Introduction

The 94th session of the IMO Maritime Safety Committee (MSC 94) was held from 17 to 21 November 2014, at the IMO headquarters in London. This briefing summarises the subjects discussed which are relevant to the work of Lloyd’s Register and our clients.

Overview of agenda items

MSC 94 adopted the Polar Code and associated amendments to the SOLAS Convention for entry into force on 1 January 2017. While this concludes the work on the safety side of the Code, the work on environment side will continue toward MEPC 68 scheduled in May 2015.

The amendment to the SOLAS Convention requiring container weighing was adopted for entry into force on 1 July 2016.

MSC 94 also continued to discuss the IGF Code which was approved in principle for conclusion and adoption at MSC 95. The associated amendment to the SOLAS Convention was finalised for final adoption at MSC 95 for entry into force on 1 January 2017.

Summary of discussions

The following agenda items are relevant to the work of Lloyd’s Register.

Decision of other IMO Bodies (agenda item 2)

Electronic Certificate (outcome of FAL Committee)

MSC 94 noted the outcome of the FAL Committee in respect of FAL 5/Circ.39 Rev.1 Guidelines for the use of Electronic Certificates and instructed III 2 to amend the list of certificates to be carried on board ships as necessary.

Consideration of adoption of amendments to mandatory instruments (agenda item 3)

MSC 94 adopted the following instruments:

Amendments to SOLAS - entry into force on 1 July 2016

- **Regulation II-2/10 - Fire-fighting.** This clarifies that the application of SOLAS regulation II-2/10.5.2.2 is relevant to the provision of additional fire-extinguishing. The words “of category A” were added to read: “Machinery spaces of category A containing internal combustion machinery.”
- **Regulation VI/2 - Cargo information.** New regulation VI/2 introducing mandatory verification of the gross mass weight of containers and the guidelines for its implementation. Shippers will be responsible under SOLAS to obtain the gross mass of a container and provide this information in advance to the ship’s Master and terminals. The ship’s Master will be able to refuse a container that has not been provided with a verified gross mass.
- **Regulation XI-1/7 - Atmosphere testing instrument for enclosed spaces.** New regulation XI-1/7 requires that every ship to which chapter I applies carries an appropriate portable atmosphere testing instrument or instruments. Guidelines to facilitate the selection of portable instruments were developed as MSC.1/Circ. 1477. The new portable instrument is not to be used as personal protective safety equipment, but is to be part of the ship’s...
equipment. The portable testing instrument should be used to test the enclosed space from the outside to ensure it is safe for entry. The multi-gas meter should be capable of measuring concentrations of oxygen, flammable gasses or vapours, carbon monoxide and hydrogen sulphide. Amendments to the MODU Code 1979 (Resolution A.414(XII)), 1989 (Resolution A.649(16)), 2009 Resolution A.1023(26) were also adopted to include the carriage of this instrument.

- **Appendix - forms of certificate.** This is a correction of unintended oversight concerning the lack of an entry for the total number of persons accommodated by free-fall lifeboats in the Record of Equipment for the Cargo Ship Safety Equipment Certificate and the Cargo Ship Safety Certificate.

- **The International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code).** These updates to the 2011 ESP Code bring it into line with the latest revision of the IACS UR Z10 series of unified requirements on surveys of oil tankers and bulk carriers. For ships registered with Lloyd's Register, these changes are just endorsement of class initiatives.

- **MSC circular on Early implementation of SOLAS regulation XI-1/7**

MSC 94 approved an MSC circular on Early implementation of SOLAS regulation XI-1/7 on atmosphere testing instrument for enclosed spaces. This circular encourages the early implementation of the carriage requirement for atmosphere testing instrument noting that the requirement for drills to be carried out enters into force on 1 January 2015.

---

**International Code for ships operating in Polar waters and associated amendments to the SOLAS Convention to make the Polar Code mandatory - entry into force on 1 January 2017**

- **New Chapter XIV - Safety measures for ships operating in polar waters.** A new chapter XIV is added after chapter XIII. The chapter includes the definitions, application and requirements for ships to which the Code applies. Unless expressly provided otherwise the Code applies to all ships operating in Polar waters certified in accordance with chapter I. Surveys would be supplemental to and harmonized with the usual SOLAS surveys.

