hypothermia without the need for the occupants to wear immersion suits. The revised SOLAS regulation III/32 (as amended by resolution MSC.152(78)) requires to carry immersion suits for all persons on board cargo ships, regardless of carriage of totally enclosed lifeboats, stemming from reports of casualties in which the ship sank too quickly for crew to access the lifeboats. Immersion suits were required in order to ensure that thermal protection is available in the event that members of the crew are unable, for whatever reason, to embark on the lifeboats.

4 In general, immersion suits should not be worn when boarding totally enclosed lifeboats. While abandon ship drills are a good opportunity to examine and demonstrate the use of immersion suits, crew training during these drills should emphasize that immersion suits are intended primarily to ensure thermal protection in cases where the totally enclosed lifeboat cannot be embarked on.

5 Member Governments are invited to use the aforementioned guidance and to bring it to the attention of all parties concerned.

ANNEX 6**DRAFT MSC CIRCULAR****GUIDELINES FOR CORROSION PROTECTION OF PERMANENT MEANS
OF ACCESS ARRANGEMENTS**

1 The Committee, at its [eighty-fourth session (7 to 16 May 2008)], having recognized the need for guidelines for corrosion protection of permanent means of access arrangements and taking into account the Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, adopted by resolution MSC.215(82) and the Performance Standard for protective coatings for void spaces, adopted by resolution MSC.244(83), considered a proposal by the Sub-Committee on Ship Design and Equipment, at its fifty-first session, and approved the Guidelines for corrosion protection of permanent means of access arrangements, as set out in the annex.

2 Member Governments are invited to apply the annexed Guidelines during construction of permanent means of access and bring them to the attention of ship owners, shipbuilders and other parties concerned.

ANNEX

GUIDELINES FOR CORROSION PROTECTION OF PERMANENT MEANS OF ACCESS ARRANGEMENTS

1 Permanent means of access in dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers

1.1 *Requirements for permanent means of access (PMAs) that are part of the structural strength elements*

Permanent means of access arrangements in ballast tanks that are integral to the ship structure shall be coated in accordance with the Performance standard for protective coatings for dedicated seawater ballast tanks of all types of ships and double-side skin spaces of bulk carriers (PSPC) (resolution MSC.215(82)).

1.2 *Guidelines for PMAs that are not part of the structural strength elements*

1.2.1 It is noted that protective coatings of means of access will be liable to suffer from mechanical damage during service. It is also noted that the ladders, rails, walkways, gratings, stanchions, etc., that form the means of access will often be fabricated from square and flat bar sections, the edges of which are an inherent weak point in any coating system especially where abrasion or mechanical damage is a possibility.

1.2.2 Therefore, it is suggested that hot dip galvanizing should be employed as the primary means for corrosion protection for these PMAs. Hot dip galvanizing and repairs of damages should be performed in accordance with specifications at least equivalent to those acceptable to the Organization*.

1.2.3 The galvanized items should be subsequently coated to specifications at least equivalent to those acceptable to the Organization** or the coating manufacturer's recommendation. The type of paint should be selected considering its compatibility requirements with the galvanized surface in accordance with the coating manufacturer's recommendation.

1.2.4 Where protective coating is applied as the sole means of corrosion protection for these PMAs, the standard in resolution MSC.215(82) should be applied to the extent possible. In such cases, the protective coating should at least comply with the requirements of the PSPC for the job specification, coating system (epoxy-based system) and total NDFT (320 µm).

1.2.5 Consideration should be given to section 3.4.3 (In-service maintenance) of the PSPC (resolution MSC.215(82)).

* Refer to ISO 1461:1999. Hot dip galvanized coatings on fabricated iron and steel articles – Specifications and test methods.

** Refer to ISO 12944 5: 2007. Paints and varnishes – Corrosion protection of steel structures by protective painting systems – Part 5: Protective painting systems.

2 Permanent means of access in void spaces

2.1 *Guidelines for PMAs that are part of the structural strength elements*

Permanent means of access arrangements in void spaces that are integral to the ship structure should be coated in accordance with the Performance standard for protective coatings for void spaces (resolution MSC.244(83)).

2.2 *Guidelines for PMAs that are not part of the structural strength elements*

2.2.1 It is suggested that hot dip galvanizing should be employed as the primary means for corrosion protection for these PMAs. The galvanized items should be subsequently coated according to the coating manufacturer's recommendation.

2.2.2 Where protective coating is applied as the sole means of corrosion protection for these items, the Performance standard for protective coatings for void spaces (resolution MSC.244(83)), should be applied to the extent possible. In such case, the protective coating should at least comply with the requirements for the coating system (epoxy-based system) and total NDFT (200 µm) of that Standard.

ANNEX 7

DRAFT AMENDMENTS TO MARPOL ANNEX I

Regulation 1 – Definitions

1 The following new subparagraphs .31, .32, .33 and .34 are added after existing subparagraph .30:

- “.31 **Oil residue (sludge)** is the residual waste oil products such as those resulting from the purification of fuel or lubricating oil for main or auxiliary machinery or separated waste oil from oil filtering equipment or waste oil collected in drip trays, and waste hydraulic and lubricating oils.
- .32 **Oil residue (sludge) tanks** are the tanks which hold oil residue (sludge) directly from which sludge may be disposed through the standard discharge connection or any other approved means of disposal
- .33 **Oily bilge water** means water which may be contaminated by oil resulting e.g., from leakage or maintenance work in machinery spaces. Any liquid entering the bilge system including bilge wells, bilge piping, tank top or bilge holding tanks is considered oily bilge water.
- .34 **Oily bilge water holding tanks** are tanks collecting oily bilge water prior to its discharge, transfer or disposal”.

Regulation 12 – Tanks for oil residues (sludge)

2 The following new paragraph 2 is inserted, after the existing paragraph 1:

- 2 Oil residues (sludge) may be disposed of directly from the oil residue (sludge) tank(s) through the standard discharge connection referred to in regulation 13, or any other approved means of disposal*. The tank(s):
 - .1 shall be provided with a designated pump for disposal that is capable of taking suction from the oil residue (sludge) tank(s);
 - .2 shall have no discharge connections to bilge system, oily bilge water holding tanks, tank top or oily water separators; and
 - .3 may be fitted with drains, with manually operated self-closing valves, for the collection of settled water or an alternative arrangement, provided such arrangement does not connect directly to the bilge piping system.

3 Existing paragraphs 2 and 3 are re-numbered 3 and 4, respectively.

Regulations 12, 13, 17 and 38

4 The word “sludge” in regulation 12.2, 13, 17.2.3, 38.2 and 38.7 is replaced by the words “oil residue (sludge)”.

5 The words “and other oil residues” in regulation 17.2.3 are deleted.

ANNEX 8

DRAFT AMENDMENTS TO THE IOPP CERTIFICATE FORM A (SHIPS OTHER THAN OIL TANKERS) AND FORM B (OIL TANKERS)

The existing Section 3 of the Supplement to the IOPP Certificate, Form A and Form B, is replaced by the following:

“3 Means for retention and disposal of oil residues (sludge) (regulation 12) and oily bilge water holding tank(s)^{*}

3.1 The ship is provided with oil residue (sludge) tanks for retention of oil residues (sludge) on board as follows.

Tank identification	Tank location		Volume (m ³)
	Frames (from)-(to)	Lateral position	
Total volume: m ³			

3.2 Means for the disposal of oil residues (sludge) retained in oil residues (sludge) tanks:

3.2.1 Incinerator for oil residues, maximum capacity kW or kcal/h (delete as appropriate)

.....

3.2.2 Auxiliary boiler suitable for burning oil residues

3.2.3 Other acceptable means, state which

3.3 The ship is provided with holding tank(s) for the retention on board of oily bilge water as follows:

Tank identification	Tank location		Volume (m ³)
	Frames (from)-(to)	Lateral position	
Total volume: m ³			

^{*} Oily bilge water holding tank(s) are not required by the Convention, if such tank(s) are provided they shall be listed in table 3.3.

