

OUTCOME AND MAIN RESULTS OF THE 88th SESSION OF THE IMO MARITIME SAFETY COMMITTEE (24 NOVEMBER TO 3 DECEMBER 2010, LONDON)

This paper was prepared by the International Department of Russian Maritime Register of Shipping on the basis of the report of the IMO Secretariat on the 88th session of the Maritime Safety Committee of the Organization released under cover of MSC 88/26, MSC 88/26/Add.1 and MSC 88/26/Add.2

The 88th session of the IMO Maritime Safety Committee (MSC) was held in London at the Organization's Headquarters from 24 November to 3 December 2010. The meeting was attended by representatives from 101 Member States, three Associate IMO Members, two specialized UN agencies, six intergovernmental organizations and observers from forty non-governmental organizations in consultative status.

Main results of the meeting and most important decisions taken by MSC at its 88th session are set out below.

1. MSC RESOLUTIONS

1.1 Adoption of the International Code for Application of Fire Test Procedures (2010 FTP Code) (Resolution MSC.307(88)) (Annex 1 to MSC 88/26/Add.1 and paragraph 3.46 of MSC 88/26)

By Resolution MSC.307(88) the Committee adopted the text of the 2010 FTP Code which, in accordance with the decision taken by MSC at its 87th session, acquired a status of an 'international', i.e., mandatory instrument under SOLAS. Its entry into force is expected on 1 July 2012 in accordance with the amendments to the Convention, as referred to in the following paragraph.

1.2 Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974, as Amended (Resolution MSC.308(88)) (Annex 2 to MSC 88/26/Add.1 and paragraphs 3.47 and 3.48 of MSC 88/26)

By Resolution MSC.308(88) the Committee adopted amendments to Chapters II-1 (Regulation 41 of Part D «Electrical Installations»), II-2 (Regulations 1, 3 and 7) and V (Regulations 18 and 23), as well as to the Appendix (formats of certificates). The entry of amendments into force is expected on 1 July 2012.

1.3 Adoption of Amendments to the Protocol of 1988 Relating to the International Convention for the Safety of Life at Sea, 1974 (Resolution MSC.309(88)) (Annex 3 to MSC 88/26/Add.1 and paragraphs 3.49 and 3.50 of MSC 88/26)

By Resolution MSC.309(88) the Committee adopted amendments to the Appendix to Annex of the Protocol (formats of certificates). The entry of amendments into force is expected on 1 July 2012.

1.4 Adoption of Amendments to the International Convention for Safe Containers, 1972 (1972 CSC Convention) (Resolution MSC.310(88)) (Annex 4 to MSC 88/26/Add.1 and paragraphs 3.51 and 3.52 of MSC 88/26)

By Resolution MSC.310(88) the Committee adopted amendments to Chapter I of Annex I and its Appendix, Annex II (new Section 8), and introduced new Annex III to the Convention. The entry of amendments into force in accordance with the 'tacit acceptance' procedure is expected on 1 January 2012.

1.5 Adoption of Amendments to the International Code for Fire Safety Systems (FSS Code) (Resolution MSC.311(88)) (Annex 5 to MSC 88/26/Add.1 and paragraphs 3.54 and 3.55 of MSC 88/26)

By this Resolution the Committee adopted new text of Chapter 9 «Fixed fire detection and fire alarm systems» of the Code. The entry of the corresponding amendments into force is expected on 1 July 2012.

1.6 Revised Guidelines on the Prevention of Access by Stowaways and Allocation of Responsibilities to Seek the Successful Resolution of Stowaway Cases (Resolution MSC.312(88)) (Annex 6 to MSC 88/26/Add.1 and paragraph 4.38 of MSC 88/26)

Recognizing complications arising from the simultaneous running of two parallel regimes prescribing action to be followed when stowaways are detected on board a ship, i.e. the Guidelines adopted by Resolution A.871(20) and corresponding provisions of the FAL Convention, by this instrument the Committee adopted the text of revised Guidelines and urged Governments to implement into their practice recommendations contained therein.