- **The Polar Code –** has been developed to supplement existing IMO instruments in order to increase the safety of ships’ operation and mitigate the impact on the people and environment in the remote, vulnerable and potentially harsh polar waters. The Code covers all aspects including ship structure, stability, water and weathertight integrity, machinery installations, fire safety, life saving appliances, safety of navigation, communications, voyage planning, and safe manning and training. The Code has two parts, Part I which covers additional requirements to SOLAS and Part II which includes additional requirements to MARPOL. Each part has two sections, section A which contains the mandatory requirements and section B which contains additional guidance (non-mandatory) information.

- **Correspondence group.** A correspondence group was established to discuss operational limitations, using the IACS POLARIS suggestion as a starting point. This group will develop separate guidelines, to be issued as an MSC circular.

---

**Goal-based new ship construction standards (agenda item 5)**

**Safety Level Approach (SLA) to the IMO Rule-Making**

MSC 94 discussed the further development of the Goal-Based Standards Safety-level Approach (GBS-SLA). The “Interim guidelines for the application of the goal-based standards Safety-Level Approach (SLA) to IMO rule-making process” were progressed by adding new sections on the purpose, principles and procedures, and it was decided that environmental issues do not need to be addressed separately as they are included within the scope of “safety” in the same way that is used in the FSA guidelines. The guidelines remain subject to further development at future IMO meetings.

It was also agreed that there are useful lessons to be learned from the use of goal-based rules to offer a regulatory framework for naval ships and submarines in the NATO Naval Ships Code. Submissions for amendments to incorporate these lessons were invited for future MSC meetings.

MSC 94 also agreed that the “Generic guidelines for developing IMO goal-based standards” (MSC.1/Circ.1394) need further work particularly to specify the details of functional requirements, and recognised that there would be merit in combining these two sets of guidelines in future.

**Link between work done under this agenda item and other Sub-Committees**

MSC 94 discussed the activities in various IMO bodies where the GBS guidelines are currently being applied, including the Polar Code, IGF Code and life-saving appliances. There was discussion over whether the GBS Working Group should get involved with these activities, but it was concluded that the Working Group should prioritise finishing the guidelines first so that they can be applied properly to future uses. Nonetheless it was recognised that the participation of GBS experts would be beneficial to ensure coordination and harmonisation amongst the various instruments.
GBS verification audit
SOLAS regulation II-1/3-10 requires that classification rules for bulk carriers and oil tankers shall comply with IMO’s goal based standards (GBS). MSC 94 noted information about submissions of rules for verification audits from classification societies and progress of the audits.

Passenger ship safety (agenda item 6)
MSC 94 considered the following issues in relation to safety of passenger ships:

Outcome of III 1 on consideration of the casualty report on the Costa Concordia
MSC 94 reviewed the outcome of the discussion at III 1, and decided that the issues identified should be placed on the long term action plan while waiting for more detailed justification to take them forward.

Existing passenger ship safety - requirements for onboard computer or shore support (SOLAS II-1/8-1/3) to ships constructed before 1 Jan 2014
Passenger ships constructed on or after 1 Jan 2014 are required to have an onboard stability computer or shore-based support to provide information after a flooding casualty to the Master. MSC 94 reviewed a new proposed unplanned output (work programme) to extend the SOLAS requirement relating to computerized stability support for the Master in case of flooding to existing passenger ships, and decided to place it on the agenda for SDC 3 for further consideration.

Watertight doors
MSC 94 noted that SOLAS regulation II-1/21 “Periodical operation and inspection of watertight doors, etc., in passenger ships” contains the minimum interventions that should be carried out when periodical operations and inspections on watertight doors are performed. No mention of the minimum, required maintenance operations on these doors is given. MSC 94 agreed that this issue should be followed up pending a full justification to place this on the agenda of the Sub-Committee.

SAR Plan
SOLAS regulation V/7.3 requires SAR Co-ordination plan and MSC/Circ.1079 provides further detailed guidance. MSC 94 invited interested Member States to submit a full justification for an unplanned output to be submitted to the next session.

