



Technical Information

No. : 139 - 2018

25 May 2018

To : Whom It May Concern

Subject : Summary Report on IMO Meeting of Maritime Safety Committee 99th Session (MSC 99)

Summary

This Technical Information summarizes the result of 99th Session of the IMO Maritime Safety Committee (MSC 99) that was held from the 16 to 25 May 2018, at the IMO headquarters in London.

Information

1. The information provided in this Technical Information are the ones which have high relevance with the work of BKI or considered as an essential information for interested parties.
2. The following agenda are among those discussed during the meeting :

Agenda Number	Topic
3	Consideration and adoption of amendments to mandatory instruments
5	Regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS)
6	Goal-based new ship construction standards
8	Carriage of cargoes and containers (report of the fourth session of the Sub-Committee)
9	Implementation of IMO Instruments ((report of the fourth session of the Sub-Committee)
10	Ship design and construction (report of the fifth session of the Sub-Committee)
12	Pollution Prevention and Response (report of the fifth session of the Sub-Committee)
13	Ship systems and equipment (report of the fourth session of the Sub-Committee)
20	Work programme
21	Any Other Business

3. The Agenda above are several technical issues discussed during the meeting. A brief coverage among the issues are expressed in the attached document.

More info

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BRIEF INFORMATION ON IMO MEETING OF MARITIME SAFETY COMMITTEE 99TH SESSION (MSC 99)

A. CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS (Agenda item 3)

In this 99th session, Maritime Safety Committee (MSC) discussed and decided several amendments to IMO instruments.

Amendments to the 1974 SOLAS Convention

- Amendments to Chapter II-1 ,cover among others:
 - Application date of this chapter
 - Installation of computerized stability support for passenger ships constructed before 1 January 2014.

- Amendments to Chapter IV ,cover inter alia:
 - Definitions of GMDSS and Recognized mobile satellite service
 - The provisions of radio facility for maritime safety information services
 - Replacing the words "ship earth station providing a recognized mobile satellite service" by "a recognized mobile satellite services ship earth station"
 - Record of certificates (form P, form R and form C)

These amendments are adopted by resolution MSC.436 (99) and are expected to enter into force on 1 January 2020.

Amendments to the 2010 FTP Code

The amendments is intended to clarify the requirements for fire protection materials which required approval test method for passenger ship and high speed craft.

These amendments are adopted by resolution MSC. 437 (99) and are expected to enter into force on 1 January 2020.

Amendments to the 1994 HSC Code

- Adding definition of recognized mobile satellite services
- The provisions of radio facility for maritime safety information services.
- Replacing the words "ship earth station providing a recognized mobile satellite service" by "a recognized mobile satellite services ship earth station"
- Record of certificates

These amendments are adopted by resolution MSC. 438 (99) and are expected to enter into force on 1 January 2020.

Amendments to the 2000 HSC Code

- Adding definition of recognized mobile satellite services
- The provisions of radio facility for maritime safety information services.
- Replacing the words "ship earth station providing a recognized mobile satellite service" by "A recognized mobile satellite services ship earth station"
- Record of equipment

These amendments are adopted by resolution MSC. 439 (99) and are expected to enter into force on 1 January 2020.

Amendments to the IBC Code

The amendments to IBC Code are related to the model form of the International Certificate of Fitness for the Carriage of Dangerous Chemical in Bulk.

This amendments clarify that approved loading and stability information booklet is still required and a ship is required to have approved means for any loading conditions to confirm their compliance with intact and damage stability requirements.

In addition, this amendments also introduce new paragraph 6 stating:

"6 That the loading and stability information booklet required by paragraph 2.2.5 of the Code has been supplied to the ship in an approved form".

These amendments are adopted by resolution MSC. 440 (99) and are expected to enter into force on 1 January 2020.

Amendments to the IGC Code

The amendments to IGC Code are related to the model form of the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk.

This amendments clarify that approved loading and stability information booklet is still required and a ship is required to have approved means for any loading conditions to confirm their compliance with intact and damage stability requirements.

In addition, this amendments also introduce new paragraph 6 stating:

"6 That the loading and stability information booklet required by paragraph 2.2.5 of the Code has been supplied to the ship in an approved form".