ANNEX 9

DRAFT AMENDMENTS TO THE OIL RECORD BOOK PARTS I AND II

1 Sections (A) to (H) of the Oil Record Book Part I are replaced by the following:

“(A) **Ballasting or cleaning of oil fuel tanks**

1 *Identity of tank(s) ballasted.*

2 *Whether cleaned since they last contained oil and, if not, type of oil previously carried.*

3 *Cleaning process:*

.1 *position of ship and time at the start and completion of cleaning;*

.2 *identify tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals; type and quantity of chemicals used, in m³);*

.3 *identity of tank(s) into which cleaning water was transferred and the quantity in m³.*

4 *Ballasting:*

.1 *position of ship and time at start and end of ballasting;*

.2 *quantity of ballast if tanks are not cleaned, in m³.*

(B) **Discharge of dirty ballast or cleaning water from oil fuel tanks referred to under Section A)**

5 *Identity of tank(s).*

6 *Position of ship at start of discharge.*

7 *Position of ship on completion of discharge.*

8 *Ship's speed(s) during discharge.*

9 *Method of discharge:*

.1 *through 15 ppm equipment;*

.2 *to reception facilities.*

10 *Quantity discharged, in m³.*

(C) **Collection, transfer and disposal of oil residues (sludge)**

11 *Collection of oil residues (sludge).*

Quantities of oil residues (sludge) retained on board. The quantity should be recorded weekly¹: (this means that the quantity must be recorded once a week even if the voyage lasts more than one week):

.1 *- identity of tank(s)*

.2 *- capacity of tank(s) m³*

.3 *- total quantity of retention m³*

.4 *- quantity of residue collected by manual operation m³*

(Operator initiated manual collection where oil residue (sludge) is transferred into the oil residue (sludge) tank(s))

12 *Methods of disposal or transfer of residue.*

State quantity of oil residues transferred or disposed of, the tank(s) emptied and the quantity of contents retained in m³:

¹ Tanks listed in item 3.1 of form A and B of the supplement in the IOPP Certificate used for oil residues (sludge).

- .1 to reception facilities (identify port)²;
- .2 to another (other) tank(s) (indicate tank(s) and the total content of tank(s))
- .3 incinerated (indicate total time of operation);
- .4 other method (state which).

(D) Non-automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

- 13 Quantity discharged, transferred or disposed of, in cubic metres.³
- 14 Time of discharge transfer or disposal (starts and stop).
- 15 Method of discharge transfer, or disposal:
 - .1 through 15 ppm equipment (state position at start and end);
 - .2 to reception facilities (identify port)²;
 - .3 to slop tank holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in cubic metres).

(E) Automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

- 16 Time and position of ship at which the system has been put into automatic mode of operation for discharge overboard, through 15 ppm equipment.
- 17 Time when the system has been put into automatic mode of operation for transfer of bilge water to holding tank (identify tank).
- 18 Time when the system has been put into manual operation.

(F) Condition of the oil filtering equipment

- 19 Time of system failure⁴.
- 20 Time when system has been made operational.
- 21 Reasons for failure.

(G) Accidental or other exceptional discharges of oil

- 22 Time of occurrence.
- 23 Place or position of ship at time of occurrence.
- 24 Approximate quantity and type of oil.
- 25 Circumstances of discharge or escape, the reasons therefore and general remarks.

(H) Bunkering of fuel or bulk lubricating oil

- 26 Bunkering:
 - .1 Place of bunkering.
 - .2 Time of bunkering.
 - .3 Type and quantity of fuel oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).

² Ship's masters should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part I, may aid the master of the ship in proving that his ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.

³ In case of discharge or disposal of bilge water from holding tank(s), state identity and capacity of holding tank(s) and quantity retained in holding tank.

⁴ The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.

.4 *Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in tonnes and total content of tank (s)).*

2 Section (J) of the Oil Record Book Part II is replaced by the following:

“(J) *Collection, transfer and disposal of residues and oily mixtures not otherwise dealt with*
55 *Identity of tanks.*
56 *Quantity transferred or disposed of from each tank. (State the quantity retained, in m³.)*
57 *Method of transfer or disposal:*
.1 *disposal to reception facilities (identify port and quantity involved)*
.2 *mixed with cargo (state quantity);*
.3 *transferred to or from (an)other tank(s) including transfer from machinery space oil residue (sludge) and oily bilge water tanks (identify tank(s); state quantity transferred and total quantity in tank(s), in m³); and*
.4 *other method (state which); state quantity disposed of, in m³.”*

ANNEX 10**DRAFT MEPC CIRCULAR****SUPPLEMENTARY GUIDELINES FOR APPROVAL OF BILGE AND SLUDGE
HANDLING SYSTEMS**

1 The Marine Environment Protection Committee, [at its fifty-eighth session,] recognizing the necessity to provide appropriate guidance to Administrations in connection with the approval of ships' bilge water and oil residues (sludge) handling systems in order to facilitate compliance with MARPOL Annex I requirements while, at the same time, ensuring that there are no operational constraints to ships' personnel, approved the Supplementary Guidelines on approval of bilge and sludge handling systems, prepared by the Sub-Committee on Ship Design and Equipment at its fifty-first session, as set out in the annex.

2 Member Governments are invited to use the annexed Supplementary Guidelines and to bring them to the attention of all parties concerned, including Administrations' ship surveyors and recognized organizations, as appropriate.

ANNEX

**SUPPLEMENTARY GUIDELINES FOR APPROVAL OF BILGE AND SLUDGE
HANDLING SYSTEMS**

- 1 Approval of a ship's bilge water and oil residues (sludge) handling system should in the main be based upon how to ensure compliance with MARPOL requirements in the daily operation of the ship.
- 2 Consideration should be given to the system layout so that there are no operational constraints to personnel, to facilitate compliance with MARPOL Annex I requirements,
- 3 The ability to discharge oil or an oily mixture into the sea, which may be necessary for emergency purposes (cf. regulation 4 of MARPOL Annex I), should continue to be an integral part of the approval of a ship's bilge water and oil residues (sludge) handling system.
- 4 Plan approval by Administrations must include a specific element of verification of compliance with the technical and operative requirements of MARPOL Annex I in relation to engine-room operations.
- 5 Outlined below are some of the most important aspects which should be verified:
 - .1 as this verification comprises, amongst others, calculation of required oil residues (sludge) tank capacity with consideration to Unified Interpretation 15.1, it follows that there is, albeit implicit so, a necessity to determine which tanks are in fact oil residues (sludge) tanks listed in table 3.1 of the Supplement to the IOPP Certificate);
 - .2 at this plan approval stage, it should also be recommended to issue a draft Supplement to the IOPP Certificate containing all the information available at plan approval stage pertaining to the Supplement to the IOPP Certificate. This draft Supplement should ensure consistency between the plan approval and the supplement to the IOPP certificate as issued by the Administration at completion of the initial survey;
 - .3 the Administration should give consideration to the unified interpretations pertaining to regulations 12 and 14, UI 15 to UI 21, including their subparagraphs, and in particular Unified Interpretation 17.1.3, which prohibits common bilge water and sludge piping other than the common discharge pipe leading to the shore connections manifold as required by regulation 13 of Annex I. This UI is, for instance, violated when using the common discharge pipe as an internal sludge transfer pipe between sludge tanks;
 - .4 the Administration should verify that bilge pumps cannot take suction from oil residue (sludge) tanks;
 - .5 the Administration should verify that sludge pumps cannot discharge to bilge water holding tanks;

- .6 the Administration should verify that the effluent from oily water separator systems cannot be intentionally diluted at any point upstream of the oil content monitor in these systems. In this context, the need for installation of pipes depending on the design of the system used for cleaning and filling of the oily water separator and zero adjusting of 15 ppm alarm, should also be considered taking in account the design requirement and paragraph 4.2.10.2 in the Revised guidelines and specifications for pollution prevention equipment for machinery bilges of ships (resolution MEPC.107(49)); and
- .7 the Administration should verify that no part of the engine-room bilge water system forms part of any direct operational bilge water discharge system, such as cargo hold bilge discharge or anchor chain locker discharge. In this respect the Administration should take into account SOLAS chapter II-1, regulation 21 (Bilge pumping arrangements).

ANNEX 11**DRAFT MSC/MEPC CIRCULAR****BLANKING OF BILGE DISCHARGE PIPING SYSTEMS IN PORT**

1 The Maritime Safety Committee and the Marine Environment Protection Committee have become aware of several instances where deficiencies have been raised by port State control officers and other surveyors concerning requiring the ship's crew to blank off bilge pumping overboard discharges. This practice is in contravention of SOLAS chapter II-I, regulation 21, as the bilge pumping arrangement is rendered inoperative and leads to a potentially dangerous situation where the ship is left unable to efficiently and promptly tackle an emergency situation in case of flooding or fire.