Human Element, Training and Watchkeeping (report of the first session of the Sub-Committee) (agenda item 7)
HTW 1 was held in February 2014. Lloyd’s Register’s report on the meeting can be found here. Urgent matters were addressed at MSC 93 held in May 2014. MSC 94 reviewed the non-urgent outcomes, as follows:

Amendments related to the IGF Code to the STCW Convention, part A and part B of the STCW Code
MSC 94 approved the amendments related to the IGF Code to the STCW Convention and part A and part B of the STCW Code, the associated MSC resolutions and STCW circular with a view to adoption at MSC 95 for entry into force on 1 January 2017.

The amendments concern the mandatory minimum requirements for the training and qualifications of Masters, Officers, Ratings and other personnel on ships subject to the IGF Code. A certificate of basic training shall be required for seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board such ships, however, seafarers who have been qualified and certified according to regulation V/1-2, paragraphs 2 and 5, or regulation V/1-2, paragraphs 4 and 5 on liquefied gas tankers, are to be considered as having met the requirements specified in section A-V/3, paragraph 1 for basic training for service these ships. Masters, engineer Officers and all personnel with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code shall hold a certificate in advanced training for service on these ships. Liquefied tanker experience again may be sufficient provided it meets the provisions of the convention.

The Interim Guidance on training for seafarers on board ships using gases or other low-flashpoint fuel
In addition to the draft amendments to the STCW Convention and Code given above, HTW produced interim guidance to ensure consistency with the amendments, addressing training requirements and standards of competency. MSC 94 agreed to the guidelines.
Ship systems and equipment (report of the first session of the Sub-Committee) (agenda item 8)

SSE 1 was held in March 2014. Lloyd’s Register’s report on the meeting can be found here. Urgent matters were addressed by MSC 93. MSC 94 reviewed the non-urgent outcomes, as follows:

**Amendments to SOLAS regulation II-2/20**

This amendment to SOLAS II-2/20 will allow the optional use of an air quality management system in lieu of prescriptive requirements for ventilation of ro-ro and special category spaces. The draft amendments to the associated MSC Circ.729 are still under discussion at the SSE Sub-Committee and are expected to be finalised at its next session in March 2015.

MSC 94 agreed to include a further amendment which clarified the application of these amendments so that they applied to all ships. The draft amendments were approved but will return to SSE 2 for review before adoption at MSC 95 and entry into force on 1 January 2017.


Amendments to paragraph 14.12.4 of the 2009 MODU Code referring to the requirements in SOLAS regulation III/19.6.1.3 by adding a sub-paragraph 3 which specifies that alternative methods can be used to achieve the objectives of the required 3 monthly launch of lifeboats if conditions are unfavourable. The alternative methods are specified in the guidelines below. MSC 94 adopted the amendments.

**MSC circular on Guidelines on alternative methods for lifeboat drills on MODUs**

MSC 94 approved the Guidelines which are in conjunction with the amendment to the MODU code given above. MODUs are required to launch lifeboats with their assigned crew on board and manoeuvre them in the water at least once every three months, as far as reasonable and practicable and when conditions permit. These guidelines allow for an alternative method of achieving the objectives of the three monthly launches when unfavourable environmental conditions mean that it is too hazardous to carry out a launch safely. Where alternative methods of achieving the objectives are to be employed, they should ensure achievement of a level of assurance of capability and readiness at least equivalent to that that would be achieved through the launching process. The Guidelines specify the equipment and competence checks that can be used as an alternative to the launch.

**MSC resolution on amendment to the recommendation on conditions for the approval of servicing stations for inflatable liferafts**

The amendment is to ensure that Items of equipment should be checked to ensure that all are in good condition and dated items should be replaced in cases where the expiry date falls before the next service date of the liferaft. This replaces the current practice of not requiring replacement of the dated item if the item is still valid as of the date of servicing (rather than next service date). MSC 94 adopted the resolution.

**Amendments to SOLAS chapter II-2**

These amendments to SOLAS regulations II-2/4.5, II-2/11.6.1, II-2/11.6.2, and II-2/11.6.3.2, which clarify the provisions relating to the secondary means of venting cargo tanks, were approved by MSC 94 with a view to adoption at MSC 95. In general terms, these amendments will require new tankers to install full flow P/V valves on each cargo tank in order to ensure adequate safety against over-and-under pressure in the event a cargo tank isolation valve is damaged or inadvertently closed.

**MSC circular on unified interpretations of chapters 5, 9 and 10 of the FSS Code**

This is a reflection of the following IACS Unified Interpretations although it should be noted that the text of UI SC260 has been slightly revised although the substance remains unchanged. The circular was approved by MSC 94.