These amendments are adopted by resolution MSC. 441 (99) and are expected to enter into force on 1 January 2020.

Amendments to the IMDG Code

- The words "risk" replaced by "hazard"

- Adding new provisions regarding IMO type 9 tank
- One set new segregation, such as SG76, SG77 and SG 78
- Specials provisions on carriage lithium batteries
- Provisions for the design, construction, inspection and testing portable tanks intended for the transport of substances of class 1 and classes 3 to 9.

These amendments are adopted by resolution MSC. 442 (99) and are expected to enter into force on 1 January 2020.

Amendments to 2008 IS Code (under the 1974 SOLAS Convention and the 1988 Load Lines Protocol)

This amendment is to delete footnote in chapter 2 of Part A Mandatory Criteria

These amendments are adopted by resolution MSC. 443 (99) and MSC. 444(99) and are expected to enter into force on 1 January 2020.

Amendments to the 2008 SPS Code

The Amendments is intended to add recognized mobile satellite service ship earth station into the Record of equipment for compliance with the code of safety for special purpose ships

These amendments are adopted by resolution MSC. 445 (99) and are expected to enter into force on 1 January 2020.

Amendments to the BCH Code

The amendments to the BCH Code are related to the model form of the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk.

This amendments clarify that approved loading and stability information booklet is still required and a ship is required to have approved means for any loading conditions to confirm their compliance with intact and damage stability requirements.

In addition, this amendments also introduce new paragraph 6 stating:

“6 That the loading and stability information booklet required by paragraph 2.2.1.1 of the Code has been supplied to the ship in an approved form”.

These amendments are adopted by resolution MSC. 446 (99) and are expected to enter into force on 1 January 2020.

Amendments to the GC Code

The amendments to the GC Code are related to the model form of the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk.

This amendments clarify that approved loading and stability information booklet is still required and a ship is required to have approved means for any loading conditions to confirm their compliance with intact and damage stability requirements.

In addition, this amendments also introduce new paragraph 6 stating:

“6 That the loading and stability information booklet required by paragraph 2.2.3 of the Code has been supplied to the ship in an approved form”.

These amendments are adopted by resolution MSC. 447 (99) and are expected to enter into force on 1 January 2020.

Amendments to the EGC Code

The amendments to the EGC Code are related to the model form of the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk.

This amendments clarify that approved loading and stability information booklet is still required and a ship is required to have approved means for any loading conditions to confirm their compliance with intact and damage stability requirements.

In addition, this amendments also introduce new paragraph 6 stating:

“6 That the loading and stability information booklet required by paragraph 2.2 of the Code has been supplied to the ship in an approved form”.

Revised EmS Guide

The Committee approved draft MSC circular on consolidated Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide).

Guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 January 2014

MSC 99 agreed that passenger ships constructed before 1 January 2014 shall comply with SOLAS regulation II-1/8-1.3.1 not later than the first renewal survey after five years after the date of entry into force of the amendments to SOLAS regulation II-1/8-1, i.e. not later than the first renewal survey after 1 January 2025.

The Committee approved draft MSC circular on guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 January 2014 and agreed to keep it in abeyance until the date of entry into force of the amendments to SOLAS regulation II-1/8-1.3, i.e. 1 January 2020.

Amendments to MSC.1/Circ.1400 and MSC.1/Circ.1532

Regarding on amendments to MSC.1/Circ.1400, the Committee agreed that no amendments were necessary. Whilst on MSC.1/Circ.1532, the Committee approved draft MSC circular on revision of the Revised Guidelines on operational information for passenger ship for safe return to port and agreed to keep it in abeyance until the date of entry into force of the amendments to SOLAS regulation II-1/8-1.3, i.e. 1 January 2020.

B. MARITIME AUTONOMOUS SURFACES SHIPS (MASS) (Agenda item 5)

The Committee recalled that MSC 98 had agreed to include in its 2018-2019 biennial agenda and the provisional agenda for MSC 99 an output on "Regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS)", with a target completion year of 2020. Many issues regarding on MASS need to be further considered in this meeting inter alia concept MASS, level of autonomy, and related to human element for both manned and unmanned MASS.

