

ANNEX 34**RESOLUTION MSC.167(78)
(adopted on 20 May 2004)****GUIDELINES ON THE TREATMENT OF PERSONS RESCUED AT SEA**

THE MARITIME SAFETY COMMITTEE,

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

NOTING resolution A.920(22) entitled "Review of safety measures and procedures for the treatment of persons rescued at sea",

RECALLING ALSO the provisions of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended relating to the obligation of:

- shipmasters to proceed with all speed to the assistance of persons in distress at sea; and
- Governments to ensure arrangements for coast watching and for the rescue of persons in distress at sea round their coasts,

RECALLING FURTHER the provisions of the International Convention on Maritime Search and Rescue (SAR), 1979, as amended relating to the provision of assistance to any person in distress at sea regardless of the nationality or status of such person or the circumstances in which that person is found,

NOTING ALSO article 98 of the United Nations Convention on the Law of the Sea, 1982, regarding the duty to render assistance,

NOTING FURTHER the initiative taken by the Secretary-General to involve competent United Nations specialized agencies and programmes in the consideration of the issues addressed in this resolution, for the purpose of agreeing on a common approach which will resolve them in an efficient and consistent manner,

REALIZING the need for clarification of existing procedures to guarantee that persons rescued at sea will be provided a place of safety regardless of their nationality, status or the circumstances in which they are found,

HAVING ADOPTED, as its [seventy-eighth session], by resolution MSC.153(78) amendments to the SOLAS Convention, proposed and circulated in accordance with article VIII(b)(i) thereof, and by resolution MSC.155(78) amendments to the SAR Convention proposed and circulated in accordance with article III(2)(a) thereof,

REALIZING FURTHER that the intent of the new paragraph 1-1 of SOLAS regulation V/33, as adopted by resolution MSC.153(78) and paragraph 3.1.9 of the Annex to the SAR Convention as adopted by resolution MSC.155(78), is to ensure that in every case a place of safety is provided within a reasonable time. It is further intended that the responsibility to provide a place of safety, or to ensure that a place of safety is provided, falls on the Contracting Government/Party responsible for the SAR region in which the survivors were recovered,

1. ADOPTS Guidelines on the treatment of persons rescued at sea the text of which is set out in the Annex to the present resolution;
2. INVITES Governments, rescue co-ordination centres and masters to establish procedures consistent with the annexed Guidelines as soon as possible;
3. INVITES Governments to bring the annexed Guidelines to the attention of authorities concerned and to ship owners, operators and masters;
4. REQUESTS the Secretary-General to take appropriate action in further pursuing his inter-agency initiative, informing the Maritime Safety Committee of developments, in particular with respect to procedures to assist in the provision of places of safety for persons in distress at sea, for action as the Committee may deem appropriate;
5. DECIDES to keep this resolution under review.

ANNEX

GUIDELINES ON THE TREATMENT OF PERSONS RESCUED AT SEA

1 PURPOSE

1.1 The purpose of these Guidelines are to provide guidance to Governments¹ and to shipmasters with regard to humanitarian obligations and obligations under the relevant international law relating to treatment of persons rescued at sea.

1.2 The obligation of the master to render assistance should complement the corresponding obligation of IMO Member Governments to co-ordinate and co-operate in relieving the master of the responsibility to provide follow up care of survivors and to deliver the persons retrieved at sea to a place of safety. These Guidelines are intended to help Governments and masters better understand their obligations under international law and provide helpful guidance with regard to carrying out these obligations.

2 BACKGROUND

IMO Assembly resolution A.920(22)

2.1 The IMO Assembly, at its twenty-second session, adopted resolution A.920(22) on the review of safety measures and procedures for the treatment of persons rescued at sea. That resolution requested various IMO bodies to review selected IMO Conventions to identify any gaps, inconsistencies, ambiguities, vagueness or other inadequacies associated with the treatment of persons rescued at sea. The objectives were to help ensure that:

- .1 survivors of distress incidents are provided assistance regardless of nationality or status or the circumstances in which they are found;
- .2 ships, which have retrieved persons in distress at sea, are able to deliver the survivors to a place of safety; and
- .3 survivors, regardless of nationality or status, including undocumented migrants, asylum seekers and refugees, and stowaways, are treated, while on board, in the manner prescribed in the relevant IMO instruments and in accordance with relevant international agreements and long-standing humanitarian maritime traditions.

2.2 Pursuant to resolution A.920(22), the Secretary-General brought the issue of persons rescued at sea to the attention of a number of competent United Nations specialized agencies and programmes highlighting the need for a co-ordinated approach among United Nations agencies, and soliciting the input of relevant agencies within the scope of their respective mandates. Such an inter-agency effort focusing on State responsibilities for non-rescue issues, such as

¹ *Where the term Government is used in these Guidelines, it should be read to mean Contracting Government to the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, or Party to the International Convention on Maritime Search and Rescue, 1979, as amended, respectively.*

immigration and asylum that are beyond the competence of IMO, is an essential complement to IMO efforts.

SOLAS and SAR Convention amendments

2.3 At its seventy-eighth session, the Maritime Safety Committee (MSC) adopted pertinent amendments to chapter V of the International Convention for the Safety of Life at Sea (SOLAS) and to chapters 2, 3 and 4 of the Annex to the International Convention on Maritime Search and Rescue Convention (SAR Convention). These amendments are expected to enter into force on 1 July 2006. At the same session the MSC adopted the current guidelines; these amendments provide for the development of such guidelines. The purpose of these amendments and the current guidelines is to help ensure that persons in distress are assisted, while minimizing the inconvenience to assisting ships and ensuring the continued integrity of SAR services.

2.4 Specifically, paragraph 1-1 of SOLAS regulation V/33 and paragraph 3.1.9 of the Annex to the SAR Convention, as amended, impose upon Governments an obligation to co-ordinate and co-operate to ensure that masters of ships providing assistance by embarking persons in distress at sea are released from their obligations with minimum further deviation from the ship's intended voyage.

2.5 As realized by the MSC in adopting the amendments, the intent of new paragraph 1-1 of SOLAS regulation V/33 and paragraph 3.1.9 of the Annex to the International Convention on Maritime Search and Rescue, 1979, as amended, is to ensure that in every case a place of safety is provided within a reasonable time. The responsibility to provide a place of safety, or to ensure that a place of safety is provided, falls on the Government responsible for the SAR region in which the survivors were recovered.

2.6 Each case, however, can involve different circumstances. These amendments give the responsible Government the flexibility to address each situation on a case-by-case basis, while assuring that the masters of ships providing assistance are relieved of their responsibility within a reasonable time and with as little impact on the ship as possible.

2.7 Some comments on relevant international law are set out at the appendix.

3 PRIORITIES

3.1 When ships assist persons in distress at sea, co-ordination will be needed among all concerned to ensure that all of the following priorities are met in a manner that takes due account of border control, sovereignty and security concerns consistent with international law:

Lifesaving

All persons in distress at sea should be assisted without delay.

Preservation of the integrity and effectiveness of SAR services

Prompt assistance provided by ships at sea is an essential element of global SAR services; therefore it must remain a top priority for shipmasters, shipping companies and flag States.

Relieving masters of obligations after assisting persons

Flag and coastal States should have effective arrangements in place for timely assistance to shipmasters in relieving them of persons recovered by ships at sea.

4 INTERNATIONAL AERONAUTICAL AND MARITIME SEARCH AND RESCUE MANUAL

4.1 The three-volume *International Aeronautical and Maritime Search and Rescue Manual* (IAMSAR Manual) has been developed and is maintained to assist Governments in meeting their SAR needs, and the obligations they have accepted under the SOLAS Convention, the SAR Convention and the Convention on International Civil Aviation. Governments are encouraged to develop and improve their SAR services, co operate with neighbouring States and to consider SAR services to be part of a global system.

4.2 Each volume of the IAMSAR Manual is written with specific SAR system duties in mind and can be used as a stand-alone document, or, in conjunction with the other guidance documents, as a means to attain a full view of the SAR system.

4.3 Volume I – *Organization and Management* discusses the global SAR system concept, establishment of national and regional SAR systems and co-operation with neighbouring States to provide effective and economical SAR services.