2 The Committees, being concerned about the above situation, request full compliance with the requirements of SOLAS regulation II-1/21 in relation to those bilge discharge piping systems whose primary purpose is to secure the ship's safety in the event of emergency situations, such as fire or flooding and which, as such, must be available for use at all times.

3 Consequently, the Maritime Safety Committee, at its [...] session and the Marine Environment Protection Committee, at its [...] session, approved the issuance of this circular and invite Member Governments to bring its content to the attention of their maritime and port authorities, including port State control officers.

ANNEX 12**DRAFT MEPC CIRCULAR****AMENDMENTS TO THE REVISED GUIDELINES FOR SYSTEMS FOR HANDLING OILY WASTES IN MACHINERY SPACES OF SHIPS INCORPORATING GUIDANCE NOTES FOR AN INTEGRATED BILGE WATER TREATMENT SYSTEM (IBTS)**

1 MARPOL Annex I contains certain regulations and unified interpretations related to equipment for the storage, handling and disposal of oily residues (sludge) and engine-room oily bilge water.

2 In order to facilitate the work of Administrations on systems for handling oily wastes in machinery spaces of ships, the Marine Environment Protection Committee (MEPC) has continuously reviewed the available technologies for fulfilment of the Convention requirements.

3 The Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water system (IBTS) appended to MEPC.1/Circ.511 were adopted by MEPC 54 as guidance for Administrations, shipowners and shipbuilders for consideration in achieving an efficient and effective system for the handling of oily bilge water and oily residues for ships taking into account the entry into force of the revised MARPOL Annex I on 1 January 2007.

4 Recognizing that the entry into force of MARPOL Annex VI, including its provisions for shipboard incineration of sludge oil generated during the normal operation of a ship, has called for a revision of the Guidelines, as contained in MEPC.1/Circ.511, [the Marine Environment Protection Committee, at its fifty-eighth session,] approved the revised Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating Guidance notes for an integrated bilge water treatment system (IBTS), set out in the annex.

5 To ensure compliance with the provisions on oil residue (sludge) collection and disposal of MARPOL Annex I, the process of regeneration of fuel oil from oil residue (sludge) has been defined and included in the Guidance notes for an integrated bilge water system (IBTS) appended to the Guidelines.

6 A recommendation regarding internal drain tanks for oily residue (sludge) and other oily residues, which can only be discharged to the vessels oily residue (sludge) tanks has been included in order to simplify the required records in the Oil Record Book.

7 Member Governments are invited to apply the revised Guidelines and to bring them to the attention of interested parties, including recognized organizations.

ANNEX

REVISED GUIDELINES FOR SYSTEMS FOR HANDLING OILY WASTES IN MACHINERY SPACES OF SHIPS INCORPORATING GUIDANCE NOTES FOR AN INTEGRATED BILGE WATER TREATMENT SYSTEM (IBTS)

1 MARPOL Annex I contains certain regulations and unified interpretations related to equipment for the storage, handling and disposal of oily residues (sludge) and oily bilge water.

2 In the continuous review by the Marine Environment Protection Committee (MEPC) of appropriate technology for fulfilment of the Convention requirements, substantial information has been collected which is valuable in the design, approval and surveying of installations in engine-rooms for systems handling oily bilge water, and oily residues (sludge), but this does not form part of the Convention regulations or the related interpretations.

3 The MEPC decided that this information is, nevertheless, of substantial value to Administrations, shipowners and shipbuilders and, accordingly, decided that dissemination of the information should be in the format of an MEPC circular.

4 The information contained in these Guidelines should be regarded as guidance in achieving an efficient and effective system for the handling of oily bilge water and oily residues (sludge) for new buildings and, where applicable and reasonable, for ships which are in service. The information should be considered in conjunction with specific conditions and circumstances, shipowners' and shipbuilders' practices, classification society rules, Administration requirements, etc., applicable to specific ships.

4.1 The unified interpretations of MARPOL should further be considered in achieving an efficient and effective system for handling of oily water bilge and oil residue (sludge).

5 Definitions for the purpose of the Guidelines

5.1 Oily waste are oil residues (sludge) and oily bilge water.

5.2 Oil residue (sludge) are the residual waste oil products such as those resulting from the purification of fuel or lubricating oil from main or auxiliary machinery or separated waste oil from bilge water separators, oil filtering equipment or oil collected in drip trays, and waste hydraulic and lubricating oils.

5.3 Oil residue (sludge) tanks are the tanks which hold oil residue (sludge) directly from which oil residue (sludge) may be disposed through the standard discharge connection or any other approved means of disposal.

5.4 Oily bilge water holding tanks are tanks collecting oily bilge water prior to its discharge, transfer or disposal.

5.5 Regulations referred to in these Guidelines are those contained in MARPOL Annex I adopted by resolution MEPC.117(52).

5.6 Oil residue (sludge) incineration systems are systems providing incineration of oil residue (sludge) generated on board seagoing ships. Oil residue (sludge) incineration systems could be:

- .1 main and auxiliary steam boilers with appropriate oil residue (sludge) processing systems;
- .2 heaters of thermal fluid systems with appropriate oil residue (sludge) processing systems;
- .3 incinerators with appropriate oil residue (sludge) processing systems designed for sludge incineration; or
- .4 inert gas systems with appropriate oil residue (sludge) processing systems.

Oil residue (sludge) incineration systems shall conform to regulation 16 in MARPOL Annex VI.

5.7 Oil residue (sludge) drain tanks are:

- .1 tanks intended to receive separated sludge from purifiers and other oil residue (sludge) drains;
- .2 tanks without any means for disposal of sludge as listed in items 3.2 and 4 in the Supplement to the IOPP Certificate, and drains; and
- .3 tanks with suction connection for a sludge collecting pump only capable of discharging to the oil residue (sludge) tank(s) listed in item 3.1 in the Supplement to the IOPP Certificate.

5.8 Sludge collecting pumps are pumps capable of taking suction from any oil residue (sludge) producing equipment or tank, other than an oil residue (sludge) tank(s), and discharging only to oil residue (sludge) tank(s).

5.9 Separated sludge is sludge resulting from purification of fuel and lubricating oil.

6 Collection and storage of oil residue (sludge) and oily bilge water

6.1 An oil residue (sludge) tank or tanks are mandatory under regulation 12 in the revised MARPOL Annex I.

6.2 An oily bilge water holding tank is arranged to receive the daily generation of oily bilge water before this water is discharged ashore or discharged through the 15 ppm bilge separator overboard. An oily bilge water holding tank is not mandatory, but will enable ships to operate safely during port visits, during operation in special areas and coastal waters and during periods of maintenance of the 15 ppm bilge separator.

6.3 An oily bilge water holding tank will also provide additional safeguards in the purification of oily bilge water should quick-separating detergents be used for cleaning purposes.

6.4 Oily bilge water holding tanks shall, if fitted, be noted in the Supplement to the IOPP Certificate.

7 Arrangements for oil residue (sludge) and oily bilge water tanks

7.1 Tanks for the purposes mentioned above should be arranged to satisfy the intended service of the ship.

7.2 Oil residue (sludge) tanks may be separate and independent but may also be combined, as suitable, depending on the size and the service of the ship.

7.3 The merits of arranging an independent tank for the collection of separated sludge should be considered, having regard to the smaller tank volume that needs to have cleaning and heating arrangements and the reduced space requirement for tank capacity that should preferably be arranged above the tank top.

7.4 If an oily bilge water holding tank is arranged, it should be separate and independent from other tanks for the collection of oil residue (sludge).

7.5 Ships operating with heavy fuel oil of a relative density greater than 0.94 at 15°C should be provided with an oily bilge water holding tank of adequate capacity and fitted with heating facilities to preheat the oily mixture prior to the discharge of the tank's contents into the sea through the 15 ppm bilge separator.

8 Size of oily residue (sludge) and oily bilge water tanks

8.1 Tanks for collection of oily waste from various functions in the engine-room should have adequate capacity, having regard to the intended type of service of the ship. The information given below will provide guidance in this respect, but all other aspects applicable to the specific vessel trading pattern and time in port should additionally be taken into account.

8.2 The recommended capacity for oil residue (sludge) tanks is specified in the interpretations to regulation 12.

8.3 Oily bilge water holding tanks, if fitted, should have a capacity that provides to the ship the flexibility of operation in ports, coastal waters and special areas, without the need to discharge de-oiled water overboard. The operational merit of not having to operate the 15 ppm bilge separator frequently should also be considered. The recommended capacity of oily bilge water holding tanks should be as follows:

Main engine rating (kW)	capacity (m ³)
up to 1,000	4
Above 1,000 up to 20,000	P/250
Above 20,000	40+P/500

Where: P = main engine rating in kW.