1.7 Amendments to the Guidelines for the Application of Plastic Pipes on Ships (Resolution MSC.313(88)) (Annex 10 to MSC 88/26/Add.1 and paragraph 9.14 of MSC 88/26)

By this Resolution the Committee adopted a number of amendments to the existing Guidelines adopted by Assembly Resolution A.753(18) in 1993.

1.8 New Mandatory Ship Reporting System "In the Sound between Denmark and Sweden" (SOUNDREP) (Resolution MSC.314(88)) (Annex 13 to MSC 88/26/Add.1 and paragraph 11.6 of MSC 88/26)

The Committee, acting in accordance with Resolution A.858(20), approved a new mandatory ship reporting system for the Sound Straits (SOUNDREP), which will take effect on 1 September 2011.

1.9 Amendments to the Existing Mandatory Ship Reporting System "In the Torres Strait Region and the Inner Route of the Great Barrier Reef" (REEFREP) (Resolution MSC.315(88)) (Annex 14 to MSC 88/26/Add.1 and paragraph 11.6 of MSC 88/26)

By its Resolution MSC.315(88) the Committee adopted amendments to the REEFREP System in accordance with Resolution A.858(20), which will take effect at 00.00 hrs. UTC on

1 July 2011. These amendments were disseminated also by circular SN.1/Circ.294, ref. paragraph 4.5 below.

1.10 Amendments to the Existing Mandatory Ship Reporting System “Off the South and South-West Coast of Iceland” (TRANSREP) (Resolution MSC.316(88)) (Annex 15 to MSC 88/26/Add.1 and paragraph 11.6 of MSC 88/26)

By its Resolution MSC.315(88) MSC adopted amendments to the TRANSREP System, acting in accordance with Resolution A.858(20), which will be brought into effect at 00.00 UTC on 1 July 2011. The amendments have been disseminated also by circular SN.1/Circ.294, ref. paragraph 4.5 below.

2. MSC CIRCULARS

Below a list of circulars approved by the Maritime Safety Committee at its 88th session is given, accompanied by comments whenever necessary.

2.1 List of Competent Persons Maintained by the Secretary-General Pursuant to Section A-I/7 of the STCW Code (MSC.1/Circ.797/Rev.20, paragraph 13.16 of MSC 88/26)

This circular contains an updated list of persons availing of appropriate expertise and knowledge in the field of training and certification of seafarers; presented by the IMO's Secretary-General.

2.2 Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as Amended, Confirmed by the Maritime Safety Committee to Have Communicated Information Which Demonstrates that Full and Complete Effect is Given to the Relevant Provisions of the Convention (MSC.1/Circ.1163/Rev.6, paragraph 13.11 of MSC 88/26)

This circular is an update of MSC.1/Circ.1163/Rev.4 containing the so-called “White List” of States for which the Committee confirmed the receipt of documents demonstrating compliance of their national systems of training and certification of seafarers with the requirements of STCW-78, as amended.

2.3 Promulgation of Information Related to Reports of Independent Evaluation Submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping 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 (MSC.1/Circ.1164/Rev.8, paragraph 13.15 of MSC 88/26)

The circular contains updated information on reports on independent evaluation of national training and certification systems submitted to the Committee and confirming compliance of these systems with the Convention requirements.

2.4 Long-Range Identification and Tracking System // Technical Documentation (Part I) // Interim Revised Technical Specifications for the LRIT System (MSC.1/Circ.1259/Rev.4, paragraph 6.14 of MSC 88/26)

This circular updates information contained in MSC.1/Circ.1259/Rev.2 which defines technical requirements for international centres: of LRIT data exchange and LRIT data; for the communication within the LRIT system; for LRIT data distribution; and other requirements of a technical nature. Any reference to the previous documents (MSC.1/Circ.1259, MSC.1/Circ.1259/Rev.1, MSC.1/Circ.1259/Rev.2 and MSC.1/Circ.1259/Rev.3) should be construed as references to the present document.