4.4 Volume II – *Mission Co-ordination* assists personnel who plan and co-ordinate SAR operations and exercises.

4.5 Volume III – *Mobile Facilities* – is intended to be carried aboard ships, aircraft and rescue units to help with performance of search, rescue or on-scene co-ordinator functions and with aspects of SAR that pertain to their own emergencies.

5 SHIPMASTERS

General guidance

5.1 SAR services throughout the world depend on ships at sea to assist persons in distress. It is impossible to arrange SAR services that depend totally upon dedicated shore-based rescue units to provide timely assistance to all persons in distress at sea. Shipmasters have certain duties that must be carried out in order to provide for safety of life at sea, preserve the integrity of global SAR services of which they are part, and to comply with humanitarian and legal obligations. In this regard, shipmasters should:

- .1 understand and heed obligations under international law to assist persons in distress at sea (such assistance should always be carried out without regard to the nationality or status of the persons in distress, or to the circumstances in which they are found);
- .2 do everything possible, within the capabilities and limitations of the ship, to treat the survivors humanely and to meet their immediate needs;

- .3 carry out SAR duties in accordance with the provisions of Volume III of the IAMSAR Manual;
- .4 in a case where the RCC responsible for the area where the survivors are recovered cannot be contacted, attempt to contact another RCC, or if that is impractical, any other Government authority that may be able to assist, while recognizing that responsibility still rests with the RCC of the area in which the survivors are recovered;
- .5 keep the RCC informed about conditions, assistance needed, and actions taken or planned for the survivors (see paragraph 6.10 regarding other information the RCC may wish to obtain);
- .6 seek to ensure that survivors are not disembarked to a place where their safety would be further jeopardized; and
- .7 comply with any relevant requirements of the Government responsible for the SAR region where the survivors were recovered, or of another responding coastal State, and seek additional guidance from those authorities where difficulties arise in complying with such requirements.

5.2 In order to more effectively contribute to safety of life at sea, ships are urged to participate in ship reporting systems established for the purpose of facilitating SAR operations.

6 GOVERNMENTS AND RESCUE CO-ORDINATION CENTRES

Responsibilities and preparedness

6.1 Governments should ensure that their respective rescue co-ordination centres (RCCs) and other national authorities concerned have sufficient guidance and authority to fulfil their duties consistent with their treaty obligations and the current guidelines contained in this resolution.

6.2 Governments should ensure that their RCCs and rescue units are operating in accordance with the standards and procedures in the IAMSAR Manual and that all ships operating under their flag have on board Volume III of the IAMSAR Manual.

6.3 A ship should not be subject to undue delay, financial burden or other related difficulties after assisting persons at sea; therefore coastal States should relieve the ship as soon as practicable.

6.4 Normally, any SAR co-ordination that takes place between an assisting ship and any coastal State(s) should be handled via the responsible RCC. States may delegate to their respective RCCs the authority to handle such co-ordination on a 24-hour basis, or may task other national authorities to promptly assist the RCC with these duties. RCCs should be prepared to act quickly on their own, or have processes in place, as necessary, to involve other authorities, so that timely decisions can be reached with regard to handling survivors.

6.5 Each RCC should have effective plans of operation and arrangements (interagency or international plans and agreements if appropriate) in place for responding to all types of SAR situations. Such plans and arrangements should cover incidents that occur within its

associated SAR region, and should also cover incidents outside its own SAR region if necessary until the RCC responsible for the region in which assistance is being rendered (see paragraph 6.7) or another RCC better situated to handle the case accept responsibility. These plans and arrangements should cover how the RCC could co-ordinate:

- .1 a recovery operation;
- .2 disembarkation of survivors from a ship;
- .3 delivery of survivors to a place of safety; and
- .4 its efforts with other entities (such as customs and immigration authorities, or the ship owner or flag State), should non-SAR issues arise while survivors are still aboard the assisting ship with regard to nationalities, status or circumstances of the survivors; and quickly address initial border control or immigration issues to minimize delays that might negatively impact the assisting ship, including temporary provisions for hosting survivors while such issues are being resolved.

6.6 Plans of operation, liaison activities and communications arrangements should provide for proper co-ordination in advance of and during a rescue operation with shipping companies and with national or international authorities that may need to be involved in response or disembarkation efforts.

6.7 When appropriate, the first RCC contacted should immediately begin efforts to transfer the case to the RCC responsible for the region in which the assistance is being rendered. When the RCC responsible for the SAR region in which assistance is needed is informed about the situation, that RCC should immediately accept responsibility for co-ordinating the rescue efforts, since related responsibilities, including arrangements for a place of safety for survivors, fall primarily on the Government responsible for that region. The first RCC, however, is responsible for co-ordinating the case until the responsible RCC or other competent authority assumes responsibility.

6.8 Governments and the responsible RCC should make every effort to minimize the time survivors remain aboard the assisting ship.

6.9 Responsible State authorities should make every effort to expedite arrangements to disembark survivors from the ship; however, the master should understand that in some cases necessary co-ordination may result in unavoidable delays.

6.10 The RCC should seek to obtain the following information from the master of the assisting ship:

- .1 information about the survivors, including name, age, gender, apparent health and medical condition and any special medical needs;
- .2 the master's judgment about the continuing safety of the assisting ship;
- .3 actions completed or intended to be taken by the master;
- .4 assisting ship's current endurance with the additional persons on board;

- .5 assisting ship's next intended port of call;
- .6 the master's preferred arrangements for disembarking the survivors;
- .7 any help that the assisting ship may need during or after the recovery operation;
and
- .8 any special factors (e.g., prevailing weather, time sensitive cargo).

6.11 Potential health and safety concerns aboard a ship that has recovered persons in distress include insufficient lifesaving equipment, water, provisions, medical care, and accommodations for the number of persons on board, and the safety of the crew and passengers if persons on board might become aggressive or violent. In some cases it may be advisable for the RCC to arrange for SAR or other personnel to visit the assisting ship to better assess the situation onboard, to help meet needs on board, or to facilitate safe and secure disembarkation of the survivors.

Place of safety

6.12 A place of safety (as referred to in the Annex to the 1979 SAR Convention, paragraph 1.3.2) is a location where rescue operations are considered to terminate. It is also a place where the survivors' safety of life is no longer threatened and where their basic human needs (such as food, shelter and medical needs) can be met. Further, it is a place from which transportation arrangements can be made for the survivors' next or final destination.

6.13 An assisting ship should not be considered a place of safety based solely on the fact that the survivors are no longer in immediate danger once aboard the ship. An assisting ship may not have appropriate facilities and equipment to sustain additional persons on board without endangering its own safety or to properly care for the survivors. Even if the ship is capable of safely accommodating the survivors and may serve as a temporary place of safety, it should be relieved of this responsibility as soon as alternative arrangements can be made.

6.14 A place of safety may be on land, or it may be aboard a rescue unit or other suitable vessel or facility at sea that can serve as a place of safety until the survivors are disembarked to their next destination.

6.15 The Conventions, as amended, indicate that delivery to a place of safety should take into account the particular circumstances of the case. These circumstances may include factors such as the situation on board the assisting ship, on scene conditions, medical needs, and availability of transportation or other rescue units. Each case is unique, and selection of a place of safety may need to account for a variety of important factors.

6.16 Governments should co-operate with each other with regard to providing suitable places of safety for survivors after considering relevant factors and risks.

6.17 The need to avoid disembarkation in territories where the lives and freedoms of those alleging a well-founded fear of persecution would be threatened is a consideration in the case of asylum-seekers and refugees recovered at sea.

6.18 Often the assisting ship or another ship may be able to transport the survivors to a place of safety. However, if performing this function would be a hardship for the ship, RCCs should attempt to arrange use of other reasonable alternatives for this purpose.

Non-SAR considerations

6.19 If survivor status or other non-SAR matters need to be resolved, the appropriate authorities can often handle these matters once the survivors have been delivered to a place of safety. Until then, RCCs are responsible for co-operation with any national or international authorities or others involved in the situation. Examples of non-SAR considerations that may require attention include oil spills, onscene investigations, salvage, survivors who are migrants or asylum seekers, needs of survivors once they have been delivered to a place of safety, or security or law enforcement concerns. National authorities other than the RCC typically have primary responsibility for such efforts.

6.20 Any operations and procedures such as screening and status assessment of rescued persons that go beyond rendering assistance to persons in distress should not be allowed to hinder the provision of such assistance or unduly delay disembarkation of survivors from the assisting ship(s).