For ships adopting IBTS, the capacity oily bilge water holding tanks may be reduced.

9 Pumping, piping and discharge systems in machinery spaces

9.1 On board ships, the propulsion systems of which are operated by heavy fuel oil, the following guidelines are provided for the piping system comprising the plant components for the treatment and storage of oily bilge water, oil residue (sludge), drain and leakage oil and exhausted oil.

9.2 The effluent from the 15 ppm bilge separators should be capable of being recycled to the oily bilge or oily bilge water holding tank.

9.3 If an integral pump is fitted, the discharge must not bypass the 15 ppm bilge separator.

9.4 The discharge piping system of the 15 ppm bilge water separator should be completely separate from the bilge pumping and ballast water system except the recycling line referred to in paragraph 9.2.

9.5 Discharge piping systems fitted to secure the safety of the ship in emergency situations, such as fire or flooding, should efficiently and promptly tackle such emergencies and therefore should be available at all times in order to comply with the provisions of SOLAS regulation II-1/21. Accordingly, the bilge overboard discharges should not be blanked off and remain operational at all times.

9.6 The ship's discharge pipeline for oily residue (sludge) to the standard discharge connection should not be connected to any system other than supplying those means of disposal to be listed in the IOPP supplement.

9.7 The separated dirty water and exhausted control water of fuel oil purifiers should be discharged into a particular tank for this purpose in order to minimize the influx to the oil residue (sludge) drain tank for separated sludge. This particular tank should be located above the double bottom for the purpose of facilitating its drain without the need of a drain pump. If dirty water and exhausted control water from purifiers is not discharged to a particular tank, and in lieu of this to a oil residue (sludge) drain tank for separated sludge, the tank should be located above the double bottom for the purpose of the aforementioned draining facilities.

9.8 Piping to and from sludge tanks shall have no direct connection overboard, other than the standard discharge connection required by regulation 13.

10 Systems for separated sludge

10.1 Tanks for separated sludge and their pipework

Tanks for separated sludge, their pipework and pumps should be designed as follows:

10.1.1 Size of tanks: see paragraph 8.

10.1.2 Tank heating system

Tanks for separated sludge should be equipped with tank heating systems. The heating pipes should be arranged such that, seen from the heating inlet, to start with they are arranged in a way of the boundaries and then across the whole bottom area sufficiently high, in order to avoid being covered totally by sediments in the tank. The tank heating system should be designed such as to enable heating of the oil sludge up to 60°C. The suction line from the sludge tank to the pump should be provided with heat tracing.

10.1.3 Oil residue (sludge) drain tank

The tank for separated sludge or other waste oils may be arranged as a separate oil residue (sludge) drain tank.

10.1.4 Pipelines from the heavy fuel oil purifier to the tank

Whenever possible, the oil residue (sludge) tank should be located below the heavy fuel oil purifier. If this is not possible, the oil residue (sludge) holding tank should be situated close to the heavy fuel oil purifier in such a way that the discharge line to the tank can be installed at the maximum gradient. The pipelines should, wherever possible, be straight or fitted with large radius elbows.

10.1.5 Suction line from the oil residue (sludge) tank

The pump suction should be arranged so that the path to the suction opening is as short as possible; or the oil residue (sludge) tank should be mounted or designed, so that the oil residue (sludge) moves down a slope towards the suction opening. The openings should be placed as wide as possible in the frames above the tank bottom in such a way that the oil sludge has free access to the suction line.

10.1.6 Oil residue (sludge) collecting pump and pressure lines

The pump should be suitable for use with high viscosity oil residue (sludge), e.g., “self-priming displacement pump”, with suitable means for protection against dry running. It should have a sufficient total head, and delivery rate to facilitate the transfer of the daily sludge production onboard.

10.1.7 Oil residue (sludge) discharge pump and pressure lines

The pump should be suitable for use with high viscosity oil sludge, e.g., “self-priming displacement pump”, with suitable means for protection against dry running. It should have a sufficient total head, and be capable of discharging the tank within 4 – 8 hours.

The pressure side of the pump should only be connected to the standard connection on deck and to oil residue (sludge) tank(s) and to other sludge disposal means as listed in item 3.2 in the Supplement to the IOPP Certificate.

10.1.8 Oil residue (sludge) tank design to facilitate cleaning

Access holes should be arranged so that all areas of the tank can be cleaned. An access hole should be sited on top of the tank to facilitate the use of a portable pump.

10.1.9 Steaming-out lines

The oil residue (sludge) tanks should be fitted with steaming-out lines for cleaning.

11 Example of an on-board system for oil residue (sludge) incineration

11.1 General

Oil residue (sludge) from oil residue (sludge) tanks may be incinerated in incineration systems onboard. Oil residue (sludge) tanks are not a means for disposal of oil residue (sludge), but for retention of oil residue (sludge) for disposal.

11.2 Oil residue (sludge) incineration systems

An oil residue (sludge) incineration system may be composed of:

- .1 steam boiler or heater of thermal fluid systems or an incinerator;
- .2 oil burner;
- .3 oil sludge processing system; and
- .4 service tanks for oil residue (sludge).

11.3 Oil residue (sludge) processing systems

The oil sludge processing system consists of:

- .1 oil residue (sludge) tank intended as servicing the oil residue (sludge) sludge incinerating system;
- .2 oil residue (sludge) preheating system;
- .3 filter; and
- .4 homogenization system.

11.4 Oil residue (sludge) service tank

The oil residue (sludge) service tank should be listed under item 3.1 in the Supplement of the IOPP Certificate, as it is provided with means for drainage of water (disposal) and subsequent disposal of the oil residue (sludge) in the oil residue (sludge) incineration system.

The oil residue (sludge) service tank should be provided in addition to the oil residue (sludge) tank for oil residue (sludge) and other waste oils. It should be equipped with suitable drainage facilities. With a view to improving combustibility and calorific value, a fuel oil supply connection should be provided.

11.5 Homogenization system

The homogenization system should assure that the entire contents of the oil residue (sludge) service tank should be processed into a homogenous and combustible mixture. This system should be put into operation following adequate draining of the tank. A device for continuous indication and monitoring of the water content of the oil sludge should be provided.

APPENDIX

GUIDANCE NOTES FOR AN INTEGRATED BILGE WATER TREATMENT SYSTEM (IBTS)

1 Introduction

1.1 Oily bilge water is generated by the leakage of water and oil from the equipment and piping or maintenance works resulting from the routine operation in machinery space of ships. Such leaked oil and water are usually mixed and collected on the tank top or bilge wells as oily bilge water.

1.2 Oily bilge water shall be treated in accordance with the requirements of the Convention. The operation of such treatment, including the operation and maintenance of the oily water separator, is a heavy load for engineers onboard.

1.3 After the revision of the Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilge of Ships adopted by resolution MEPC.107(49), the capability of oily water separators has been improved. However, the treatment process of oily bilge water with the improved equipment and the engineers' load will be basically unchanged as the amount of oily bilge water generated in ships has not been reduced.

1.4 To promote the prevention of oil pollution from machinery spaces of ships and reduce the load of the engineers onboard, it is effective to minimize the amount of oily bilge water generated in machinery spaces.

1.5 MEPC 54 noted the design with the concept of Integrated Bilge Water Treatment System (IBTS) which provides the means to minimize the amount of oily bilge water and process the oily bilge water and oil residue (sludge) as a drastic solution to prevent oil pollution from machinery spaces of ships.

1.6 MEPC 54, in recognizing the need to disseminate the concept of IBTS, agreed to append the Guidance notes on IBTS to the revised Guidelines for systems for handling oily wastes in machinery spaces of ships.

1.7 The purpose of these Guidance notes is to provide shipowners and shipbuilders with information to help in the design of ships incorporating the concept of IBTS.

2 Concept of Integrated Bilge Water Treatment System (IBTS)

The Integrated Bilge Water Treatment System (IBTS) is a system to minimize the amount of oily bilge water generated in machinery spaces by treating the leaked water and oil separately. It also provides an integrated means to process the oily bilge water and oil residue (sludge).