Taking into account comments made in the plenary, the committee agreed to continue further discussion on Working Group, with task to:

1. Develop a framework for the regulatory scoping exercise, including aims and objectives, methodology, instruments, type and size of ships, provisional definition and different type and concepts autonomy, automation, operations and manning to be considered;
2. Develop a plan a work for the regulatory scoping exercise, including timelines, deliverables, and priorities, involvement of other committees and intersessional arrangements;
3. Consider the need to establish a mechanism for sharing information and lesson learned and liaise with other international organizations to share up to date information on MASS, and advise, as appropriate;
4. Consider the need for a Correspondence Group and develop draft term of reference, as appropriate

Development of framework for the regulatory scoping exercise

After an in-depth discussion, the group agreed term of reference for regulatory scoping exercise as follows:

- **AIM**
The aim of regulatory scoping exercise is to determine how to safe, secure and environmentally sound MASS operations might be address in IMO instruments.
- **Definitions of MASS**
A ship which, to a varying degree, can operate independent of human interactions.
- **Degrees of autonomy**
 - 1) Ship with automated processes and decision support
Seafarers are on board to operate and control shipboard systems and functions. Some operations may be automated.
 - 2) Remotely controlled ship with seafarers on board
The ship is controlled and operated from another locations, but seafarers are on board.
 - 3) Remotely controlled ship without seafarers on board
The ship is controlled and operated from another locations. There are no seafarers on board.
 - 4) Fully autonomous ship
The operation system of the ship is able to make decisions and determine action by itself.
- **Type of ships**
The application of scoping exercise should be restricted to the applicability under considerations.

- **Instruments**

The preliminary list of mandatory instruments related to maritime safety and security as follows:

- COLREG 1972 – International Regulations for Preventing Collisions At Sea, 1960
- CSC 1972 – International Convention for Safe Containers (CSC), 1972, as amended
- LL 1966 – International Convention on Load Lines, 1966
- LL Protocol 1988 – Protocol of 1988 relating to the International Convention on Load Lines, 1966
- SART 1979 – International Convention on Maritime Search and Rescue, 1979
- SOLAS 1974 – International Convention for the Safety of Life at Sea, 1974 as amended
- SOLAS AGR 1996 – Agreement concerning Specified Stability Requirements for Ro-Ro Passenger Ships.
- SOLAS PROTOCOL 1978 - Protocol 1978 relating to the International Convention for the Safety of Life at Sea, 1974
- SOLAS PROTOCOL 1988 - Protocol 1988 relating to the International Convention for the Safety of Life at Sea, 1974
- SPACE STP 1973 – Protocol on Space Requirement for Special Trade Passengers Ships, 1973
- STCW 1978 – International Convention on Standard of Training, Certification and Watch-Keeping for Seafarers, 1978 as amended
- STCW-F 1995– International Convention on Standard of Training, Certification and Watch-Keeping for Fishing Vessels Personnel, 1995
- STP 1971 – Special Trade Passenger Ships Agreement, 1971
- TONNAGE 1969 – International Convention on Tonnage Measurements of Ships, 1969

- **Methodology**

The methodology divided into 2 steps inter alia:

1. The regulatory scoping exercise will identify provisions in IMO instruments, as a first step.
2. As second step, an analysis will be conducted to determine the most appropriate way of addressing MASS operations taking into account human element, technology and operational factors.

Considering the WG report, the Committee invited to all member state and international organization for submission agenda regarding on interim guidelines for MASS trials and agreed to establish Correspondence Group in order to test the framework and methodology for the regulatory scoping exercise.

C. GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS (Agenda item 6)

Working Group on GBS was established during this session, the Group was then instructed to do the following:

1. finalize the draft amendments to the GBS Verification Guidelines (resolution MSC.296(87)),
2. finalize draft Interim guidelines for development and application of IMO goal-based standards safety level approach

3. update the revised timetable and schedule of activities for the implementation of the GBS verification scheme

Draft amendments to the GBS Verification Guidelines

Amendments to Part A

Maintenance of Verification

While in principle, the group agree that audits should only be carried out every three years, the provision on the requirement of submission on annual rule changes should be retained to keep the Administration and Committee informed of any annual rule change for submitters who have undergone initial verification audit. In which, the group have the following option for unscheduled audits outside the three-year cycle, an audit should only take place if:

- a) an Administration requested such audit for having to believe that such rule change will result in a non-conformity
- b) when the submitter wishes to be audited for rule changes

As for the qualitative criteria for conducting regular three-yearly maintenance audits following the categorization of rule change, the group agreed to the following three categories namely category 1 (no audit required), category 2 (audit may be required) and category 3 (audit required). Furthermore the group decided that the categorization of such self-assessment should be done by the submitter.

Amendments to Part B

The discussion for this is that whether “rule” and “rule set” can be used interchangeably in the guidelines. It is the agreed amongst the group that a “rule set” is to include “rules” and supporting documentation.

Finalization of the draft Revised GBS Guidelines and revised timetable and schedule of activities for the implementation of the GBS Verification scheme

The Group then amended the existing schedule for implementation as follows:

Timeline	Action
31 March 2018	Deadline for the receipt of rule change information and request for new initial verification audits, if any
April 2018 to September 2018	<ul style="list-style-type: none"> • Secretariat organizes audits of rule changes, ad hoc rule change audits and new initial verification audits as may be requested • Secretariat processes any appeal requests
October 2018	Secretariat prepares documentation on annual audits, ad hoc rule change audits and new initial verification audits (submission to MSC 100 after the corresponding deadline)
December 2018	<ul style="list-style-type: none"> • MSC 100 finalizes the amendments to part B on information/documentation requirements and evaluation criteria of the GBS Verification Guidelines, and adopts the Revised GBS Verification Guidelines. • MSC 100 takes decision on audits, including any new initial verification

31 March 2019	Deadline for the receipt of rule change information and request for new initial verification audits, if any
April 2019 to 30 November 2019	<ul style="list-style-type: none"> • Secretariat organizes audits of rule changes, ad hoc rule change audits and new initial verification audits as may be requested • Secretariat processes any appeal request
December 2019	The Revised GBS Verification Guidelines take effect
April 2022	First three-year cycle for maintenance audits, Secretariat organizes audits of rule changes

Section 14 of the draft Interim Guidelines for development and application of IMO goal-based standards safety level approach (GBS-SLA Guidelines)

The WG agreed that ALARP principle to be included in the table of section 13 of the GBS-SLA, by amending Stage 4, 5 and 6 of Table 1 with making a direct link to the FSA Guidelines.

The Committee, having read the report by the working Group concluded that the Committee:

1. Agree with the basic principles for the maintenance of verification, as amended by the group
2. Approve the draft MSC resolution on Revised guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tanker, and to be adopted at MSC 100 with the probable entry into force of one year after its adoption (December 2019)
3. Agree with the group conclusion that the revised GBS Verification Guidelines necessitated a periodical review, taking into account the experience gained in the auditing process over time
4. Agree to the Revised timetable and schedule of activities for the implementation of the GBS verification scheme

D. CARRIAGE OF CARGOES AND CONTAINERS (Agenda Item 8)

MSC 99 considered the report of the CCC 4 and discussed the followings:

Standards for methyl/ethyl alcohol as a marine fuel and for methyl/ethyl alcohol fuel couplings

In this meeting, the Committee invite ISO in developing a standard for methyl/ethyl alcohol as a marine fuel and a standard for meth/ethyl alcohol fuel couplings, which further communication may be necessary between IMO and ISO for that matter.

Draft amendments to parts A and A-1 of the IGF Code

Consideration to draft amendments part A and A-1 of the IGF Code prepared by CCC 4 together with the comments on the draft amendments to regulation 9.5 of the IGF Code which suggest the inclusion of an alternative solution to protect against leakage from liquefied fuel pipes outside machinery space was being discussed. Some member noted that the idea of having an alternative solution might not catch the intended purpose of the requirements. Hence, the approval of the draft amendments to part A and A-1 of the IGF Code is kept in abeyance and further instructed CCC 5 to discuss the issues taking into account the views expressed during this session and report the outcome to MSC 100 as urgent matter.