2.5 Long-Range Identification and Tracking System // Technical Documentation (Part II) (MSC.1/Circ.1294/Rev.2, paragraph 6.17 of MSC 88/26)

This circular updates the contents of the preceding document on the same subject, MSC.1/Circ.1294/Rev.1, and supersedes it. The first part of the technical documentation is contained in MSC.1/Circ.1259/Rev.4, see the previous paragraph. The provisions of both circulars should be read only in conjunction with the requirements of SOLAS Regulation V/19-1.

2.6 Information on Prohibiting the Use of Asbestos on Board Ships (MSC.1/Circ.1374, paragraph 10.22 of MSC 88/26)

The purpose of this circular is to inform all stakeholders, i.e. Governments acting in a capacity of Flag, Port and coastal State, recognized organizations, PSC organs, shipbuilders and shiprepairers, ship equipment suppliers etc., of multiple detected cases of breaching the requirements of SOLAS Regulation II-1/3-5. To secure the ship compliance with the requirements of that regulation, the circular recommends, in particular, to issue an 'Asbestos Free Declaration' to ships. In case the presence of asbestos is detected on board a ship, the circular recommends to set a three-year deadline for its removal. As to the flag State, it is recommended to issue a corresponding Exemption Certificate to such ship.

2.7 Unified Interpretations of SOLAS Regulation V/23 (MSC.1/Circ.1375, paragraphs 3.56 and 3.57 of MSC 88/26)

The circular clarifies the meaning of term 'installed on or after 1 July 2012' used in Regulation V/23 for pilot transfer equipment and arrangements in relation to 'new' and 'existing' ships, as it stems from the context of paragraphs 1.2 and 1.4 of the said regulation.

2.8 Continuity of Service Plan for the LRIT System (MSC.1/Circ.1376, paragraph 6.23 of MSC 88/26)

The circular offers the procedures to be followed when the operation of the system is suspended; when services provided are reduced; in an event of critical failure; and in other circumstances requiring immediate intervention in order to ensure the continuity of the system operation. This circular supersedes the previous instrument, MSC.1/Circ.1344, dealing with this issue.

2.9 List of Application Service Providers Authorized to Conduct Conformance Tests and Issue LRIT Conformance Test Reports on Behalf of the Administrations (MSC.1/Circ.1377, paragraph 6.4 of MSC 88/26)

The circular offers a list of organizations and companies availing of the right to conduct tests to define compliance with LRIT requirements and issue conformance reports on behalf of Administrations. The document is meant for maritime Administrations and Port State Control authorities.

2.10 Unified Interpretations of the Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-Side Skin Spaces of Bulk Carriers (Resolution MSC.215(87)) (MSC.1/Circ.1378, paragraph 7.3 of MSC 88/26)

The present circular offers unified interpretations of the performance standard for corrosion-protective coatings of dedicated seawater ballast tanks, as it appears in Resolution MSC.215(87), aiming at uniform implementation of the requirements of the said Resolution.

2.11 Unified Interpretation of SOLAS Regulation II-1/3-5 (as regards installation on board ships of materials and equipment containing asbestos) (MSC.1/Circ.1379, paragraph 7.4 of MSC 88/26)

This circular is addressed to the Governments of IMO Member States acting in a capacity of Flag, Port and coastal State, as well as to international organizations concerned, port authorities, recognized organizations, shipbuilders, ship repairing yards and ship equipment suppliers, and details the requirements of SOLAS Regulation II-1/3-5 as regards restrictions and prohibition of using asbestos on board ships.

2.12 Guidance for Watertight Doors on Passenger Ships Which May Be Opened During Navigation (MSC.1/Circ.1380, paragraph 7.11 of MSC 88/26)

The circular offers a list of procedures aimed at assessing the risk presented by opened watertight doors while in voyage; a list of SOLAS requirements for watertight doors; instructions as to defining whether these doors may be left opened, and an example of application of the approach proposed in the circular. The Guidance is meant for Administrations, their recognized organizations, designers, shipbuilders, shipping companies, operators and other parties concerned. The date of effect of the instrument is indicated as 1 January 2011.