3 Definitions for the purpose of the Guidance notes

3.1 "Clean drains" mean internal drains such as those resulting from the leakage of and condensate from equipment used for sea water, fresh water, steam, air conditioning etc., which are not normally contaminated by oil.

3.2 “Oily drains” mean drains such as those resulting from the leakage of equipment used for oil and drains from equipment which under normal circumstances may contain oil.

3.3 “Oily bilge water” means water collected in the bilge wells or the tank top such as those resulting from the unexpected leakage from piping or the maintenance work in machinery spaces, which may be contaminated by oil.

3.4 “Oil residue (sludge)”: refer to paragraph 5.2 of the revised Guidelines; includes oily drains.

3.5 “Bilge primary tank” means a pre-treatment unit for separation of oily bilge water.

3.6 “Clean water holding tank” means tanks which hold processed water from the oil filtering equipment.

4 Outline of IBTS

4.1 *Collection of drains*

4.1.1 Oily drains are collected through the fixed drainage arrangements to oil residue (sludge) tanks.

4.1.2 Clean drains are collected through the fixed drainage arrangements to clean drain tanks.

4.1.3 Oily drains and clean drains should be collected separately so as not to contaminate clean drains with oil.

4.2 *Pre-treatment of oily bilge water*

To avoid feeding excessive oil to oil filtering equipment, oily bilge water in the bilge wells is transferred to the bilge primary tank for pre-separation of oil. The high oil content water is transferred to sludge tanks and the low oil content water is transferred to the bilge water holding tank.

4.3 *Discharge of oily bilge water*

4.3.1 Oily bilge water in the bilge water holding tank is discharged overboard through the oily water separator in accordance with Regulation 14 of the Convention.

4.3.2 Clean water which has been processed through the oil filtering equipment may only be discharged through the 15 ppm bilge alarm combined with an automatic stopping device by means of a separate clean water pump.

4.4 *Discharge of clean drains*

Clean drains may be discharged overboard directly through the discharge arrangement, independent from the system for oily bilge water or oil.

4.5 *Treatment of oil residue (sludge)*

4.5.1 Oil residue (sludge) may be collected in separate tanks designated for fuel oil residues and lubrication oil residues respectively.

4.5.2 Water in oil residue (sludge) may be evaporated by heating in the oil residue (sludge) service tanks.

4.5.3 Oil residue (sludge) may be incinerated by the sludge incineration system or disposed of to the reception facilities through the standard discharge connection.

4.6 *Re-generating fuel oil from sludge*

4.6.1 Oil residue (sludge) may be used onboard as re-generated fuel. Oil residue (sludge) is collected in an oil residue (sludge) tank prior processing (disposal) back to fuel oil system as re-generated fuel oil.

4.6.2 Oily drains should be recorded in the oil record book as any other oil residue (sludge) collection.

4.6.3 Re-generating fuel oil from oil residue (sludge) should be an approved means of disposal of oil residue (sludge) according to the Supplement to the IOPP Certificate.

4.6.4 The re-generating process may involve a filtration, decanting or purification process to remove unwanted heavy parts of the oil residue (sludge).

4.6.5 The re-generated fuel oil when used in SECA must comply with SECA fuel oil quality requirements.

4.6.6 The re-generated fuel is fed back into the vessels fuel oil system at a rate equal to or less than the average sludge production on board. This is in order not to change the emission level of the exhaust when using the fuel oil with added re-generative fuel oil compared to using fuel oil as delivered without prior sludge separation.

5 **Additional installations of IBTS**

In addition to the installations required by the Convention, the following installations should form part of the IBTS:

5.1 *Drainage system*

5.1.1 Drip trays or coamings with sufficient depth should be provided under the equipment used for oil such as diesel engines, burners, pumps, heaters, coolers, filters and tanks to contain spillage of oil.

5.1.2 Drip trays or coamings with sufficient depth should be provided under the equipment used for water such as pumps, heaters, coolers, filters, tanks, condensers and boilers to contain spillage of water.

5.1.3 Independent drainage arrangements for oil and water to sludge tanks and the bilge water holding tank should also be provided. Any open water drain in the engine-room falls under the definition of oily bilge water from engine-rooms. Such water shall be disposed ashore or via an oily water separator overboard.

5.1.4 Independent drainage of clean water drains from equipment not normally containing oil should be to clean water tanks.

5.2 *Pre-treatment unit for oil separation*

Pre-treatment may take place in dedicated equipment or bilge primary tanks.

A bilge primary tank is a tank which separates oil from oily bilge water by gravity. It may make use of a cascade with drainage facilities for the oil on the top so as to enable primary separation of oily bilge water. Facilities to remove sediments should be provided.

Refer to the example of a bilge primary tank shown in Figure 1.

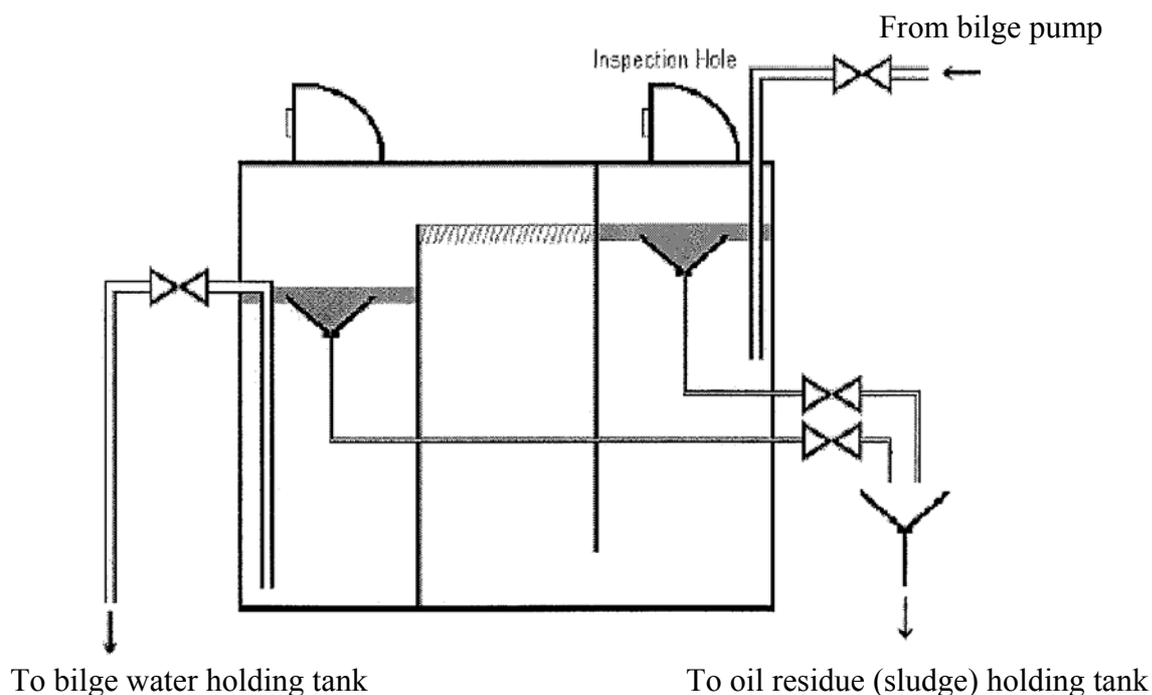


Figure 1 – Example of a bilge primary tank

5.3 *Storage tanks*

5.3.1 Clean drain tank: Tank for the retention of clean drains.

5.3.2 Oily bilge water holding tank: Tank for the retention of oily bilge water.

5.3.3 Oil residue (sludge) service tanks: Tank for preparation of oil residue (sludge) for incineration.

5.4 *Discharge arrangement of clean drains*

The overboard discharge arrangement of clean drains should be independent from the system for oily bilge water. Cleaning of equipment having clean drains should take account of the proper handling of chemical cleaning agents (e.g., emulsifiers) and wash water residue (including soot and sooty oil). The cleaning agent/wash water residue can foul an oil filtration system and should therefore be subjected to separate collection and/or filtration (e.g., portable units).

5.5 *Exclusive pump for the oily water separator*

It is preferable that an exclusive pump be provided to transfer the pre-treated bilge water from the oily bilge water holding tank to the oily water separator so as not to mix the pre-treated bilge water with untreated oily bilge water.

5.6 *Heating arrangement*

5.6.1 Heating arrangement for the bilge primary tank to facilitate separation of oil.

5.6.2 Heating arrangement for the waste oil tank to vaporize water and facilitate incineration.

6 Example of IBTS

A typical flow diagram of IBTS is shown in Figure 2.