- UI SC35 (Rev.3) July 2013 to be implemented for ships contracted for construction on or after 1 January 2014.
- UI SC132 (Rev.4) November 2013 – slight editorial change in text of the Circular. UI text reads “and they need not” which is changed in the Circular to “which need not”
- UI SC260 March 2013 with IACS implementation not later than 1st January 2014 – it should be noted that the text of the circular differs slightly from the UI but the substance remains the same.

**MSC circular on the unified interpretation of part 3 of annex 1 to the 2010 FTP Code**

MSC 94 approved the circular which is a reflection of the IACS Unified Interpretation FTP6 (February 2014). It should be noted that there are editorial differences between the published UI and the Circular. In the ‘Additional testing/design criteria and Approval’ paragraph the word “shall” has been replaced in the Circular with the word “should”.
MSC circular on the unified interpretation of the Revised recommendation on testing of life-saving appliances (Resolution MSC.81(70))

This revision specifies that the Resolution MSC.81(70) Revised Recommendation on Testing of Life-Saving Appliances applies only to lifeboats and rescue boats launched by falls. It does not apply to the secondary means of launching free-fall lifeboats. The test may be carried out either on board the ship or on shore at the manufacturer’s plant or the shipyard. The weight of the boat to be considered for the load in the case of single fall systems is the weight of the boat with its full complement of persons and equipment multiplied by two. The circular was approved by MSC 94.

MSC circular on the unified interpretation of SOLAS regulation III/31.1.4 (paragraph 17.33 and annex 13)

MSC 94 approved the circular which is a reflection of the IACS Unified Interpretation SC213 on the embarkation station and stowage location of the liferaft as required by SOLAS regulation III/31.1.4 slightly modified to include illumination of the liferaft stowage area and to delete reference to the length of the embarkation ladder to be used.

MSC circular on amendments to the unified interpretations of SOLAS chapter II-2, the FSS Code, the FTP Code and related fire test procedures (MSC/Circ.1120)

IACS proposed a revision to MSC/Circ.1120 in order to provide clarity on paragraph 14.2.3.2.3 of the FSS Code, as amended by resolution MSC.339(91) in relation to the omission of oil bunker tanks, which was understood to mean that it is no longer permissible to locate the aftermost monitors over them. The actual intention of the amendment was not to preclude the positioning of aftermost foam monitors on the deck in the area above the oil bunker tanks if they are capable of protecting the deck below and aft of each other. The circular was approved by MSC 94.

MSC circular on amendments to the unified interpretations of SOLAS chapter II-2 and the FSS and FTP Codes (MSC.1/Circ.1456)

This is a reflection of the IACS unified interpretation of the phrase “the isolation valves shall be fitted in the fire main at the poop front in a protected position” as written in SOLAS regulation II-2/10.2.1.4.4, and as set out in paragraph 4 of annex 1 to MSC.1/Circ.1456 and was approved by the MSC 94.

Implementation of paragraphs 8.10.1.4 to 8.10.1.6 of the 2000 HSSC Code

MSC 94 considered the request from IACS regarding the implementation of paragraphs 8.10.1.4, 8.10.1.5 of the HSC Code concerning the exemption from the installation of rescue boats for high-speed craft of less than 30m in length. Plenary agreed that an amendment of the Code would be needed but in the interim agreed with the proposal and tasked SSE 2 to consider the necessary exemptions.

Navigation, communications, search first session of the Sub-Committee) (agenda item 9)

NCSR 1 was held in July 2014. Lloyd’s Register’s report on the meeting can be found here. MSC 94 reviewed the outcome of NCSR 1 as follows:

e-navigation Strategy Implementation Plan

“e-navigation” is defined as “the harmonized collection, integration, exchange, presentation and analysis of marine information on board and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment.” The e-navigation Strategy Implementation Plan sets up a list of tasks and specific timelines for the period 2015-2019 for the implementation of prioritised e-navigation solutions which address the equipment and how it is used and improved communications between ships and ship to shore.

MSC 94 discussed a proposal to take forward the implementation of the outstanding tasks in the implementation plan and decided that new proposals to take each individual item forward were required and would be considered (if submitted) at MSC 95.