2.13 Modifications to Footnotes in the Coating Performance Standards Adopted by Resolutions MSC.215(82) and MSC.288(87) (MSC.1/Circ.1381, paragraph 7.18 of MSC 88/26)

The circular reflects the decision of MSC to supplement the footnotes in Resolutions MSC.215(82) and MSC.288(87) with references to the corresponding NACE (National Association of Corrosion Engineers) standards.

2.14 Questionnaire on Shore-Based Facilities for the Global Maritime Distress and Safety System (GMDSS) (MSC.1/Circ.1382, paragraph 8.2 of MSC 88/26)

By this circular addressed to the Administrations, they are requested to update data on their GMDSS shore facilities, as contained in the database summarizing response to the

previous questionnaire disseminated under the cover of MSC/Circ.684. Thus this document is meant to replace circular MSC/Circ.684.

2.15 Unified Interpretation of the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) (MSC.1/Circ.1383, paragraph 8.8 of MSC 88/26)

The circular offers interpretations to paragraphs 14.6.4 and 14.6.6 of Chapter 14 «Radiocommunications» of the 2000 HSC Code, which is referred to in Chapter 14 of the 1994 HSC Code.

2.16 Guidelines for the Testing and Approval of Fixed High-Expansion Foam Systems (MSC.1/Circ.1384, paragraph 9.10 of MSC 88/26)

This circular is approved as an instrument which expands and details the requirements of revised Chapter 6 of the FSS Code; adoption of amendments thereto is expected to take place in May 2012 at the 90th session of the Committee. The contents of these draft amendments may be found in Annex 8 to MSC 88/26/Add.1, see also paragraph 5.2 of this paper below. The document is meant for informing in good time Administrations, designers, ship owners, ship equipment manufacturers, test laboratories and other parties concerned, of new requirements for testing. The circular replaces the previous document on this subject, MSC.1/Circ.1271, as from the date of its issuance, i.e. 10.12.2010, except for instances where fire and component tests were already carried out in conformity with MSC.1/Circ.1271, in which case the results of such tests will remain valid for the approval of new systems.

2.17 Scientific Methods on Scaling of Test Volume for Fire Test on Water-Mist Fire-Extinguishing Systems (MSC.1/Circ.1385, paragraph 9.11 of MSC 88/26)

The circular details the provisions of MSC/Circ.1165 as regards the value of scale factor for defining the volume of water used for testing. The document is meant for designers, ship owners, ship equipment manufacturers, test labs and other parties concerned.

2.18 Amendments to the Revised Guidelines for the Approval of Equivalent Water-Based Fire-Extinguishing Systems for Machinery Spaces and Cargo Pump-Rooms (MSC/Circ.1165) (MSC.1/Circ.1386, paragraph 9.12 of MSC 88/26)

The amendments expand and clarify the provisions of the existing Guidelines for the approval of fire-extinguishing systems in machinery and cargo pump rooms (MSC/Circ.1165) in respect of the redundancy of means of pumping and location of nozzles.

2.19 Revised Guidelines for the Approval of Fixed Water-Based Local Application Fire-Fighting Systems for Use in Category A Machinery Spaces (MSC/Circ.913) (MSC.1/Circ.1387, paragraph 9.13 of MSC 88/26)

The Guidelines appearing in the circular replace the instrument which served previously the same purpose (MSC/Circ.913), except for cases referred to in paragraph 4 of the Preamble to the circular.

2.20 Unified Interpretation of Chapter 12 of the International Code for Fire Safety Systems (MSC.1/Circ.1388, paragraph 9.16 of MSC 88/26)

The Committee approved an interpretation to Chapter 12 of the FSS Code developed by the IMO Sub-Committee on Fire Protection, as regards location of emergency fire pump inlets on cargo ships, taking account of all ship movements in waves, i.e., roll, pitch and heave. The Committee recommended to apply them to ships constructed on or after 1 January 2012.