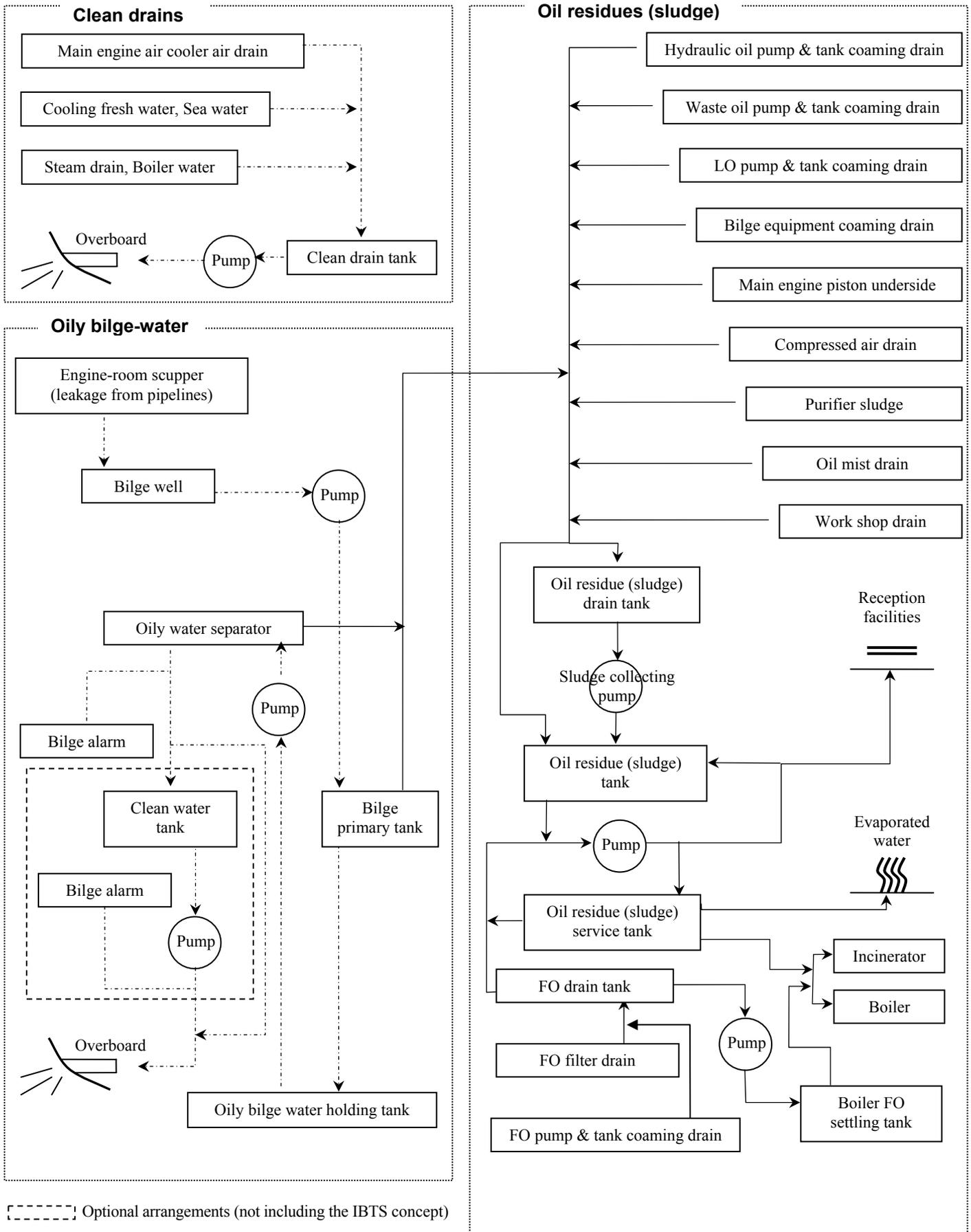


Figure 2 – Flow Diagram of Integrated Bilge Water Treatment System (IBTS)

ANNEX 13**DRAFT MEPC CIRCULAR****HARMONIZED IMPLEMENTATION OF THE REVISED GUIDELINES AND SPECIFICATIONS FOR POLLUTION PREVENTION EQUIPMENT FOR MACHINERY SPACE BILGES OF SHIPS DURING THE TYPE-APPROVAL PROCESS**

1 MEPC 49 adopted, on 18 July 2003, resolution MEPC.107(49) on Revised Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilges of Ships. These Revised Guidelines apply to equipment installed on board on or after 1 January 2005.

2 Experience gained in the implementation of the Revised Guidelines during the type approval process according to the standards described in the Revised Guidelines has shown that, on some issues, the described procedure is vague and different interpretations of the Guidelines are possible.

3 This observation was made particularly with regard to the interpretations of paragraphs 4.1.5, 1.2.9.6 (Part 1), 3.2.2.3 (Part 3) and test result diagrams (Appendix) of the Revised Guidelines.

4 In order to ensure that approval of the equipment in the context of these requirements will be based on a uniform high level application, there is a need for clarification of particular issues.

5 The Marine Environment Protection Committee, [at its fifty-eighth session,] recognizing the necessity to provide appropriate guidance for the harmonized implementation of the Revised Guidelines and specifications for pollution prevention equipment for machinery space bilges of ships adopted by resolution MEPC.107(49), approved the Guidance notes, set out in the annex, which are intended to be used during the type approval process.

6 Member Governments are invited to use the annexed Guidance notes when implementing the requirements of resolution MEPC.107(49) and testing pollution prevention equipment for type-approval, and to bring the Guidance to the attention of all parties concerned.

ANNEX

GUIDANCE NOTES FOR THE HARMONIZED IMPLEMENTATION OF THE REVISED GUIDELINES AND SPECIFICATIONS FOR POLLUTION PREVENTION EQUIPMENT FOR MACHINERY SPACE BILGES OF SHIPS (RESOLUTION MEPC.107(49)) DURING THE TYPE APPROVAL PROCESS

The requirements set out in paragraphs 4.1.5, 1.2.9.6 (Part 1), 3.2.2.3 (Part 3) and test result diagrams (Appendix to Appendix 1) of the Revised Guidelines are open to different interpretations. In order to ensure the uniform application of these requirements, the following Guidance notes for harmonized implementation, set out in italics, should be followed:

PARAGRAPH 4.1.5

Paragraph 4.1.5 of the revised Guidelines states that the system should require the minimum of attention to bring it into operation. In the case of equipment used for engine-room bilges, there should be no need for any adjustment to valves and other equipment to bring the system into operation. The equipment should be capable of operating for at least 24 h of normal duty without attention.

Present situation during type approval

The timetable for the complete type approval with the test fluids A, B, and C is approximately 9 h. Although the system should be capable to operate 24 h of normal duty without attention, it is not required to verify this operation in detail.

Possible problem

There is no definition of the term normal duty. Furthermore the equipment manufacturer may carry out individual tests with each test fluid or may use test results from previous type approvals.

Guidance note

Paragraph 4.1.5 of resolution MEPC.107(49) should be interpreted as follows:

It should be understood that the complete type approval with the test fluids A, B and C should be performed in series, without interruption to attend, clean or maintain the bilge water separator. This test would be regarded as a simulation of the 24 hours of unattended operation not requiring any crew attention.

PARAGRAPH 1.2.9.6 OF PART 1

According to paragraph 1.2.9.6 of Part 1 of the Annex to the revised Guidelines a test lasting a minimum of 2 h should be carried out to check that the 15 ppm bilge separator will operate continuously and automatically.

Present situation during type approval

Some separation processes may require one or more interruptions, e.g., for back flushing, filter cleaning or batch operation within the 2 hour test run with test fluid A and also for the test with the remaining test fluids B and C.

Possible problem

If the required time for the continuous operation incorporates also the previous mentioned interruptions, the total throughput of the separator may be reduced significantly compared to a separator with a continuous separation process. In that case the performance standards are not comparable.

Guidance note

Paragraph 1.2.9.6 (Part 1 of the Annex) of resolution MEPC.107(49) should be interpreted as follows:

It should be understood that the 15 ppm bilge separator should operate continuously and automatically without any interruptions.

It should be assured that back flushing if performed during the certification test does not cause:

- *Dilution of the test fluids A, B, or C, or*
- *Dilution of the test sample sent to the laboratory for analysis.*

If input flow of the test fluid is interrupted during the performance of the test it should be assured that the total quantities of the test fluids A, B, and C processed automatically are not less than the nominal flow of the separator multiplied by the specified test duration for each fluid.