MSC circular on the revision to MSC.1/Circ.1182 on Guide to recovery techniques

This circular provides specific guidance to seafarers on recovery techniques. Member Governments and International Organisations are invited to enhance it with pictorial and other relevant information and distribute it to seafarers.

MSC circular on Unified Interpretations of SOLAS regulation V/23.3.3 on Pilot transfer arrangements

Taking into account the previous discussion IACS submitted a revised unified interpretation to NCSR 1 which stipulates that the length of the pilot boarding ladder should be calculated inclusive of the consideration of an adverse list of 15 degrees. After some discussion the circular was approved. Please note that the circular does not contain an application date.
MSC circular on Unified Interpretations on the Completion of items 2.1 and 2.2 of Part 3 of the Form E and items 2.1 and 2.2 of Part 5 of Forms P and C

In considering this UI it was agreed by NCSR and subsequently by MSC 94 that:
- SOLAS did not mandate that ECDIS should always be the ‘primary means’, this can also be nautical charts;
- SOLAS mandated the carriage of ECDIS but not its use;
- paper charts did not require backup

After a short discussion MSC 94 agreed with NCSR1 and approved the circular.

Polar Code related issues

The outcomes of NCSR 1 relating to Chapter 10 and Chapter 11 of the Polar Code were included in the final draft of the Polar Code (Agenda item 3).

Others

MSC 94 also approved the following circulars
- COMSAR.1/Circ.54 on Audits of LRIT Data Centres and of the International LRIT Data Exchange conducted by the LRIT Coordinator
- MSC circular on amendments to LRIT-related circulars (MSC.1/Circ.1259/Rev.5, MSC.1/Circ.1294/Rev.3, MSC.1/Circ.1338, MSC.1/Circ.1376/Rev.1 and MSC.1/Circ.1412)
- MSC circular on Guidelines on Harmonization of test beds reporting
- Daft Assembly resolution on Revised guidelines for the onboard operational use of shipborne automatic identification systems (AIS)
- MSC circular on the Revised Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI)
- Revision to MSC.1/Circ.1210 on Guidance on the Cospas-Sarsat International 406 MHz Beacon Registration Database (IBRD)

Application of Iridium mobile - satellite system for recognition and use in the GMDSS

MSC 94, noting the recommendation of NCSR, decided to appoint the International Mobile Satellite Organization (IMSO) to carry out an expert evaluation of the application of the Iridium mobile-satellite system. Comments, observations and questions should be submitted to NCSR 2 for onward transmission to IMSO.

Implementation of IMO instruments (report of the first session of the Sub-Committee) (agenda item 10)

III 1 was held in July 2014. Lloyd’s Register’s report on the meeting can be found here. MSC 94 reviewed the outcome of III 1, as follows:

MSC-MEPC.5 circular Unified Interpretation on keel laying date for Fibre Reinforce Plastic (FRP) Craft – (subject to a concurrent decision by MEPC)

MEPC 67 approved the circular in October 2014. MSC 94 subsequently approved this is a reflection of the IACS Unified Interpretations UI MPC104 (IACS407), UI HSC9 (IACS0408) and UI LL78 (IACS0409). This circular stipulates how to define construction (equivalent to keel laying) for craft made out of FRP. The date of construction is defined as the date when the first structural reinforcement of the complete thickness of the approved hull laminate schedule is laid either in or on the mould.

MSC Resolution on amendment to Code of the international standards and recommended practices for a safety investigation into a marine casualty or marine incident (Casualty Investigation Code), resolution MSC.255 (84)

This is an editorial revision to acknowledge the adoption of the III Code and the adoption of the Casualty Investigation Code through A.1075(28).

Interim Guidelines for use of printed versions of electronic certificates

MSC 94 noted the outcome of the FAL Committee in the respect of FAL 5/Circ.39 Rev.1 Guidelines for the use of Electronic Certificates and instructed III 2 to amend the list of certificates to be carried on board ships as necessary.

The outcome of the analysis of the marine safety investigation report concerning the foundering of the livestock carrier Danny F II

MSC 94 noted the discussions at III 1.
**Compatibility of immersion suits and buoyancy aids (outcome of the analysis of the safety report into the foundering of the general cargo ship Swanland)**

MSC 94 considered the recommendation of III 1 to amend the carriage requirements immersion suits and decided to forward the information to the SSE 2 Life Saving Appliances Correspondence Group.