6.21 Although issues other than rescue relating to asylum seekers, refugees and migratory status are beyond the remit of IMO, and beyond the scope of the SOLAS and SAR Conventions, Governments should be aware of assistance that international organizations or authorities of other countries might be able to provide in such cases, be able to contact them rapidly, and provide any instructions that their RCCs may need in this regard, including how to alert and involve appropriate national authorities. States should ensure that their response mechanisms are sufficiently broad to account for the full range of State responsibilities.

6.22 Authorities responsible for such matters may request that RCCs obtain from the assisting ship certain information about a ship or other vessel in distress, or certain information about the persons assisted. Relevant national authorities should also be made aware of what they need to do to co-operate with the RCC (especially with regard to contacting ships), and to respond as a matter of urgency to situations involving assisted persons aboard ships.

APPENDIX

SOME COMMENTS ON RELEVANT INTERNATIONAL LAW

1 A shipmaster's obligation to render assistance at sea is a longstanding maritime tradition. It is an obligation that is recognized by international law. Article 98 of the United Nations Convention on the Law of the Sea, 1982 (UNCLOS) codifies this obligation in that every "State shall require the master of a ship flying its flag, in so far as he can do so without serious danger to the ship, the crew, or the passengers ... to render assistance to any person found at sea in danger of being lost ...". in addition to imposing an obligation on States to "promote the establishment, operation and maintenance of an adequate and effective search and rescue service regarding safety on and over the sea ...".

2 The SAR Convention defines *rescue* as "an operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety." SAR services are defined as "the performance of distress monitoring, communication, co-ordination and search and rescue functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources including co-operating aircraft, vessels and other craft and installations." SAR services include making arrangements for disembarkation of survivors from assisting ships. The SAR Convention establishes the principle that States delegate to their rescue co-ordination centres (RCCs) the responsibility and authority to be the main point of contact for ships, rescue units, other RCCs, and other authorities for co-ordination of SAR operations. The SAR Convention also discusses, with regard to obligations of States, the need for making arrangements for SAR services, establishment of RCCs, international co-operation, RCC operating procedures, and use of ship reporting systems for SAR.

3 The SAR Convention does not define "place of safety". However, it would be inconsistent with the intent of the SAR Convention to define a place of safety solely by reference to geographical location. For example, a place of safety may not necessarily be on land. Rather, a place of safety should be determined by reference to its characteristics and by what it can provide for the survivors. It is a location where the rescue operation is considered to terminate. It is also a place where the survivors' safety of life is no longer threatened and where their basic human needs (such as food, shelter and medical needs) can be met. Further, it is a place from which transportation arrangements can be made for the survivors' next or final destination.

4 The SOLAS Convention regulation V/33.1 provides that the "master of a ship at sea which is in a position to be able to provide assistance, on receiving information from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance, if possible informing them or the search and rescue service that the ship is doing so." Comparable obligations are contained in other international instruments. Nothing in these guidelines is intended in any way to affect those obligations. Compliance with this obligation is essential in order to preserve the integrity of search and rescue services. The SOLAS Convention, Article IV (cases of *force majeure*) protects the shipmaster insofar as the existence of persons on board the ship by reason of *force majeure* or due to the obligation for the master to carry shipwrecked or other persons, will not be a basis for determining application of the Convention's provisions to the ship. The SOLAS Convention also addresses in chapter V, regulation 7, the responsibility of Governments to arrange rescue services.

5 As a general principle of international law, a State's sovereignty allows that State to control its borders, to exclude aliens from its territory and to prescribe laws governing the entry of aliens into its territory. A State's sovereignty extends beyond its land territory and internal waters to the territorial sea, subject to the provisions of UNCLOS and other rules of international law. Further, as provided in Article 21 of UNCLOS, a coastal State may adopt laws and regulations relating to innocent passage in the territorial sea to prevent, among other things, the infringement of that coastal State's immigration laws.

6 Pursuant to Article 18 of UNCLOS, a ship exercising innocent passage may stop or anchor in the coastal State's territorial sea "only in so far as the same are incidental to ordinary navigation or are rendered by *force majeure* or distress or for the purpose of rendering assistance to persons, ships or aircraft in danger or distress." UNCLOS does not specifically address the question of whether there exists a right to enter a port in cases of distress, although under customary international law, there may be a universal, albeit not absolute, right for a ship in distress to enter a port or harbour when there exists a clear threat to safety of persons aboard the ship. Such threats often worsen with time and immediate port entry is needed to ensure the safety of the vessel and those onboard. Nevertheless, the right of the ship in distress to enter a port involves a balancing of the nature and immediacy of the threat to the ship's safety against the risks to the port that such entry may pose. Thus, a coastal State might refuse access to its ports where the ship poses a serious and unacceptable safety, environmental, health or security threat to that coastal State after the safety of persons onboard is assured.

7 The Refugee Convention's prohibition of expulsion or return "refoulement" contained in Article 33.1 prohibits Contracting States from expelling or returning a refugee to the frontiers of territories where his or her life or freedom would be threatened on account of the person's race, religion, nationality, membership of a particular social group or political opinion. Other relevant international law also contains prohibition on return to a place where there are substantial grounds for believing that the person would be in danger of being subjected to torture.

8 Other relevant provisions, not all of which are under the competence of IMO, *inter alia*, include the following:

International Convention on Maritime Search and Rescue, 1979, as amended, in entirety

International Convention for the Safety of Life at Sea, 1974, as amended, chapter V, regulation 33

Convention on Facilitation of International Maritime Traffic, 1965, in particular Section 6.C, Standards 6.8-6.10
International Convention on Salvage, 1983, Article 11

United Nations Convention on the Law of the Sea, 1982, Article 98

Resolution A.773(18) on Enhancement of safety of life at sea by the prevention and suppression of unsafe practices associated with alien smuggling by ships

Resolution A.871(20) on Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases

Resolution A.867(20) on Combating unsafe practices associated with the trafficking or transport of migrants by sea
IMO Global SAR Plan – SAR.8/Circ.1 and addenda addresses (the Admiralty List of Radio Signals, Volume 5, is a practical alternative)

United Nations Convention relating to the Status of Refugees, 1951 and its 1967 Protocol

UN Convention against Transnational Organized Crime, 2000 and its Protocols, Protocol against the smuggling of migrants by land, sea and air; and Protocol to Prevent, Suppress and Punish Trafficking in Persons, Especially Women and Children.

MSC/Circ.896/Rev.1 on Interim measures for combating unsafe practices associated with the trafficking or transport of immigrants by sea

ANNEX 35

**DRAFT AMENDMENTS TO THE 1974 SOLAS CONVENTION REGARDING THE
FORMS OF NUCLEAR SHIP SAFETY CERTIFICATES**

**INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,
AS AMENDED**

APPENDIX

CERTIFICATES

Form of Nuclear Passenger Ship Safety Certificate

- 1 The form of the certificate is replaced by the following:

“FORM OF NUCLEAR PASSENGER SHIP SAFETY CERTIFICATE

NUCLEAR PASSENGER SHIP SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment (Form PNUC)

(Official seal)

(State)

for an¹ international voyage
a short

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,
as modified by the Protocol of 1988 relating thereto

under the authority of the Government of

(name of the State)

by

(person or organization authorized)

Particulars of ship²

Name of ship

Distinctive number or letters

¹ Delete as appropriate.

² Alternatively, the particulars of the ship may be placed horizontally in boxes.

Port of registry

Gross tonnage

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

IMO Number ³

Particulars of voyages, if any, sanctioned under regulation 21.1.2 of Chapter III

Date on which keel was laid or ship was at 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

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of regulation VIII/9 of the Convention.
- 2 That the ship, being a nuclear ship, complied with all the requirements of chapter VIII of the Convention and conformed to the Safety Assessment approved for the ship; and that:
 - 2.1 the ship complied with the requirements of the Convention as regards:
 - .1 the structure, main and auxiliary machinery, boilers and other pressure vessels;
 - .2 the watertight subdivision arrangements and details;
 - .3 the following subdivision load lines:

Subdivision load lines assigned and marked on the ship's side amidships (regulation II-1/13)	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
C.1
C.2
C.3

- 2.2 the ship complied with the requirements of the Convention 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 requirements of the Convention;

³ In accordance with resolution A.600(15) - IMO Ship Identification Number Scheme, this information may be included voluntarily.