While all the time, the bilge separator operates continuously and automatically without human intervention.

PARAGRAPH 3.2.2.3 OF PART 3

According to paragraph 3.2.2.3 of Part 3 of the Annex to the revised Guidelines (humidity test) the equipment should be left switched off for a period of 2 h at a temperature of 55°C in an atmosphere with a relative humidity of 90%. At the end of this period the equipment should be switched on and should operate satisfactorily for 1 h.

Present situation during type approval

The electronic part of the equipment may only be tested under ambient workshop conditions (15 to 25°C and 54 to 66% relative humidity).

Possible problem

The equipment is not tested sufficiently and malfunctions may happen later on board, e.g., under tropical conditions.

Guidance note

Paragraph 3.2.2.3 (Part 3 of the Annex) of resolution MEPC.107(49) should be interpreted as follows:

First the temperature test of the electronic part should be operated under the test condition mentioned under 3.2.2.2 (part 3 of Annex) of the guidelines, followed by the humidity test.

APPENDIX TO APPENDIX 1

The test result diagrams of the Appendix to Appendix 1 (Certificate of Type Approval) in the revised Guidelines show a continuous operation of the 15 ppm separator during the performance test with test fluid A, B and C.

Present situation during type approval

Some separation processes may require one or more interruptions, e.g., for back flushing, filter cleaning or batch operation.

Possible problem

If the required time for the continuous operation incorporates also the previous mentioned interruptions the total throughput of the separator may be reduced significantly compared to a separator with a continuous separation process.

Guidance note

The test result diagrams (Appendix to Appendix 1) should be interpreted as follows:

The continuous and automatic operation should apply to the performance tests with the test fluids A, B and C according to the test result diagrams in the Appendix to Appendix 1. However if due to the separation process any interruption in feeding the test fluid with nominal flow rate e.g., for back flushing, is deemed necessary, the time for these interruptions should be added to the required time of the test step which was interrupted during the performance test. While all the time, the bilge separator operates continuously and automatically without human intervention.

ANNEX 14**DRAFT MSC CIRCULAR****UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS II-1/1.3 AND II-1/3-6**

1 The Maritime Safety Committee, at its [eighty-fifth session (...)], with a view to providing guidance on the application of SOLAS regulation II-1/1.3, concerning the term “repairs, alterations and modifications of a major character”, and of SOLAS regulation II-1/3-6 concerning the applicability of the regulation to single-hull tankers being converted to double-hull tankers and the term “substantial new structures”, agreed to the interpretations of SOLAS regulations II-1/1.3 and II-1/3-6, as set out in the annex.

2 Member Governments are invited to use the annexed interpretations as guidance when applying relevant provisions of SOLAS chapter II-1 and to bring them to the attention of all parties concerned.

ANNEX

UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS II-1/1.3 AND II-1/3-6

Regulation II-1/1.3 – Application

1 Conversions of single-hull tankers to double-hull tankers are regarded as modifications of a major character for the purposes of SOLAS chapter II-1.

2 Repairs, alterations and modifications of a major character should include:

.1 Substantial alteration of the dimensions of a ship, for example:

Lengthening of a ship by adding a new midbody. The new midbody should comply with SOLAS chapter II-1.

.2 A change of ship type, for example:

A tanker converted to a bulk carrier. Any structure, machinery and systems that are added or modified should comply with SOLAS chapter II-1.

3 In the context of conversions of single-hull tankers to double-hull tankers, the flag State Administration should decide on a case-by-case basis which retrofitting requirements should be fulfilled.

Regulation II-1/3-6 – Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers

Permanent means of access contained in table 1 of the Technical provisions for means of access for inspections (resolution MSC.158(78)) should not apply to tankers converting from single-hull to double-hull. However, if, in the course of conversion, substantial new structures are added, these new structures should comply with the regulation. The term “substantial new structures” means hull structures that are entirely renewed or augmented by new double bottom and/or double side construction (e.g., replacing the entire structure within cargo area or adding a new double bottom and/or double side section to the existing cargo area).

ANNEX 15

DRAFT AMENDMENTS TO SOLAS REGULATION II-1/3-5

CHAPTER II-1

**CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY
AND ELECTRICAL INSTALLATIONS**

Regulation 3-5 – New installation of materials containing asbestos

In paragraph 2, a full stop is inserted after the word “prohibited” and the following text is deleted.

ANNEX 16**DRAFT MSC CIRCULAR****UNIFIED INTERPRETATION OF SOLAS REGULATION III/16.1**

1 The Maritime Safety Committee, at its [eighty-fifth session (...)], with a view to providing guidance regarding the means to be provided to allow controlled descent/safe access (e.g., via an embarkation ladder) of persons into liferafts on ships that are not required to have launching and embarkation appliances under regulation III/16.1 (e.g., cargo ships with a length less than 85 m), approved an interpretation of SOLAS regulation III/16.1, as set out in the annex.

2 Member Governments are invited to use the annexed unified interpretation as guidance when applying relevant provisions of SOLAS chapter III and to bring them to the attention of all parties concerned.

ANNEX

UNIFIED INTERPRETATION OF SOLAS REGULATION III/6.1

Regulation III/16.1 – Survival craft launching and recovery arrangements

Ships as defined in SOLAS regulation III/31.1.3 which are fitted with non-davit launched liferafts as per regulation III/16.1 should be provided with an embarkation ladder at each side of the ship.

ANNEX 17

DRAFT MSC CIRCULAR

UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/32

1 The Maritime Safety Committee, at its [eighty-fifth session (...)], with a view to providing guidance for a relaxation of the explicit requirement for redundancy of safety valves for steam boiler and boiler feed systems, approved a unified interpretation of SOLAS regulation II-1/32.1, as set out in the annex.

2 Member Governments are invited to use the annexed unified interpretation as guidance when applying relevant provisions of SOLAS chapter II-1 and to bring them to the attention of all parties concerned.

ANNEX

**UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/32 REGARDING
PROVISION FOR A REDUNDANT REQUIREMENT OF SAFETY VALVES FOR
STEAM BOILERS AND UNFIRED STEAM GENERATORS**

Regulation II-1/32.1 – Steam boilers and boiler feed systems

With respect to the application of SOLAS chapter II-1, regulation 32.1, for redundant requirement of safety valves for steam boilers and unfired steam generators, the satisfaction of the Administration that adequate protection against overpressure is provided should be confirmed by carrying out a satisfactory technical risk assessment.

ANNEX 18

**DRAFT REVISED WORK PROGRAMME OF THE SUB-COMMITTEE
AND PROVISIONAL AGENDA FOR DE 52***

DRAFT REVISED WORK PROGRAMME OF THE SUB-COMMITTEE

	Title and reference to strategic directions, high-level actions and planned outputs for 2008-2009	Target completion date/number of sessions needed for completion	Reference
1	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4; DE 50/27, section 17
2	Consideration of IACS unified interpretations <i>Strategic direction: 1.1</i> <i>High-level action: 1.1.2</i> <i>Planned output: 1.1.2.1</i>	Continuous	MSC 78/26, paragraph 22.12; DE 51/28, section 22
H.1	Amendments to resolution A.744(18) <i>Strategic direction: 5.2</i> <i>High-level action: 5.2.1</i> <i>Planned output: 5.2.1.1</i>	2008 2009	DE 45/27, paragraphs 7.18 and 7.19; DE 51/28, section 3
H.2	Measures to prevent accidents with lifeboats (in co-operation with FSI, NAV and STW) <i>Strategic direction: 5.1</i> <i>High-level action: 5.1.2</i> <i>Planned output: 5.1.2.1</i>	2008 2010	MSC 74/24, paragraph 21.34; DE 51/28, section 8
H.3	Compatibility of life-saving appliances <i>Strategic direction: 5.1</i> <i>High-level action: 5.1.2</i> <i>Planned output: 5.1.2.2</i>	2008 2009	DE 47/15, paragraph 5.3; MSC 78/26, paragraph 24.37.1; DE 51/28, section 9
H.4	Review of the SPS Code (in co-operation with DSC, FP, NAV, COMSAR and SLF) <i>Strategic direction: 2</i> <i>High-level action: 2.1.1</i> <i>Planned output: 2.1.1.2</i>	2008	MSC 78/26, paragraph 24.9; DE 50/27, section 9

- * **Notes:**
- 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.
 - 2 Struck-out text indicates proposed deletion and shaded text proposed additions or changes.
 - 3 Items printed in bold letters have been selected for the provisional agenda for DE 52.