**Carriage of cargoes and containers (urgent matters emanating from the first session of the Sub-Committee) (Agenda item 11)**

CCC 1 was held in September 2014. Lloyd’s Register’s report on the meeting can be found [here](#). MSC 94 reviewed the outcome of CCC 1 as follows:

**The IGF Code and associated amendment to the SOLAS Convention with regard to LNG as fuel**

MSC 94 approved the draft amendment to the SOLAS Convention although the draft IGF code was agreed in principle with a view to adoption at MSC 95.

The basic philosophy of the IGF Code is to provide mandatory provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using low flashpoint fuels, such as liquefied natural gas (LNG), to minimize the risk to the ship, its crew and the environment, having regard to the nature of the fuels involved.

The Code addresses all areas that need special consideration for the usage of low flashpoint fuels, based on a goal-based approach, with goals and functional requirements specified for each section forming the basis for the design, construction and operation of ships using this type of fuel.

As a first step, on the specific requirements for ships using LNG as fuel was concluded at this stage. CCC Sub-Committee will further work on the next phase of development of the IGF Code, to take account of the need to consider future proposals for the use of additional fuels for inclusion in the Code, i.e., other low flash point fuels such as methanol, ethanol etc.

**Draft amendment to SOLAS**

The following regulations are revised, subject to final adoption at MSC 95. They are expected to enter into force on 1 January 2017

Chapter II-1
- II-1/2 - Definitions
  - Part G – Ships using low-flashpoint fuels (new)
- SOLAS regulation II-1/56 – Application
- SOLAS regulation II-1/57 – Requirements for ships using low-flashpoint fuels

Chapter II-2
- SOLAS regulation II-2/4 – Probability of ignition

Appendix
- Form of Safety Certificate for Passenger Ships
- Form of Safety Construction Certificate for Cargo Ships
- Form of Safety Certificate for Cargo ships

**Draft IGF Code**

MSC 94 agreed the IGF Code “in principle”, subject to the further discussion at MSC 95. The following is a list of the major decisions taken at MSC 94.

- Tank location (protective distance) – the limit on tank length was deleted from the deterministic approach and the probabilistic approach included with $f_{on}$ limits of 0.02 for passenger ships and 0.04 for cargo ships.
- Gas carriers subject to Chapter 16 of the IGC Code – the IGF Code will not apply to these carriers when boil-off gas (BOG) from their cargo as is used as fuel. Use of low-flashpoint fuels other than BOG will be assessed on a ‘case-by-case’ basis.
- Bunker Delivery Note (BDN) – a BDN is to be completed following all deliveries of fuel. The BDN will be an annex within the IGF Code.
- Bunkering connections – ISO has been asked and has agreed to develop a standard for LNG bunkering connectors/connections.
- Risk assessment - risk assessment is required by the Code but clarification is sought on its scope and proposals/views to MSC 95 are invited. The working group was reminded that IACS is developing a unified requirement for risk assessment specific to the IGF Code.

Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) and the associated MSC circular cover note (MSC.1/Circ.1352), to be re-issued as MSC.1/Circ.1352/Rev.1
The CSS Code and MSC.1/Circ.1352 will be amended to include interpretations on the definition of “container ships” and the dimensions which are used. New figures are included to help with this clarification.

Draft amendments to MSC.1/Circ.1353 on Revised Guidelines for the preparation of the Cargo Securing Manual, to be issued as MSC.1/Circ.1353/Rev.1
Circular MSC.1/Circ.1353 will be amended to include a footnote to clarify that the term “container ship” means dedicated container ships and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck.

Others
MSC 94 also approved the following:

MSC circular on Informative material related to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)
The Informative material related to the IMO/ILO/UNECE Code of Practice for packing of cargo transport units (CTU Code) contains information on the consequences of improper packing, the documentation required, the different types of units, information on recontamination, a quick lashing guide, load distribution in the cargo transport unit, manual handling, transport of perishable cargo, the seals used on CTUs and testing for hazardous gases.