- 2.4 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;
- 2.5 the ship complied with the requirements of the Convention as regards radio installations;
- 2.6 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;
- 2.7 the ship complied with the requirements of the Convention 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 requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;
- 2.9 in all other respects the ship complied with the relevant requirements of the regulations, so far as these requirements apply thereto.

This certificate is valid until

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

Issued at the day of 20
(Place of issue of certificate)

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

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

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

..... (Signature)

Endorsement where the renewal survey has been completed and regulation I/14(d) applies

The ship complies with the relevant requirements of the Convention, and this certificate shall, in accordance with regulation I/14(d) of the Convention, be accepted as valid until

Signed:
(Signature of authorized official)

Place:

Date:

(Seal or stamp of the authority, as appropriate)

Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace where regulation I/14(e) or I/14(f) applies

This certificate shall, in accordance with regulation I/14(e)/I/14(f)¹ of the Convention, be accepted as valid until

Signed:
(Signature of authorized official)

Place:

Date:

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

2 The following Record of Equipment for the Nuclear Passenger Ship Safety Certificate is added after the form of the Nuclear Cargo Ship Safety Certificate:

“RECORD OF EQUIPMENT FOR THE NUCLEAR PASSENGER SHIP SAFETY CERTIFICATE (FORM PNUC)

This Record shall be permanently attached to the
Nuclear Passenger Ship Safety Certificate

RECORD OF EQUIPMENT FOR COMPLIANCE WITH
THE INTERNATIONAL CONVENTION FOR THE SAFETY
OF LIFE AT SEA, 1974, AS MODIFIED BY THE PROTOCOL
OF 1988 RELATING THERETO

¹ Delete as appropriate.

1 Particulars of ship

Name of ship

Distinctive number or letters.....

Number of passengers for which certified

Minimum number of persons 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/42)	.....	.....
2.3	Number of self-righting partially enclosed lifeboats (regulation III/43)	.....	.....
2.4	Number of totally enclosed lifeboats (regulation III/44)	.....	.....
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 ¹	.....
11	Radio installations used in life-saving appliances	.....
11.1	Number of radar transponders	.....
11.2	Number of two-way VHF radiotelephone apparatus	.....

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 marine 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

¹ Excluding those required by regulations III/38.5.1.24, III/41.8.31 and III/47.2.2.13

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

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

5 Details of navigation systems and equipment

Item	Actual provision
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 radio navigation 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 Voyage data recorder (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

* 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)

Form of Nuclear Cargo Ship Safety Certificate

3 The form of the certificate is replaced with the following:

“FORM OF SAFETY CERTIFICATE FOR NUCLEAR CARGO SHIPS

NUCLEAR CARGO SHIP SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment (Form CNUC)

(Official seal)

(State)

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE
AT SEA, 1974 as modified by the Protocol of 1988 relating thereto

under the authority of the Government of

.....
(name of the State)

by
(person or organization authorized)

Particulars of ship⁴

Name of ship

Distinctive number or letters

Port of registry

⁴ Alternatively, the particulars of the ship may be placed horizontally in boxes.

Gross tonnage

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

Length of ship (regulation III/3/12)

IMO Number⁵

Date on which keel was laid or ship was at 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

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of regulation VIII/9 of the Convention.
- 2 That the ship, being a nuclear ship, complied with all the requirements of chapter VIII of the Convention and conformed to the Safety Assessment approved for the ship; and that:
 - 2.1 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans;
 - 2.2 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;
 - 2.3 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;
 - 2.4 the ship complied with the requirements of the Convention as regards radio installations;
 - 2.5 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;
 - 2.6 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;
 - 2.7 the ship was provided with lights, shapes, means of making sound signals and distress signals in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;
 - 2.8 in all other respects the ship complied with the relevant requirements of the regulations, so far as these requirements apply thereto.

⁵ In accordance with resolution A.600(15) - IMO Ship Identification Number Scheme, this information may be included voluntarily.

This certificate is valid until

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

Issued at the day of 20
(Place of issue of certificate)

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

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

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

(Signature)

Endorsement where the renewal survey has been completed and regulation I/14(d) applies

The ship complies with the relevant requirements of the Convention, and this certificate shall, in accordance with regulation I/14(d) of the Convention, be accepted as valid until

Signed:
(Signature of authorized official)

Place:

Date:

(Seal or stamp of the authority, as appropriate)

Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace where regulation I/14(e) or I/14(f) applies

This certificate shall, in accordance with regulation I/14(e)/I/14(f)⁶ of the Convention, be accepted as valid until

Signed:
(Signature of authorized official)

Place:

Date:

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

⁶ Delete as appropriate

4 The following Record of Equipment for the Nuclear Cargo Ship Safety Certificate is added after the form of the Nuclear Cargo Ship Safety Certificate:

**“RECORD OF EQUIPMENT FOR THE NUCLEAR CARGO SHIP SAFETY
CERTIFICATE (FORM CNUC)**

This Record shall be permanently attached to the
Nuclear Cargo Ship Safety Certificate

RECORD OF EQUIPMENT FOR COMPLIANCE WITH
THE INTERNATIONAL CONVENTION FOR THE SAFETY
OF LIFE AT SEA, 1974, AS MODIFIED BY THE PROTOCOL
OF 1988 RELATING THERETO

1 Particulars of ship

Name of ship

Distinctive number or letters.....

Minimum number of persons 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/42)	.....	.....
2.3	Number of self-righting partially enclosed lifeboats (regulation III/43)	.....	.....
2.4	Number of totally enclosed lifeboats (regulation III/44)	.....	.....
2.5	Other lifeboats		
2.5.1	Number	.....	.....
2.5.2	Type	.....	.....

2 ***Details of life-saving appliances (continued)***

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 ⁷	.....
11	Radio installations used in life-saving appliances	.....
11.1	Number of radar transponders	.....
11.2	Number of two-way VHF radiotelephone apparatus	.....

⁷ Excluding those required by regulations III/38.5.1.24, III/41.8.31 and III/47.2.2.13

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 marine 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*
(regulations IV/15.6 and 15.7)

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

5 Details of navigation systems and equipment

	Actual provision	
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 radio navigation 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	Voyage data recorder (VDR)/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	.....

* 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 36

WORK PROGRAMMES OF THE SUB-COMMITTEES

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG)

		Target completion date/number of sessions needed for completion	Reference
1	Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments	Continuous	BLG 1/20, section 3; BLG 8/18, section 6
2	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4; BLG 8/18, section 13
3	Consideration of IACS unified interpretations	Continuous	MSC 76/23, paragraph 20.3; BLG 8/18, section 14; MSC 78/26, paragraph 22.12
H.1	Environmental and safety aspects of alternative tanker designs under MARPOL 73/78 regulation I/13F		BLG 3/18, paragraph 15.7
	.1 assessment of alternative tanker designs, if any (as necessary)	Continuous	BLG 1/20, section 16; BLG 4/18, paragraph 15.3
H.2	Requirements for protection of personnel involved in the transport of cargoes containing toxic substances in all types of tankers	2005	BLG 1/20, section 12; BLG 8/18, section 9 and paragraph 15.4.2.1
H.3	Oil tagging systems	2 sessions	MEPC 45/20, paragraph 17.4; BLG 8/18, section 10 and paragraph 15.4.3.1

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 Items printed in bold letters have been selected for the provisional agenda for BLG 9, shown in annex 37.