H.5 H.4	Development of provisions for gas-fuelled ships (co-ordinated by BLG) <i>Strategic direction: 5.2</i> <i>High-level action: 5.2.1</i> <i>Planned output: 5.2.1.1</i>	2008 2 sessions	MSC 78/26, paragraph 24.39; DE 51/28, section 4
H.6 H.5	Test standards for extended service intervals of inflatable liferafts <i>Strategic direction: 5.1</i> <i>High-level action: 5.1.2</i> <i>Planned output: 5.1.2.3</i>	2008 2009	MSC 78/26, paragraph 24.41; DE 51/28, section 10
H.7 H.6	Amendments to the Guidelines for ships operating in Arctic ice-covered waters (in co-operation with SLF, as necessary) <i>Strategic direction: 5.2</i> <i>High-level action: 5.2.1</i> <i>Planned output: 5.2.1.2</i>	2008 2010	MSC 79/23, paragraph 8.25; DE 51/28, section 11
H.8 H.7	Revision of the Code on Alarms and Indicators (in co-operation with appropriate sub-committees, as necessary) <i>Strategic direction: 2</i> <i>High-level action: 2.1.1</i> <i>Planned output: 2.1.1.2</i>	2008 2009	MSC 79/23, paragraph 20.28; DE 51/28, section 6
H.9 H.8	Amendments to the MODU Code <i>Strategic direction: 2</i> <i>High-level action: 2.1.1</i> <i>Planned output: 2.1.1.2</i>	2008 2009	MSC 79/23, paragraph 22.51; DE 51/28, section 7
H.10 H.9	Guidelines for uniform operating limitations of high-speed craft (in co-operation with COMSAR, NAV and SLF) <i>Strategic direction: 5.2</i> <i>High-level action: 5.2.1</i> <i>Planned output: 5.2.1.2</i>	2009	MSC 81/25, paragraph 23.45; DE 51/28, section 13
H.11 H.10	Guidelines for maintenance and repair of protective coatings <i>Strategic direction: 2</i> <i>High-level action: 2.1.1</i> <i>Planned output: 2.1.1.2</i>	2008 2009	MSC 81/25, paragraph 23.48.1; DE 51/28, section 14
H.12	Requirements and standard for corrosion protection of means of access arrangements <i>Strategic direction: 2</i> <i>High-level action: 2.1.1</i> <i>Planned output: 2.1.1.2</i>	2008	MSC 81/25, paragraph 23.48.2; DE 50/27, section 20

H.13 H.11	Performance standards for recovery systems <i>Strategic direction: 5.1</i> <i>High-level action: 5.1.1</i> <i>Planned output: 5.1.1.1</i>	2008 2010	MSC 81/25, paragraph 23.49.1; DE 51/28, section 16
H.14	Guidelines for the approval of novel life-saving appliances — <i>Strategic direction: 5.1</i> — <i>High-level action: 5.1.1</i> — <i>Planned output: 5.1.1.2</i>	2008	MSC 81/25, paragraph 23.49.2; DE 50/27, section 22
H.15	Review of MEPC.1/Circ.511 and relevant MARPOL Annex I and Annex VI requirements — <i>Strategic direction: 2</i> — <i>High-level action: 2.1.1</i> — <i>Planned output: 2.1.1.1</i>	2008	MEPC 55/23, paragraph 6.16; DE 50/27, section 23
H.16 H.12	Guidance to ensure consistent policy for determining the need for watertight doors to remain open during navigation <i>Strategic direction: 2</i> <i>High-level action: 2.1.1</i> <i>Planned output: 2.1.1.2</i>	2009	SLF 49/17, paragraph 3.11; MSC 82/24, paragraph 21.47; DE 51/28, section 26
H.17	Review of SOLAS requirements on new installation of materials containing asbestos — <i>Strategic direction: 5.2</i> — <i>High-level action: 5.2.1</i> — <i>Planned output: 5.2.1.1</i>	2009	MSC 82/24, paragraph 21.48; DE 50/27, paragraphs 25.19 to 25.21
H.18 H.13	Development of a new framework of requirements for life-saving appliances (in co-operation with FP and COMSAR as necessary and when requested by DE)	4 sessions 2012	MSC 82/24, paragraph 21.49
H.19 H.14	Improved safety of pilot transfer arrangements (co-ordinated by NAV) <i>Strategic direction: 5.2</i> <i>High-level action: 5.2.4</i> <i>Planned output: 5.2.4.2</i>	2 sessions	MSC 82/24, paragraph 21.50
H.20 H.15	Cargo oil tank coating and corrosion protection <i>Strategic direction: 5.2</i> <i>High-level action: —</i> <i>Planned output: —</i>	2009	MSC 82/24, paragraphs 21.51 and 23.12; DE 51/28, section 19

H.21 H.16	Development of safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III <i>Strategic direction: 5.2</i> <i>High-level action: –</i> <i>Planned output: –</i>	3 sessions	MSC 82/24, paragraphs 3.92 and 21.52
H.22	Interpretation of SOLAS regulations II-1/1.3 and II-1/3-6	2008	MSC 82/24, paragraphs 7.8 and 21.53; DE 50/27, paragraphs 25.24 to 25.28
H.23 H.17	Protection against noise on board ships <i>Strategic direction: 5.2</i> <i>High-level action: –</i> <i>Planned output: –</i>	2 sessions	MSC 83/28, paragraph 25.41
[H.18]	Definition of the term “bulk carrier” <i>Strategic direction: 2</i> <i>High-level action: 2.1.1</i> <i>Planned output: 2.1.1.2</i>	2010	MSC 83/28, paragraph 25.41; DE 51/28, section 27]
L.1	Revision of resolution A.760(18) <i>Strategic direction: 5.2</i> <i>High-level action: 5.2.1</i> <i>Planned output: 5.2.1.2</i>	2008 2010	DE 46/32, paragraph 31.23; DE 51/28, section 12
L.2	Free-fall lifeboats with float-free capabilities <i>Strategic direction: 5.2</i> <i>High-level action: –</i> <i>Planned output: –</i>	1 session	MSC 76/23, paragraphs 20.41.3 and 20.48; DE 47/25, paragraph 22.6
L.3	Guidelines on equivalent methods to reduce on-board NO _x emissions <i>Strategic direction: 2</i> <i>High-level action: –</i> <i>Planned output: –</i>	2 sessions	MEPC 41/20, paragraph 8.22.1; BLG 10/19, paragraph 12.3; MEPC 55/23, paragraph 19.9
L.4	Performance standards for protective coatings .1 mandatory application of the Performance standard for protective coatings for void spaces on bulk carriers and oil tankers .2 performance standard for protective coatings for void spaces on all types of ships <i>Strategic direction: 2</i> <i>High-level action: 2.1.1</i> <i>Planned output: 2.1.1.2</i>	2 sessions	MSC 76/23, paragraphs 20.41.2 and 20.48; DE 50/27, section 4

DRAFT PROVISIONAL AGENDA FOR DE 52*

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Amendments to resolution A.744(18)
 - 4 Revision of the Code on Alarms and Indicators
 - 5 Amendments to the MODU Code
 - 6 Measures to prevent accidents with lifeboats
 - 7 Compatibility of life-saving appliances
 - 8 Test standards for extended service intervals of inflatable liferafts
 - 9 Amendments to the Guidelines for ships operating in Arctic ice-covered waters
 - 10 Revision of resolution A.760(18)**
 - 11 Guidelines for uniform operating limitations of high-speed craft
 - 12 Guidelines for maintenance and repair of protective coatings
 - 13 Performance standards for recovery systems
 - 14 Cargo oil tank coating and corrosion protection
 - 15 Guidance to ensure consistent policy for determining the need for watertight doors to remain open during navigation
 - 16 Development of a new framework of requirements for life-saving appliances
 - [17 Definition of the term “bulk carrier”]

* Agenda item numbers do not indicate priorities.

** Inclusion depends on progress in ISO (see DE 51/28, paragraph 12.3).

- 18 Consideration of IACS unified interpretations
 - 19 Work programme and agenda for DE 53
 - 20 Election of Chairman and Vice-Chairman for 2010
 - 21 Any other business
 - 22 Report to the Maritime Safety Committee
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