2.21 Guidance on Procedures for Updating Shipborne Navigation and Communication Equipment (MSC.1/Circ.1389, paragraph 11.11 of MSC 88/26)

The purpose of this circular is to draw attention of Administrations, shipowners and manufacturers of ship navigation equipment to the necessity of maintaining compliance of that equipment, in terms of both software and firmware, with the ITU and IMO requirements. To bring ECDIS in compliance with the updated requirements, the provisions of SN.1/Circ.266/Rev.1 should be consulted; ref. paragraph 4.3 of the present paper below.

2.22 Guidance for Company Security Officers (CSOs) – Preparation of a Company and Crew for the Contingency of Hijack by Pirates in the Western Indian Ocean and the Gulf of Aden (MSC.1/Circ.1390, paragraph 18.53 of MSC 88/26)

The circular is intended for the Company management and action of crew in critical circumstances related to seizure of ships. It is addressed to Governments, ship owners, operators and managing personnel, inter-governmental and non-governmental organizations with consultative status at IMO.

2.23 Operating Anomalies Identified within ECDIS (MSC.1/Circ.1391, paragraphs 25.19 to 25.22 of MSC 88/26)

Taking account of a number of observed deviations from ECDIS normal operation, and aiming at their due rectification, the Committee proposed to the Governments of IMO Member States or their recognized organizations to report such cases of anomaly to IMO on a confidential basis.

3. MSC-MEPC CIRCULARS

3.1 Guidance for the Application of Safety, Security and Environmental Protection Provisions to FPSOs and FSUs (MSC-MEPC.2/Circ.9, paragraph 8.15 of MSC 87/26)

By this circular, the Committee, following the corresponding approval by MEPC, provided general guidance on how to apply SOLAS (including ISM), MARPOL, STCW and Load Lines' requirements to floating installations, for Flag States, coastal States and other parties concerned.

4. OTHER CIRCULARS

4.1 Questionnaire on the Availability of SAR Services (COMSAR.1/Circ.52, paragraph 8.4 of MSC 88/26)

The Committee endorsed the action taken by the IMO COMSAR Sub-Committee on forwarding to all Member State of the Organization a new questionnaire whose aim is to update the information maintained by the Secretariat on the SAR facilities available. This circular superseded the previous document on the matter, COMSAR/Circ.27.

4.2 New and Amended Existing Traffic Separation Schemes (COLREG.2/Circ.62, paragraphs 11.2 and 11.3 of MSC 88/26 and Annex 11 to MSC 88/26/Add.1)

Acting in conformity with Resolution A.858(20), the Committee adopted two new traffic separation schemes «Off the western coast of Norway» and «Off the southern coast of Norway», canceled the existing traffic separation scheme «Off Feistein», and adopted amendments to the existing schemes «In the Strait of Dover and adjacent waters» and «Off the south-west coast of Iceland». All arrangements will take effect at 00.00 UTC on 1 June 2011.

4.3 Maintenance of Electronic Chart Display and Information System (ECDIS) Software (SN.1/Circ.266/Rev.1, paragraph 11.10 of MSC 88/26)

In order to maintain the ECDIS software at the required level, the Committee approved a revised version of circular SN.1/Circ.266. Information on the related updating of ECDIS standards is accessible on the site of the International Hydrographic Organization www.iho.int.

4.4 Routeing Measures Other than Traffic Separation Schemes (SN.1/Circ.293, paragraphs 11.4 and 11.5 of MSC 88/26 and Annex 12 to MSC 88/26/Add.1)

By virtue of the authority granted to MSC by Resolution A.858(20), the Committee:

- *decided to establish a new Area To Be Avoided in the Atlantic Ocean, "Off the coast of Ghana";*
- *adopted a new deep-water route including an associated precautionary area "In the approaches to the new port of King Abdullah port (KAP Port) in the Northern Red Sea";*
- *adopted amendments to the existing Area To Be Avoided, "Off the south-west coast of Iceland";*
- *adopted amendments to the existing deep-water route forming part of the "In the Strait of Dover and adjacent waters" traffic separation scheme; and*
- *adopted a new interim recommendatory measure in the Singapore Strait.*

The effective date of the amendments is 00.00 UTC on 1 June 2011, except for the interim recommendatory measure in the Singapore Strait, which will take effect at 00.00 UTC on 1 July 2011.