Sub-Committee on Bulk Liquids and Gases (BLG) (continued)

	Target completion date/number of sessions needed for completion	Reference
H.4 Revision of the fire protection requirements of the IBC, IGC, BCH and GC Codes (in co-operation with FP as necessary)	2005	MSC 74/24, paragraph 18.5; BLG 8/18, section 11
H.5 Amendments to resolution MEPC.2(VI)	2006	MEPC 51/22, paragraph 17.12
H.6 Development of standards regarding rate of discharge for sewage	2006	MEPC 51/22, paragraph 17.15
H.7 Development of provisions for gas-fuelled ships (co-ordinated by DE)	2007	MSC 78/26, paragraph 24.11
H.8 Review of the OSV Guidelines (co-ordinated by SLF)	2005	MSC 78/26, paragraph 24.12

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)

		Target completion date/number of sessions needed for completion	Reference
1	Harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods	Continuous	MSC 63/23, paragraph 10.6; DSC 18/15, section 3
2	Reports on incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	Continuous	CDG 45/22, section 11 and paragraph 20.2; DSC 8/15, section 6
3	Amendments to the BC Code, including evaluation of properties of solid bulk cargoes	Continuous	BC 34/17, section 3; DSC 8/15, section 4
4	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Amendment (33-06) to the IMDG Code* and supplements	2005	DSC 3/15, paragraph 12.6; DSC 8/15, section 3
H.2	Review of Annex III of MARPOL 73/78	2005	DSC 3/15, paragraph 12.6; DSC 6/15, paragraph 12.2; MEPC 48/21, paragraph 18.3.1; DSC 8/15, section 3

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- 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 Items printed in bold letters have been selected for the provisional agenda for DSC 9, shown in annex 37.

* As adopted by resolution MSC.122(75).

Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.3	Cargo securing manual	2004	DSC 5/13, paragraph 10.5; MSC 73/21, paragraph 18.8; DSC 8/15, section 5
H.4	Review of the BC Code	2004	DSC 3/15, paragraph 12.7; DSC 7/15, section 12; MSC 76/23, paragraph 20.12; DSC 8/15, section 4
H.5	Development of a manual on loading and unloading of solid bulk cargoes for terminal representatives	2004	MSC 72/23, paragraph 21.17; DSC 7/15, section 9; MSC 76/23, paragraph 20.10; DSC 8/15, section 7
H.6	Measures to enhance maritime security	2004	MSC 75/24, paragraph 22.9; DSC 8/15, section 9
H.7	Guidance on serious structural deficiencies in containers	2004	MSC 75/24, paragraph 22.15; DSC 8/15, section 8
H.8	Review of the SPS Code (co-ordinated by DE)	2 sessions	MSC 78/26, paragraph 24.9

Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.9	Document of compliance required by SOLAS regulation II-2/19	2004	DSC 8/15, section 14; MSC 78/26, paragraph 24.15.2
H.10	Amendments to the CSS Code	2005	DSC 8/15, section 5; MSC 78/26, paragraph 24.15.3

SUB-COMMITTEE ON FIRE PROTECTION (FP)

		Target completion date/number of sessions needed for completion	Reference
1	Analysis of fire casualty records	Continuous	MSC 75/24, paragraph 22.18; FP 48/19, section 13
2	Consideration of IACS unified interpretations	Continuous	MSC 78/26, paragraph 22.12
H.1	Large passenger ship safety	2006	MSC 74/24, paragraph 21.4; FP 48/19, section 4
H.2	Performance testing and approval standards for fire safety systems	2005	MSC 74/24, paragraph 21.12; FP 48/19, section 5
H.3	Review of the fire protection provisions of the LHNS Guidelines	2006	MSC 75/24, paragraph 22.4; FP 48/19, section 8
H.4	Performance standards for evacuation guidance systems	2006	MSC 75/24, paragraph 22.19; FP 48/19, section 9
H.5	Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code	2005	MSC 76/23, paragraphs 8.19 and 20.4; FP 48/19, section 10
H.6	Amendments to resolution A.754(18) relating to performance criteria for fire doors	2005	MSC 77/26, paragraph 23.12; FP 48/19, section 14

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- 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 Items printed in bold letters have been selected for the provisional agenda for FP 49, shown in annex 37.

Sub-Committee on Fire Protection (FP) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.7	Amendments to resolution A.653(16) relating to the preparation of specimens for sealants and mastics	2005	MSC 77/26, paragraph 23.13; FP 48/19, section 15
H.8	Recommendation on evacuation analysis for new and existing passenger ships	2005	MSC 73/21, paragraph 4.16; FP 48/19, section 12
H.9	Review of the SPS Code (co-ordinated by DE)	2 sessions	MSC 78/26, paragraph 24.9
H.10	Development of provisions for gas-fuelled ships (co-ordinated by DE)	2007	MSC 78/26, paragraph 24.19
L.1	Smoke control and ventilation	2 sessions	FP 39/19, section 9; FP 46/16, section 4

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI)

		Target completion date/number of sessions needed for completion	Reference
1	Mandatory reports under MARPOL 73/78	Continuous	MSC 70/23, paragraph 20.12.1; FSI 12/22, section 3
2	Casualty statistics and investigations	Continuous	MSC 68/23, paragraphs 7.16 to 7.24; FSI 12/22, section 4
3	Regional co-operation on port State control	Continuous	FSI 12/22, section 5
4	Reporting procedures on port State control detentions and analysis and evaluation of reports	Continuous	MSC 71/23, paragraph 20.16; FSI 12/22, section 6
5	Responsibilities of Governments and measures to encourage flag State compliance	Continuous	MSC 68/23, paragraphs 7.2 to 7.8; FSI 12/22, section 7
6	Comprehensive analysis of difficulties encountered in the implementation of IMO instruments	Continuous	MSC 69/22, paragraph 20.28; FSI 8/19, section 4; FSI 12/22, section 8
7	Review of the Survey Guidelines under the HSSC (resolution A.948(23))	Continuous	MSC 72/23, paragraph 21.27; FSI 12/22, section 9
8	Consideration of IACS unified interpretations	Continuous	MSC 78/26, paragraph 22.12

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- 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 Items printed in bold letters have been selected for the provisional agenda for FSI 13, shown in annex 37.

Sub-Committee on Flag State Implementation (FSI) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.1	PSC on seafarers' working hours	2006	MSC 70/23, paragraph 20.12.3; FSI 7/14, paragraphs 7.11 to 7.13; MSC 71/23, paragraph 13.13; FSI 12/22, section 10
H.2	Illegal, unregulated and unreported (IUU) fishing and implementation of resolution A.925(22)	2005	MSC 72/23, paragraph 21.28; FSI 10/17, section 11; MSC 75/24, paragraphs 13.11 and 22.25.3; FSI 12/22, section 11
H.3	Development of provisions on transfer of class	2005	MSC 74/24, paragraph 2.13.15.2; FSI 10/17, paragraphs 14.2 and 14.10.4.1; MSC 75/24, paragraph 22.24; FSI 12/22, section 12
H.4	Measures to enhance maritime security	2006	MSC 76/23, paragraph 20.60.2; FSI 12/22, section 15; MSC 78/26, paragraph 24.23
H.5	Review of reporting requirements for reception facilities	2005	FSI 11/23, paragraph 20.5.4.3; FSI 12/22, section 18
H.6	Development of survey guidelines required by regulation E-1 of the 2004 BWM Convention	2 sessions	MEPC 51/22, paragraph 2.11.6

SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR)

		Target completion date/number of sessions needed for completion	Reference
1	Global Maritime Distress and Safety System (GMDSS)		COMSAR 7/23, section 3; COMSAR 8/18, section 3
	.1 matters relating to the GMDSS Master Plan	Continuous	COMSAR 7/23, paragraphs 3.1 to 3.4; COMSAR 8/18, paragraphs 3.1 to 3.3
	.2 exemptions from radio requirements	Continuous	COMSAR 4/14, paragraphs 3.38 to 3.41 COMSAR 4/14, paragraphs 3.38 to 3.41
2	Promulgation of maritime safety information (MSI) (in co-operation with ITU, IHO, WMO and IMSO)		
	.1 operational and technical co-ordination provisions of maritime safety information (MSI) services, including review of the related documents	Continuous	COMSAR 7/23, paragraphs 3.5 to 3.13; COMSAR 8/18, paragraphs 3.4 to 3.7

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- 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 Items printed in bold letters have been selected for the provisional agenda for COMSAR 9, shown in annex 37.