Formal safety assessment, including general cargo ship safety (agenda item 13)

Work method within IMO on FSA
Members raised concerns about the way in which IMO currently works when reviewing the results of FSA studies. MSC 94 decided that future risk control options (RCOs) should be written in “SMART” terms, i.e. they should be specific, measurable, achievable, realistic and time-bound, to help ensure that they can be considered and acted on in a reliable way. The guidelines for how IMO’s committees work (MSC-MEPC.1/Circ.4/Rev.3) were amended to give more flexibility to the committees in receiving and reviewing the results of FSA studies This includes if the RCOs might be considered as proposals for new unplanned outputs, in which case an “equivalence” assessment can be made or a full proposal for a new unplanned output can be requested.

Piracy and armed robbery against ships (agenda item 14)

Update on developments related to piracy and armed robbery against ships
No successful attacks against ship in the waters off the coast of Somalia have been reported in the last 6 months although several attempted attacks (some very violent) have occurred and 37 seafarers are still being held for ransom by Somalia-based criminals.

ISO PAS 28007 and IMO’s guidance on the use of PCASP
MSC 94 recalled that, at MSC 93, there was an intense discussion on the possible inclusion of the reference to ISO PAS28007 in MSC.1/Circ.1443 on Interim guidance to private maritime security companies providing privately contracted armed security personnel (PCASP) on board ships in the High Risk Area.

MSC 94 supported the proposal in general but decided that as the ISO standard was not yet published deliberation on the text should be deferred to MSC 95

Implementation of instruments and related matters (agenda item 15)

Clarification on an audible alarm and a visual or other device which will alert the user of breathing apparatus for firefighting outfit
IACS questioned whether the intention of the new paragraph 2.1.2.2 of Chapter 3 of the FSS Code is to require both the low pressure audible alarm and the visual (or other) device to have alarm functions and suggested that the low pressure audible alarm together with a pressure indicator should be considered as complying with the requirement. MSC 94 supported the clarification and approved the MSC Circular.
Work Programme (Agenda item 18)

MSC 94 approved the following new work programme:

- Development of safety requirements for carriage of liquefied hydrogen in bulk included in the 2014-2015 biennial agenda of the CCC Sub-Committee with a target completion date of 2016.
- Review of the flashpoint requirements for oil fuel in SOLAS regulation II-2 included in the 2014-2015 biennial agenda of the SSE Sub-Committee with a target completion date of 2016.
- Clarification and harmonisation of the requirements for escape route signs and equipment location markings in SOLAS and related instruments included in the 2014-2015 biennial agenda of the SSE Sub-Committee with a target completion date of 2016.

Any other business (Agenda item 20)

In-service testing of automatic sprinkler systems on passenger ships – findings and proposed actions required to assure effective operation in emergency situations

MSC 94 recalled that, at MSC 92, Bahamas introduced the document MSC.92/INF.10, bringing to the attention of the Committee the Bahamas’ concerns regarding failures of sprinklers to operate during testing on board ships in service. MSC discussed the urgent matter of failure of sprinkler systems on passenger ships after a routine testing programme has shown that the failure rate is unacceptable. MSC 94 decided to issue an interim circular and guidance to raise awareness of the problem and referred the matter to SSE 2.

Fuel quality issue

MSC 94 noted that MEPC 67 established a correspondence group on this matter. Two information papers submitted to MSC 94 were sent to the correspondence group for their consideration. MSC 95 will consider the report of the correspondence group after it has been presented to MEPC.
This report has been produced and disseminated immediately after the closure of the meeting in order to provide timely advice to the reader. Subsequently we apologise if it has not been fully proof read to remove grammatical errors.

Lloyd’s Register and variants of it are trading names of Lloyd’s Register Group Limited, its subsidiaries and affiliates. Copyright © Lloyd’s Register EMEA (Reg. no. 29592R) is an Industrial and Provident Society registered in England and Wales. Registered office; 71 Fenchurch Street, London, EC3M 4BS, UK. 2014. A member of the Lloyd’s Register group.

Lloyd’s Register Group Limited, its subsidiaries and affiliates and their respective officers, employees or agents are, individually and collectively, referred to in this clause as ‘Lloyd’s Register’. Lloyd’s Register assumes no responsibility and shall not be liable to any person for any loss, damage or expense caused by reliance on the information or advice in this document or howsoever provided, unless that person has signed a contract with the relevant Lloyd’s Register entity for the provision of this information or advice and in that case any responsibility or liability is exclusively on the terms and conditions set out in that contract.