4.5 New Mandatory Ship Reporting System «In the Sound between Denmark and Sweden» (SOUNDREP) and Amendments to the Existing Mandatory Ship Reporting Systems «In the Torres Strait Region and the Inner Route of the Great Barrier Reef» (REEFREP) and «Off the south and south-west coast of Iceland» (TRANSREP) (SN.1/Circ.294, paragraph 11.6 of MSC 88/26)

This circular will replace SN.1/Circ.236 on the matter as from 01.01.2013. See also paragraphs 1.8, 1.9 and 1.10 of the present paper above.

4.6 Guidelines for Safety Zones and Safety of Navigation Around OffShore Installations and Structures (SN.1/Circ.295, paragraph 11.8 of MSC 88/26)

The Committee approved Guidelines on safe navigation around offshore installations and structures, including FPSOs as well as artificial islands.

4.7 Degree of Risk Evaluation (SN.1/Circ.296, paragraph 11.23 of MSC 88/26)

The Committee considered a proposal of the International Association of Lighthouse Authorities (IALA) on the evaluation of risk of ship collision and grounding associated with the assessment of expedience and/or necessity of introducing measures on vessel traffic control in coastal areas, as carried out by Administrations of IMO Member States.

4.8 New IALA Maritime Buoyage System (SN.1/Circ.297, paragraphs 25.15 to 25.18 of MSC 88/26)

The circular approved by the Committee provides a reference to the revised system of maritime buoyage adopted by the International Association of Lighthouse Authorities (IALA) which can be found in the Internet at www.iala-aism.org. The circular supersedes the previous documents on the matter, i.e. SN/Circ.95, SN/Circ.96, SN/Circ.105, SN/Circ.107, SN/Circ.120 and SN.1/Circ.259.

5. DRAFT AMENDMENTS TO IMO CONVENTIONS AND MANDATORY CODES

The amendments referred to in paragraphs 5.1 to 5.4 are expected to be adopted at the 90th session of MSC (May 2012).

5.1 Draft Amendments to the 2000 HSC Code (paragraph 8.9 of MSC 88/26 and Annex 7 to MSC 88/26/Add.1)

The Committee approved a number of amendments to the 2000 HSC Code related to the testing of EPIRBs on passenger craft in the form of an MSC Resolution.

5.2 Draft Amendments to Chapters 5 to 8 of the IMO International FSS Code (paragraph 9.2 of MSC 88/26 and Annex 8 to MSC 88/26/Add.1)

The Committee approved a number of amendments to Chapters 5 to 8 of the FSS Code in the form of an MSC Resolution.

5.3 Draft Amendments to SOLAS Chapter II-2 (paragraph 9.7 of MSC 88/26 and Annex 9 to MSC 88/26/Add.1)

The Committee approved a number of amendments to Regulations II-2/1, 9, 10 and 20; amendments to the latter provide, in particular, for requirements addressing protection of vehicle, special category and ro-ro spaces by means of the following fixed systems: gas fire-

extinguishing systems, high-expansion foam fire-extinguishing systems and pressure water-spraying fire-extinguishing systems.

5.4 Draft Amendments to SOLAS Regulation V/14 (paragraph 11.21.2 of MSC 88/26 and Annex 18 to MSC 88/26/Add.1)

The Committee developed and approved amendments to SOLAS Regulation V/14 concerning the principles of safe manning; ref. also paragraph 6.2 of the present paper below.