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) (continued)

		Target completion date/number of sessions needed for completion	Reference
3	ITU World Radiocommunication Conference matters	Continuous	COMSAR 7/23, paragraphs 4.2 to 4.5; COMSAR 8/18, section 4
4	Radiocommunication ITU-R Study Group 8 matters	Continuous	COMSAR 7/23, paragraphs 4.1, 4.6 and 4.7; COMSAR 8/18, section 4
5	Satellite services (Inmarsat and COSPAS-SARSAT)	Continuous	COMSAR 7/23, section 5; COMSAR 8/18, section 5
6	Matters concerning search and rescue, including those related to the 1979 SAR Conference and the implementation of the GMDSS		
	.1 harmonization of aeronautical and maritime search and rescue procedures, including SAR training matters	2005	COMSAR 7/23, paragraphs 7.1 to 7.16; COMSAR 8/18, paragraphs 7.1 to 7.7
	.2 plan for the provision of maritime SAR services, including procedures for routing distress information in the GMDSS	Continuous	COMSAR 7/23, paragraphs 7.17 to 7.25; COMSAR 8/18, paragraphs 7.8 to 7.12

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) (continued)

		Target completion date/number of sessions needed for completion	Reference
.3	revision of the IAMSAR Manual	Continuous	MSC 71/23, paragraph 20.2; COMSAR 8/18, section 11
.4	medical assistance in SAR services	2005	MSC 75/24, paragraph 22.29; COMSAR 8/18, paragraphs 7.13 to 7.16
7	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Amendments to SOLAS chapter IV pursuant to the criteria set out in resolution A.888(21)	3 sessions	MSC 72/23, paragraph 21.33.1.2
H.2	Developments in maritime radiocommunication systems and technology	2005	MSC 74/24; paragraph 21.25.1; COMSAR 8/18, section 10
H.3	Emergency radiocommunications, including false alerts and interference	2006	COMSAR 8/18, section 6
H.4	Review of the OSV Guidelines (co-ordinated by SLF)	2007	COMSAR 7/23, section 6; MSC 75/24, paragraph 22.4

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.5	Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code (co-ordinated by DE)	2005	MSC 75/24, paragraph 22.8; MSC 76/23, paragraphs 8.19 and 20.4; COMSAR 8/18, section 12
H.6	Measures to enhance maritime security	2005	MSC 75/24, paragraph 22.9; COMSAR 8/18, section 13
H.7	Review of the SPS Code (co-ordinated by DE)	2 sessions	MSC 78/26, paragraph 24.9
H.8	Revision of the performance standards for SART	2 sessions	MSC 78/26, paragraph 24.26
H.9	Large passenger ship safety	2006	MSC 78/26, paragraph 4.45
L.1	Review of the FAL and SALVAGE Convention provisions to address the treatment of persons rescued at sea	2005	MSC 75/24, paragraphs 11.53 and 22.30.2; COMSAR 8/18, paragraph 8.6
L.2	Recommendations on high-risk oceanic crossings by adventure craft (co-ordinated by NAV)	2005	MSC 76/23, paragraph 20.24; COMSAR 8/18, paragraph 8.6

SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV)

		Target completion date/number of sessions needed for completion	Reference
1	Routeing of ships, ship reporting and related matters	Continuous	MSC 72/23, paragraphs 10.69 to 10.71, 20.41 and 20.42; NAV 49/19, section 3
2	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4; NAV 49/19, section 14
3	Consideration of IACS unified interpretation	Continuous	MSC 78/26, paragraph 22.12
H.1	World-wide radionavigation system (WWRNS)	2005	MSC 75/24, paragraph 22.37
	.1 new developments in the field of GNSS, especially Galileo	2005	NAV 48/19, paragraph 16.3.1
	.2 review and amendment of IMO policy for GNSS (resolution A.915(22))	2005	NAV 48/19, paragraph 16.3.2
	.3 recognition of radionavigation systems as components of the WWRNS (resolution A.953(23))	2005	NAV 48/19, paragraph 16.3.3
H.2	Large passenger ship safety: effective voyage planning for large passenger ships	2004	MSC 73/21, paragraph 18.23; MSC 74/24, paragraph 21.4; NAV 49/19, <i>section 11</i>

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- 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 Items printed in bold letters have been selected for the provisional agenda for NAV 50, shown in annex 37.

Sub-Committee on Safety of Navigation (NAV) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.3	Anchoring, mooring and towing equipment (co-ordinated by DE)	2004	MSC 74/24, paragraph 21.30; NAV 49/19, section 6
H.4	Review of performance standards for radar equipment	2004	MSC 74/24, paragraphs 9.16 to 9.17; MSC 75/24, paragraph 22.34; NAV 49/19, section 9
H.5	Review of the OSV Guidelines (co-ordinated by SLF)	3 sessions	MSC 75/24, paragraph 22.4
H.6	Requirements for the display and use of AIS information on shipborne navigational displays	2004	MSC 75/24, paragraph 22.35; NAV 49/19, section 4
H.7	Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code (co-ordinated by DE)	2005	MSC 75/24, paragraphs 12.22 and 22.8; MSC 76/23, paragraphs 8.19 and 20.4
H.8	Measures to enhance maritime security	2004	MSC 75/24, paragraph 22.9; NAV 49/19, section 12
H.9	ITU matters, including Radio-communication ITU-R Study Group 8 matters	2006	MSC 69/22, paragraphs 5.69 and 5.70; NAV 49/19, section 10

Sub-Committee on Safety of Navigation (NAV) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.10	Guidance on early abandonment of bulk carriers (in co-operation with DE)	2004	MSC 76/23, paragraph 20.31; NAV 49/19, section 15
H.11	Revision of the fishing vessel Safety Code and Voluntary Guidelines (co-ordinated by SLF)	2004	MSC 77/26, paragraph 23.27
H.12	Review of the SPS Code (co-ordinated by DE)	2 sessions	MSC 78/26, paragraph 24.9
H.13	Revision of the performance standards for INS and IBS	2 sessions	MSC 78/26, paragraph 24.30
H.14	Evaluation of the use of ECDIS and ENC development	2 sessions*	MSC 78/26, paragraph 24.33
L.1	Revision of the forms of nuclear ship safety certificates (co-ordinated by DE)	2 sessions	MSC 75/24, paragraph 22.6
L.2	Recommendations on high-risk oceanic crossings by adventure craft (in co-operation with COMSAR)	2004	MSC 76/23, paragraph 20.30

* To be included in the provisional agenda for NAV 51.

SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE)

		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
2	Consideration of IACS unified interpretations	Continuous	MSC 78/26, paragraph 22.12
H.1	Amendments to resolution A.744(18)	2006	DE 45/27, paragraphs 7.18 and 7.19 ; DE 47/25, section 3
H.2	Safety aspects of water ballast management	2006	MSC 71/23, paragraph 9.11; DE 47/25, paragraphs 22.4 and 22.5
H.3	Large passenger ship safety	2006	MSC 74/24, paragraph 21.4 ; DE 47/25, section 4
H.4	Measures to prevent accidents with lifeboats (in co-operation with FSI, NAV and STW)	2006	MSC 74/24, paragraph 21.34; DE 47/25, section 5
H.5	Protection of fuel tanks (in co-operation with BLG and SLF as necessary)	2005	DE 44/19, paragraph 2.7.2; MEPC 46/23, paragraph 20.18; MSC 74/24, paragraph 21.36 ; DE 47/25, section 6

- 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 Items printed in bold letters have been selected for the provisional agenda for DE 48, shown in annex 2.

Sub-Committee on Ship Design and Equipment (DE) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.6	Anchoring, mooring and towing equipment	2005	MSC 74/24, paragraph 21.42; DE 47/25, section 8
H.7	Performance testing and approval standards for SOLAS personal life-saving appliances	2005	MSC 74/24, paragraph 21.46; DE 47/25, section 9
H.8	Review of the OSV Guidelines (co-ordinated by SLF)	2007	MSC 75/24, paragraph 22.4; DE 47/25, paragraph 22.6
H.9	Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code (in co-operation with FP, COMSAR, NAV and SLF)	2005	MSC 75/24, paragraph 12.22; MSC 76/23, paragraphs 8.19 and 20.4 ; DE 47/25, section 10
H.10	Performance standards for protective coatings	2006	MSC 76/23, paragraphs 20.41.2 and 20.48; DE 47/25, section 18
H.11	Inspection and survey requirements for accommodation ladders	2006	MSC 77/26, paragraph 23.32; DE 47/25, paragraph 2.6
H.12	Mandatory emergency towing systems in ships other than tankers greater than 20,000 dwt	2006	MSC 77/26, paragraph 23.33; DE 47/25, paragraph 24.9