Carriage of Bauxite which may liquefy

MSC 99 endorses Sub-Committee decision in issuing CCC.1/Circ2/Rev.1 on Carriage of Bauxite which may liquefy.

Carriage of ammonium nitrate based fertilizer (non-hazardous)

MSC 99 endorses Sub-Committee decision in issuing CCC.1/Circ.4 on Carriage of ammonium nitrate based fertilizer (non-hazardous).

E. IMPLEMENTATION OF IMO INSTRUMENTS (Agenda Item 9)

Under this agenda item, MSC 99 considered and decided to, among others:

Assembly resolutions prepared by the III sub-committee

The Sub Committee outcome report which would require adoption by assembly (A30) resolution are as follows:

1. A.1117(30) on IMO Ship Identification Number Scheme, revoking resolution A.1078(28);
2. A.1119(30) on Procedures for Port State Control, 2017, revoking resolution A.1052(27);
3. A.1120(30) on Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2017, revoking resolution A.1104(29); and
4. A.1121(30) on 2017 Non-exhaustive list of obligations under instruments relevant to the IMO instruments implementation Code (III Code), revoking resolution A.1105(29).

Application of requirements of non-mandatory instruments under PSC

It was III 4 decision to delete the references to non-mandatory Code of 2009 MODU and 2008 SPS Code in appendix 12 of Procedures for Port State Control, 2017, then for future purpose it was confirmed that appendix to the procedures for PSC should only include references to mandatory instruments.

Records on fishing vessel fleets and Ship Identification Number Scheme

The committee has requested the Secretariat to develop a new data exchange mechanism specific to fishing vessel of less than 100 GT (application of the Ship Identification Number Scheme (resolution A.1117(30)) to fishing vessels) and ask III Sub Committee of the outcome of the decision.

F. SHIP DESIGN AND CONSTRUCTIONS (Agenda Item 10)

The committee, having read the report of SDC 5, was discussing on the items mentioned below.

Amendments to SOLAS regulation II-1/8-1 on the availability of passenger ships' electrical power supply in cases of flooding from side raking damage

Small group were held to discuss SDC 5 matters on the scope of outputs on "Amendments to SOLAS regulation II-1/8-1 on electric power supply for passenger ships in case of flooding due to side raking damage and especially on the issues whether electrical engineering solutions is to be applied, rather than naval architectural solutions (e.g.: double hull or other structural requirements which might impact on not only current safe-return-to port concept but also the probabilistic requirements in SOLAS chapter II-1.

Discussion among the small group were made and decided that no further action was required for this output, however invited member states to review the systems that are required by SOLAS regulation II-

1/42 to be supplied by the emergency source of power, and methods of energy distribution so that it remain operational in flooding damage casualty.

Computerized stability support for the master in case of flooding for existing passenger ships

Date of entry into force of the amendments to SOLAS regulation II-1/8-1

It was readdressed that for passenger ships constructed before 1 January 2014 shall comply with SOLAS regulation II-1/8-1.3.1 not later than 1st renewal survey after five years after the date of entry into force of the amendments to SOLAS regulation II-1/8-1, i.e. not later than 1st renewal survey after 1 January 2025.

Guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 January 2014

In this relation, the committee also approved Circular on Guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 January 2014.

Finalization of second generation intact stability criteria

The Committee authorize SDC 6 to establish an Experts Group on Intact Stability (IS) since there are revised way forward.

Carriage of more than 12 industrial personnel on board vessels engaged on international voyages

Committee have agreed that the number of Industrial Personnel and Special Personnel which may be carried onboard for not having to comply with the new Code should be 12. The application of the new SOLAS Chapter [XV] and the new code should be limited to ships with Cargo Ship Safety Certificates.

Guidelines for wing-in-ground craft

It was discussed during plenary that revision of the Interim guidelines for wing-in-ground craft (MSC/Circ.1054 and Corr.1) require editorial modification i.e. replacing the words "ground effect ships" with the words "surface-effect ships", and approved Circular on Guidelines for wing-in-ground craft.