6. DRAFT ASSEMBLY RESOLUTIONS

6.1 Draft Amendments to Resolution A.953(23) on the World-Wide Radio Navigation System (paragraph 11.17 of MSC 86/26 and Annex 16 to MSC 88/26/Add.1). The Committee approved draft amendments to IMO Assembly Resolution A.953(23) for their adoption at the 27th IMO Assembly (to take place from 21 to 30 November 2011). As it is expected, the instrument, once approved, will supersede Resolution A.953(23).

6.2 Principles of Minimum Safe Manning (paragraph 11.21.1 of MSC 86/26 and Annex 17 to MSC 88/26/Add.1). The Committee approved a draft 27 Assembly Resolution on the principles of minimum safe manning of ships. Ref. Also paragraph 5.4 of the present paper above.

7. OTHER AGREEMENTS OF IMPORTANCE REACHED AT THE 88th SESSION OF MSC

7.1 Lifeboat Release Hooks Safety (paragraphs 3.34 to 3.43 of MSC 88/26). The Committee recognized that final decision on the safety of on-load release devices for means of launching and recovering of lifeboats *could not be taken at this session*, as it needed some further consideration. The subsequent work should cover, in particular, new SOLAS Regulation III/1.5, amendments to the LSA Code and amendments to the Revised Recommendation on Testing of Life-Saving Appliances. Hence the Committee instructed the Sub-Committee on Ship Design and Equipment (DE) to finalize its work on amending the said and other relevant instruments at its 55th session (21 to 25 March 2011) and submit results thereof to the MSC at its 89th session (11 to 20 May 2011). At the same time the Committee decided that, irrespective of outcome of this work, the entry-into-force date of the SOLAS requirements for on-load release devices should be 1 July 2014.

7.2 Addition of Two GISIS Fields «Date of most recent review or approval of the Port Facility Security Plan» and «Date of most recent Statement of Compliance issued» (paragraph 4.4 of MSC 88/26). The IMO Secretariat proposed to introduce two additional input fields for the Administrations enabling them to fill-in data on the security of port facilities and related information.

7.3 Expected Revocation of MSC.1/Circ.1308 (paragraph 6.47.2 of MSC 88/26). The Committee instructed the Secretariat to prepare, by 1 March 2011, a circular of MSC.1/Circ... series, which would replace the existing instrument containing recommendations addressed to SAR services, as regards the use of LRIT system information (MSC.1/Circ.1308). The issue of a new guidance is subject to the corresponding test of the system.

7.4 Draft Revised Guidelines on the Organization and Method of Work of the Maritime Safety Committee and the Marine Environment Protection Committee and Their Subsidiary Bodies (paragraphs 16.14, 22.1 and 22.10 of MSC 88/26 and Annex to MSC 88/WP.5). The Committee developed amendments to the 'Guidelines...' accounting for human element in the activities of the Committees which are subject to final approval by MEPC at its 62nd session (11 to 15 July 2011).

7.5 Election of Chairman and Vice-Chairman of the Committee (paragraph 24.1 of MSC 88/26). The Committee unanimously re-elected Messrs. Neil Ferrer (Philippines) and Christian Breinholt (Denmark) as the Chairman and Vice-Chairman of the Committee, respectively, for 2011.

8. PREPARATORY WORKS FOR THE 89th SESSION OF MSC

8.1 The 89th session of the Committee will be held from 11 to 20 May 2011 in London at IMO Headquarters (paragraph 23.62 of MSC 88/26). Invitation to take part in the 89th session of MSC was disseminated to all parties concerned under the cover of Circular letter No. 3140 dated 10 December 2010.

8.2 **Two Working Groups** (WG#) will be established at that session (paragraph 23.60 of MSC 88/26):

8.2.1 **WG1** – on marine security and piracy;

8.2.2 **WG2** – goal-based standards and formal safety assessment, and

a Drafting Group:

8.2.3 on consideration and adoption of amendments to IMO mandatory instruments.

8.3 Besides, the Committee noted a possibility of establishing a Capacity-Building Needs Analysis Group (AGAG) at its next session (MSC 88/26, paragraph 23.61).