Sub-Committee on Ship Design and Equipment (DE) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.13	Compatibility of life-saving appliances	2006	DE 47/15, paragraph 5.3; MSC 78/26, paragraph 24.37.1
H.14	Inconsistencies in IMO instruments regarding requirements for life-saving appliances	2006	DE 42/15, paragraph 9.7 MSC 78/26, paragraph 24.37.2
H.15	Guidelines under MARPOL Annex VI on prevention of air pollution from ships		MEPC 41/20, paragraph 8.22.1; DE 42/15, paragraphs 10.2 to 10.4
	.1 Guidelines on equivalent methods to reduce on-board NOx emission	2 sessions	
	.2 Guidelines on on-board exhaust gas cleaning systems	2005	DE 46/32, paragraphs 3.10 and 29.9.6.1; DE 47/25, section 20
	.3 Guidelines on other technological methods verifiable or enforceable to limit SOx emission	2 sessions	
H.16	Revision of the Guidelines for systems for handling oily wastes in machinery spaces of ships (MEPC/Circ.235)	2006	MEPC 51/22, paragraph 20.5
H.17	Review of the SPS Code (in co-operation with DSC, FP, NAV, COMSAR and SLF)	2 sessions	MSC 78/26, paragraph 24.9
H.18	Amendments to resolution A.761(18)	2 sessions	MSC 78/26, paragraph 24.38

Sub-Committee on Ship Design and Equipment (DE) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.19	Development of provisions for gas-fuelled ships (in co-operation with BLG and FP)	2007	MSC 78/26, paragraph 24.39
H.20	Test standards for extended service intervals of inflatable liferafts	2006	MSC 78/26, paragraph 24.41
L.1	Revision of resolution A.760(18)	2 sessions	DE 46/32, paragraph 31.23; DE 47/25, paragraph 22.6
L.2	Free-fall lifeboats with float-free capabilities	1 session	MSC 76/23, paragraphs 20.41.3 and 20.48; DE 47/25, paragraph 22.6

SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF)

		Target completion date/number of sessions needed for completion	Reference
1	Analysis of intact stability casualty records	Continuous	MSC 70/23, paragraph 20.4; SLF 30/18, paragraphs 4.16 and 4.17
2	Analysis of damage cards	Continuous	MSC 70/23, paragraph 20.4; SLF 41/18, paragraph 17.5
3	Consideration of IACS unified interpretations	Continuous	MSC 78/26, paragraph 22.12
H.1	Development of revised SOLAS chapter II-1 parts A, B and B-1	2004	SLF 42/18, section 3; MSC 72/23, paragraph 21.52; SLF 46/16, section 3
H.2	Development of explanatory notes for harmonized SOLAS chapter II-1	2004	MSC 69/22, paragraph 20.60.1; SLF 44/18, paragraph 15.2.2; SLF 46/16, section 4
H.3	Revision of the fishing vessel Safety Code and Voluntary Guidelines (in co-operation with FP, COMSAR, NAV, DE and STW)	2004	SLF 43/16, section 5; MSC 73/21, paragraph 18.32; SLF 46/16, section 5

- 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 Items printed in bold letters have been selected for the provisional agenda for SLF 47, shown in annex 37.

Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF)
 (continued)

		Target completion date/number of sessions needed for completion	Reference
H.4	Safety aspects of ballast water management	1 session	MSC 71/23, paragraph 9.11
H.5	Large passenger ship safety	2004	MSC 74/24, paragraph 21.4; SLF 46/16, section 8
H.6	Revision of the Intact Stability Code	2007	SLF 41/18, paragraph 3.14; SLF 46/16, section 6
H.7	Review of the OSV Guidelines (in co-operation with BLG, COMSAR, NAV and DE)	2005	MSC 75/24, paragraph 22.4; SLF 46/16, section 7
H.8	Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code (co-ordinated by DE)	2005	MSC 76/23, paragraphs 8.19 and 20.4
H.9	Revision of technical regulations of the 1966 LL Convention	2005	MSC 76/23, paragraph 20.51; SLF 46/16, section 11
H.10	Improved loading/stability information for bulk carriers (in co-operation with DE)	2004	MSC 76/23, paragraph 20.52; SLF 46/16, section 12
H.11	Review of the SPS Code (co-ordinated by DE)	2 sessions	MSC 78/26, paragraph 24.9

Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF)
(continued)

		Target completion date/number of sessions needed for completion	Reference
L.1	Harmonization of damage stability provisions in other IMO instruments, including the 1993 Torremolinos Protocol (probabilistic method)	2005	MSC 62/25, paragraph 21.23; SLF 46/16, section 9
L.2	Revision of resolution A.266(VIII)	2 sessions	SLF 45/14, paragraphs 3.19 and 11.1.4.1; MSC 76/23, paragraph 20.50
L.3	Tonnage measurement of open-top containerships	2 sessions	MSC 78/26, paragraph 24.50

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING (STW)

		Target completion date/number of sessions needed for completion	Reference
1	Validation of model training courses	Continuous	STW 31/17, paragraph 14.4; STW 35/19, section 3
2	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4; MSC 77/26, paragraphs 18.10 and 23.40.2
H.1	Unlawful practices associated with certificates of competency	2005	MSC 71/23, paragraph 20.55.2; STW 35/19, section 5
H.2	Large passenger ship safety	2005	MSC 74/24, paragraph 21.4; STW 35/19, section 6
H.3	Training of crew in launching/ recovering operations of fast rescue boats and means of rescue in adverse weather conditions	2006	MSC 74/24, paragraph 21.56; STW 35/19, section 7
H.4	Measures to prevent accidents with lifeboats (co-ordinated by DE)	2005	MSC 74/24, paragraph 21.34; STW 35/19, section 8

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- 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 Items printed in bold letters have been selected for the provisional agenda for STW 36, shown in annex 37.

Sub-Committee on Standards of Training and Watchkeeping (STW) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.5	Measures to enhance maritime security	2005	MSC 75/24, paragraphs 22.9 and 22.45; STW 35/19, section 9
H.6	Education and training requirements for fatigue prevention, mitigation and management	2006	MSC 75/24, paragraph 22.48; STW 35/19, section 10
H.7	Requirements for knowledge, skills and training for officers on WIG craft	2005	MSC 76/23, paragraph 20.55; STW 35/19, section 11
H.8	Development of training requirements for the control and management of ship's ballast water and sediments	2007	MSC 71/23, paragraph 20.55.3; STW 35/19, section 12 and paragraph 16.5
H.9	Development of competences for ratings	2005	MSC 77/26, paragraph 23.40.1; STW 35/19, section 13
H.10	Training and certification requirements for company and port facility security officers	2005	MSC 77/26, paragraphs 6.82 and 23.41; STW 35/19, section 15

Sub-Committee on Standards of Training and Watchkeeping (STW) (continued)

		Target completion date/number of sessions needed for completion	Reference
L.1	Review of the implementation of STCW chapter VII	2 sessions	MSC 72/23, paragraph 21.56; STW 35/19, section 14
L.2	Clarification of the STCW-F Convention provisions and follow-up action to the associated Conference resolutions	2 sessions	STW 34/14, paragraph 11.8

ANNEX 37**PROVISIONAL AGENDAS FOR THE FORTHCOMING SESSIONS
OF THE SUB-COMMITTEES****SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG) - 9TH SESSION***

- Opening of the session and election of the Chairman and Vice-Chairman for 2005
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments
 - 4 Requirements for protection of personnel involved in the transport of cargoes containing toxic substances in all types of tankers
 - 5 Revision of the fire protection requirements of the IBC, IGC, BCH and GC Codes
 - 6 Consideration of IACS unified interpretations
 - 7 Amendments to resolution MEPC.2 (VI)
 - 8 Development of standards regarding rate of discharge for sewage
 - 9 Development of provisions for gas-fuelled ships
 - 10 Review of the OSV Guidelines
 - 11 Work programme and agenda for BLG 10
 - 12 Election of Chairman and Vice-Chairman for 2006
 - 13 Any other business
 - 14 Report to the Committees

* Agenda item numbers do not necessarily indicate priority.
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**SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC) –
9TH SESSION***

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Amendments to the IMDG Code and supplements, including harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods
 - .1 harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods
 - .2 amendment (33-06) to the IMDG Code** and supplements
 - .3 review of Annex III of MARPOL 73/78
 - 4 Review of the BC Code, including evaluation of properties of solid bulk cargoes
 - 5 Cargo securing manual
 - 6 Casualty and incident reports and analysis
 - 7 Development of a manual on loading and unloading of solid bulk cargoes for terminal representatives
 - 8 Guidance on serious structural deficiencies in containers
 - 9 Measures to enhance maritime security
 - 10 Document of compliance required by SOLAS regulation II-2/19
 - 11 Amendments to the CSS Code
 - 12 Work programme and agenda for DSC 10
 - 13 Election of Chairman and Vice-Chairman for 2005
 - 14 Any other business
 - 15 Report to the Maritime Safety Committee

* Agenda item numbers do not necessarily indicate priority.