Draft amendments to part A of the 2008 IS Code

The Committee decided that modifications to part A of 2008 IS Code proposed by SDC 5 should not be treated as amendments rather as correction. The Committee then requested secretariat to correct the text of the 2008 IS Code, as adopted by resolution MSC.267(85), and the amendments adopted by resolutions MSC.413(97) and MSC.414(97).

G. POLLUTION PREVENTION AND RESPONSE (Agenda Item 11)

The Sub-Committee on Pollution Prevention and Response (PPR) held its fifth session from 5 to 9 February 2018. Draft amendments to IBC Code (new para 15.15, revised chapter 17,18,19 and 21 and consequential amendments emanating from the development of draft MARPOL Annex II amendments) and consequential draft amendments to the BCH Code has been prepared, to be submitted to MEPC 73 and MSC 100 for approval and subsequent adoption.

Among other issues being discussed during PPR 5, there are items which would have safety implication such as identified candidate control measures for Black Carbon, sampling points for fuel oil used on board the ships, and safety issues with blended fuels and blending of bulk liquid cargoes and would like MEPC to keep it informed of such issues.

H. SHIP, SYSTEM AND EQUIPMENT (Agenda Item 13)

The Committee having read the Sub Committee report, decided to:

- a) note the progress made on the development of goals and functional requirements for onboard lifting appliances and anchor handling winches (OLAW) and, in particular, the views expressed on how to address training and certification of crews and shore-based personnel using OLAW and;
- b) note the decision to consider matters related to the development of a draft unified interpretation of SOLAS regulation II-2/9.2.4.2 'related to the fire integrity of bulkheads and decks of tankers' at a future session when additional information is made available;

I. WORK PROGRAMME (Agenda Item 20)

The committee discussed proposal for new output on the following items, among others.

Proposal for a new output to amend the definition of 'Group A' in the IMSBC Code

Welcomed this document to highlight amending the definition of "Group A" in the IMSBC Code to include phenomena for other than "liquefaction".

Proposal for a new output on fire resistance requirements of damping materials for reducing noise and vibration level applied in "A" and "B" class divisions

The proposal to develop new fire resistance requirements for damping material applied in "A" and "B" class division to ensure fire safety and safety of human life at sea and harmonizing it with the Noise Code requirements, were not accepted at this session. Some member is of the view that SOLAS and FTP Code already contain adequate safety requirements for damping materials.

J. ANY OTHER BUSINESS

List of certificates and documents required to be carried on board ships

The discussion during this item is to amend List of certificates and documents required to be carried on board ships, 2017 (FAL.2/Circ.131- MEPC.1/Circ.873 - MSC.1/Circ.1586 - LEG.2/Circ.3), with a view to avoid the use of two different terms, i.e. "stability information" and "intact stability booklet".

The committee then further instructed the Secretariat to issue corrigendum to the list and invite proposal to amend PSC Procedures, BLU and IMSBC Code, and guidelines (MSC.1/Circ.1462).

K. LIST OF MSC RESOLUTIONS ADOPTED BY MSC 99

1. Resolution MSC.436(99) – amendments to the International Convention for the safety of life at sea, 1974, as amended;
2. Resolution MSC.437(99) – amendments to the International Code for application of fire test procedures, 2010 (2010 FTP code);
3. Resolution MSC.438(99) – amendments to the International Code of safety for high-speed craft, 1994 (1994 HSC Code);
4. Resolution MSC.439(99) – amendments to the International Code of safety for high-speed craft, 2000 (2000 HSC Code);
5. Resolution MSC.440(99) – amendments to the International Code for the construction and equipment of ships Carrying dangerous chemicals in bulk (IBC Code);