** As adopted by resolution MSC.122(75).

SUB-COMMITTEE ON FIRE PROTECTION (FP) – 49TH SESSION*

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Large passenger ship safety
 - 4 Performance testing and approval standards for fire safety systems
 - 5 Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code
 - 6 Amendments to resolution A.653(16) relating to the preparation of specimens for sealants and mastics
 - 7 Amendments to resolution A.754(18) relating to performance criteria for fire doors
 - 8 Review of the fire protection provisions of the LHNS Guidelines
 - 9 Performance standards for evacuation guidance systems
 - 10 Recommendation on evacuation analysis for new and existing passenger ships
 - 11 Analysis of fire casualty records**
 - 12 Development of provisions for gas-fuelled ships
 - 13 Consideration of IACS unified interpretations
 - 14 Work programme and agenda for FP 50
 - 15 Election of Chairman and Vice-Chairman for 2006
 - 16 Any other business
 - 17 Report to the Maritime Safety Committee

* Agenda item numbers do not necessarily indicate priority.

** Item under continuous review.

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI) – 13TH session*

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Mandatory reports under MARPOL 73/78
 - 4 Casualty statistics and investigations
 - 5 Regional co-operation on port State control
 - 6 Reporting procedures on port State control detentions and analysis and evaluation of reports
 - 7 Responsibilities of Governments and measures to encourage flag State compliance
 - 8 Comprehensive analysis of difficulties encountered in the implementation of IMO instruments
 - 9 Review of the Survey Guidelines under the HSSC (resolution A.948(23))
 - 10 PSC on seafarers' working hours
 - 11 Illegal, unregulated and unreported (IUU) fishing and implementation of resolution A.925(22)
 - 12 Development of provisions on transfer of class
 - 13 Measures to enhance maritime security
 - 14 Review of reporting requirements for reception facilities
 - 15 Consideration of IACS unified interpretations
 - 16 Work programme and agenda for FSI 14
 - 17 Election of Chairman and Vice-Chairman for 2006
 - 18 Any other business
 - 19 Report to the Committees

* Agenda item numbers do not necessarily indicate priority.

**SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR) -
9TH SESSION***

- Opening of the session
- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Global Maritime Distress and Safety System (GMDSS)
 - .1 matters relating to the GMDSS Master Plan
 - .2 operational and technical co-ordination provisions of maritime safety information (MSI) services, including review of the related documents
- 4 ITU maritime radiocommunication matters
 - .1 Radiocommunication ITU-R Study Group 8 matters
 - .2 ITU World Radiocommunication Conference matters
- 5 Satellite services (Inmarsat and COSPAS-SARSAT)
- 6 Emergency radiocommunications, including false alerts and interference
- 7 Matters concerning search and rescue, including those related to the 1979 SAR Conference and the implementation of the GMDSS
 - .1 harmonization of aeronautical and maritime search and rescue procedures, including SAR training matters
 - .2 plan for the provision of maritime SAR services, including procedures for routing distress information in the GMDSS
 - .3 medical assistance in SAR services
- 8 Developments in maritime radiocommunication systems and technology
- 9 Revision of the IAMSAR Manual
- 10 Review of the OSV Guidelines
- 11 Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code

* Agenda item numbers do not necessarily indicate priority.

- 12 Measures to enhance maritime security
- 13 Large passenger ship safety
- 14 Review of the FAL and SALVAGE Convention provisions regarding the treatment of persons rescued at sea
- 15 Recommendations on high-risk oceanic crossings by adventure craft
- 16 Work programme and agenda for COMSAR 10
- 17 Election of Chairman and Vice-Chairman for 2006
- 18 Any other business
- 19 Report to the Maritime Safety Committee

SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV) - 50TH SESSION*

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Routeing of ships, ship reporting and related matters **
 - 4 Requirements for the display and use of AIS information on shipborne navigational displays
 - 5 Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code
 - 6 Anchoring, mooring and towing equipment
 - 7 Revision of the fishing vessel Safety Code and Voluntary Guidelines
 - 8 Recommendations on high-risk oceanic crossing by adventure craft
 - 9 Review of performance standards for radar equipment
 - 10 ITU matters, including Radiocommunication ITU-R Study Group 8 matters
 - 11 Large passenger ship safety: effective voyage planning for large passenger ships
 - 12 Measures to enhance maritime security
 - 13 World-wide radionavigation system (WWRNS)
 - 14 Casualty analysis**
 - 15 Guidance on early abandonment of bulk carriers
 - 16 Work programme and agenda for NAV 51
 - 17 Election of Chairman and Vice-Chairman for 2005
 - 18 Any other business
 - 19 Report to the Maritime Safety Committee

* Agenda item numbers do not necessarily indicate priority.

** Items under continuous review.

SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE) – 48TH SESSION *

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Amendments to resolution A.744(18)
 - 4 Large passenger ship safety
 - 5 Measures to prevent accidents with lifeboats
 - 6 Anchoring, mooring and towing equipment
 - 7 Protection of fuel tanks
 - 8 Compatibility of life-saving appliances
 - 9 Performance testing and approval standards for SOLAS personal life-saving appliances
 - 10 Inconsistencies in IMO instruments regarding requirements for life-saving appliances
 - 11 Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code
 - 12 Performance standards for protective coatings
 - 13 Guidelines on on-board exhaust gas cleaning systems
 - 14 Mandatory emergency towing systems in ships other than tankers greater than 20,000 dwt
 - 15 Review of the OSV Guidelines
 - 16 Inspection and survey requirements for accommodation ladders
 - 17 Safety aspects of water ballast management
 - 18 Revision of the Guidelines for systems for handling oily wastes in machinery spaces of ships (MEPC/Circ.235)
 - 19 Development of provisions for gas-fuelled ships

* Agenda item numbers do not necessarily indicate priority.

- 20 Test standards for extended service intervals of inflatable liferafts
- 21 Consideration of IACS unified interpretations
- 22 Work programme and agenda for DE 49
- 23 Election of Chairman and Vice-Chairman for 2006
- 24 Any other business
- 25 Report to the Maritime Safety Committee

**SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF) –
47TH SESSION***

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Development of revised SOLAS chapter II-1 parts A, B and B-1
 - 4 Development of explanatory notes for harmonized SOLAS chapter II-1
 - 5 Revision of the fishing vessel Safety Code and Voluntary Guidelines
 - 6 Revision of the Intact Stability Code
 - 7 Review of the OSV Guidelines
 - 8 Large passenger ship safety
 - 9 Harmonization of damage stability provisions in other IMO instruments
 - 10 Consideration of IACS unified interpretations
 - 11 Revision of technical regulations of the 1966 LL Convention
 - 12 Improved loading/stability information for bulk carriers
 - 13 Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code
 - 14 Work programme and agenda for SLF 48
 - 15 Election of Chairman and Vice-Chairman for 2005
 - 16 Any other business
 - 17 Report to the Maritime Safety Committee

* Agenda item numbers do not necessarily indicate priority.

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING (STW) - 36TH SESSION*

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Validation of model training courses
 - 4 Unlawful practices associated with certificates of competency
 - 5 Large passenger ship safety
 - 6 Training of crew in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions
 - 7 Measures to prevent accidents with lifeboats
 - 8 Measures to enhance maritime security: training and certification requirements for ship security officers
 - 9 Education and training requirements for fatigue prevention, mitigation and management
 - 10 Requirements for knowledge, skills and training for officers on WIG craft
 - 11 Development of training requirements for the control and management of ship's ballast water and sediments
 - 12 Development of competences for ratings
 - 13 Training and certification requirements for company and port facility security officers
 - 14 Work programme and agenda for STW 37
 - 15 Election of Chairman and Vice-Chairman for 2006
 - 16 Any other business
 - 17 Report to the Maritime Safety Committee

* Agenda item numbers do not necessarily indicate priority.