6. Resolution MSC.441(99) – amendments to the international Code for the construction and equipment of ships Carrying liquefied gases in bulk (IGC code);
7. Resolution MSC.442(99) – amendments to the international Maritime dangerous goods (IMDG) Code;
8. Resolution MSC.443(99) – amendments to part A of the International code on intact stability, 2008 (2008 IS Code) (under the 1974 SOLAS Convention);
9. Resolution MSC.444(99) – amendments to part A of the International code on intact stability, 2008 (2008 IS Code)(under the 1988 load lines protocol);
10. Resolution MSC.445(99) – amendments to the Code of Safety For Special Purpose Ships, 2008 (2008 SPS Code);
11. Resolution MSC.446(99) – amendments to the code for the Construction and equipment of ships carrying dangerous Chemicals in bulk (BCH Code);
12. Resolution MSC.447(99) – amendments to the code for the Construction and equipment of ships carrying liquefied Gases in bulk (GC code);
13. Amendments to the code for existing ships carrying Liquefied gases in bulk (EGC Code);
14. Resolution MSC.448(99) – revised guidelines on the Prevention of access by stowaways and the allocation of Responsibilities to seek the successful resolution of Stowaway cases ;
15. Revised timetable and schedule of activities for the Implementation of the GBS verification scheme;
16. Draft Amendments To The International Code On The Enhanced Programme Of Inspections During Surveys Of Bulk Carriers And Oil Tankers, 2011 (2011 ESP Code);
17. Resolution MSC.449(99) – Performance Standards For Shipborne Indian Regional Navigation Satellite System (IMSS) Receiver Equipment;
18. Resolution MSC.450(99) – Statement Of Recognition Of Maritime Mobile Satellite Services Provided By Inmarsat Global Ltd.;
19. Resolution MSC.451(99) – Statement Of Recognition Of Maritime Mobile Satellite Services Provided By Iridium Satellite Llc.;
20. Resolution MSC.452(99) – Amendments To The Revised Performance Standards For Integrated Navigation Systems (INS) (Resolution MSC.252(83)).

L. LIST OF MSC CIRCULARS APPROVED BY MSC 99

1. MSC.1/Circ.1500/Rev.1 Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments;
2. MSC.1/Circ.1587 Procedural aspects related to the drafting of amendments to safety-related IMO Conventions, other than the 1974 SOLAS Convention, and related mandatory instruments ;
3. MSC.1/Circ.1588 Revised emergency response procedures for ships carrying dangerous goods (EmS Guide);
4. MSC.1/Circ.1589 Guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 January 2014;
5. MSC.1/Circ.1532/Rev.1 Amendments to the revised guidelines on operational information for masters of passenger ships for safe return to port (MSC.1/Circ.1532);
6. MSC.1/Circ.1590 Unified interpretation of paragraph 13.3.5 of the IGC Code (as amended by resolution MSC.370(93));
7. MSC.1/Circ.1591 Unified interpretations of the IGF Code;
8. MSC.1/Circ.1592 Guidelines for wing-in-ground craft;
9. MSC.1/Circ.1376/Rev.3 Continuity of service plan for the LRIT system ;

10. MSC.1/Circ.1593 Interim guidelines for the harmonized display of navigation information received via communication equipment;
11. MSC.1/Circ.1594 Amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual ;
12. MSC.1/Circ.1595 E-Navigation Strategy Implementation Plan – Update 1;
13. MSC.1/Circ.1164/Rev.19 Promulgation of information related to reports of independent evaluation submitted by Parties to the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that Parties are giving full and complete effect to the relevant provisions of the Convention;
14. MSC.1/Circ.797/Rev.31 List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code;
15. MSC.1/Circ.1065/Rev.1 IALA Standards for training and certification of Vessel Traffic Service (VTS) personnel;
16. MSC.1/Circ.1293/Rev.1 Participation in the WMO Voluntary Observing Ships Scheme.

M. LIST OF OTHER CIRCULARS

1. CCC.1/Circ.2/Rev.1 Carriage of Bauxite which may liquefy;
2. CCC.1/Circ.4 Carriage of Ammonium Nitrate Based Fertilizer (non-hazardous);
3. COLREG.2/Circ.71 New traffic separation schemes ;
4. SN.1/Circ.336 Routing measures other than traffic separation scheme;
5. MSC-MEPC.1/Circ.5/Rev.1 Organization and method of work of the Maritime Safety Committee, and the Marine Environment Protection Committee and their subsidiary bodies.