

## 1. INTERNATIONAL ACTIVITIES

### A. International Maritime Organization (IMO), Subcommittee on Ship Design and Equipment (DE)

The 45<sup>th</sup> session of the Subcommittee on Ship Design and Equipment (DE 45) was held at IMO Headquarters in London from March 18-22, 2002. Representatives from 45 member nations, 1 associate member, 1 United Nations specialized agency, and 23 non-governmental organizations participated. The United States was represented by the Coast Guard with assistance from the Environmental Protection Agency and several private sector advisers.

DE 45 agenda items included the following: (1) maritime security; (2) revision of the interim standards for ship maneuverability; (3) guidelines for on-board NO<sub>x</sub> monitoring and recording devices; (4) revision of resolutions MEPC.60(33) and A.586(14); (5) development of requirements for wing-in-ground (WIG) craft; (6) matters related to resolution A.744(18); (7) development of guidelines for ships operating in Arctic ice-covered waters; (8) low-powered radio homing devices for liferafts on ro-ro passenger ships; (9) use of desalinators on lifeboats and liferafts; (10) revision of the Fishing Vessel Safety Code and Voluntary Guidelines; (11) interpretations of and amendments to the 2000 High Speed Craft (HSC) Code; (12) large passenger ship safety; (13) matters related to bulk carrier safety; (14) amendments to requirements on electrical installations of the International Convention for the Safety of Life at Sea (SOLAS Convention); (15) anchoring, mooring, and towing equipment; (16) measures to prevent accidents with lifeboats; (17) carriage and stowage of immersion suits; (18) performance testing and approval for SOLAS personal life-saving appliances; and (19) review of fast rescue boat and means of rescue requirements.

Significant actions taken at DE 45 include the following:

1. U.S. submissions on the issue of maritime security received wide support in the Subcommittee and resulted in: (a) a draft SOLAS amendment concerning requirements for a covert ship alerting alarm allowing ships to transmit an alert should the ship come under attack and (b) advice to the Maritime Safety Committee (MSC) regarding maritime security equipment for the prevention of unauthorized boarding of ships at sea and in port. The draft SOLAS amendment and the DE discussions on the issue of maritime security will be considered by the MSC at its 75<sup>th</sup> session.
2. The DE began its work on large passenger ship safety, a major project throughout the IMO MSC structure that was initiated by the IMO Secretary-General. The U.S. paper presenting possible areas for improvements in large passenger ship safety, based on a gap analysis technique, was the primary paper under consideration. The Subcommittee decided to form a correspondence group coordinated by the United States in order to advance the work prior to DE 46. This work results from an MSC 74 directive to the DE to evaluate 16 tasks relating to the IMO regulatory framework for both existing and future large passenger ships.

3. As tasked by MSC 74, the Subcommittee prepared draft SOLAS amendments regarding carriage requirements for search and rescue transponders (i.e., low-powered radio homing devices in short ranges) in liferafts on ro-ro passenger ships. The DE was divided on the issue of automatic vs. manual activation, and ultimately decided to require manual activation in the draft amendments but to bring both sides of the argument to the attention of the MSC. It was agreed to ask the Subcommittee on Radiocommunications and Search and Rescue (COMSAR) and the Subcommittee on Safety of Navigation (NAV) to review the draft amendments.
4. Concerning the use of desalinators on lifeboats and liferafts, the DE approved a draft MSC circular prepared by Japan containing performance standards and test procedures for manually operated reverse osmosis desalinators.
5. The Subcommittee started work to address issues related to lifeboat accidents. As an interim measure, the DE approved a draft MSC circular bringing the matter to the attention of relevant parties and encouraging rigorous compliance with relevant IMO instruments.
6. The DE agreed in principle with a Canadian proposal to require immersion suits for all crews on cargo ships operating in cold waters, as is currently required in the United States, and requested detailed proposals for implementation at the next session. A proposal for mandatory periodic servicing of immersion suits was not accepted; however, the Subcommittee did agree that guidance concerning periodic inspections could be useful. The United States offered to prepare a suitable draft of such guidance for submission to DE 46.
7. With regard to the revision of the interim standards for ship maneuverability, the DE reviewed the interim standards as presented in Assembly resolution A.751(18) as well as the related explanatory notes in circular MSC/Circ.644, and made slight revisions to these based on technical information submitted to the Subcommittee.
8. The DE re-established a correspondence group, which will again be coordinated by the United States, to further develop guidelines for on-board NO<sub>x</sub> monitoring and recording devices in order to demonstrate compliance with Annex VI (prevention of air pollution from ships) of the 1973 International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978, as amended, (MARPOL Convention).
9. The Subcommittee considered the draft guidelines for ships operating in Arctic ice-covered waters as well as comments on the guidelines from various other subcommittees and non-governmental organizations. The DE concurred with the proposed modifications, and agreed to the draft MSC/Marine Environment Protection Committee (MEPC) circular on the guidelines for submission to the MSC, subject to concurrence of the MEPC.
10. Regarding matters related to the enhanced program of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18)), the DE agreed to proposed amendments to SOLAS regulation II-1/12-2 on technical provisions for means of access for inspections. The Subcommittee achieved wide support on draft technical provisions for means of access for inspections, applicable to both oil tankers and bulk carriers, and agreed to a draft MSC

resolution for adoption of the technical provisions. The DE also agreed to draft guidelines on a sampling method of thickness measurements for ship's longitudinal strength evaluation and on an effective repair method, and prepared a draft MSC circular. At the same time, the Subcommittee developed the draft guidelines in the form of proposed amendments to resolution A.744(18) for approval at MSC 75.

11. Regarding bulk carrier safety, the DE agreed to draft amendments to SOLAS chapter XII to fit high level alarms and level monitoring indicators on bulk carriers to detect flooding. It was also agreed that, as a starting point, the issue of maintaining as-built construction drawings and other plans showing subsequent structural alterations should be considered under matters related to resolution A.744(18) and that the MSC should be requested to expand that item to include this issue.
12. The DE agreed in principle to the SOLAS amendment regarding anchoring, mooring, and towing equipment and fittings proposed by Australia and Canada. It was also agreed to further consider the application of this amendment to both new and existing ships at the next session.

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B. International Maritime Organization (IMO), Subcommittee on Flag State Implementation (FSI)

The 10<sup>th</sup> session of the Subcommittee on Flag State Implementation (FSI 10) was held at IMO Headquarters in London from April 8-12, 2002. The meeting was attended by 62 member nations, 1 associate member, 1 United Nations specialized agency, 1 intergovernmental organization, and 21 non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Department of State, Department of Justice, National Oceanic and Atmospheric Administration, National Transportation Safety Board, and two private sector advisers.

FSI 10 agenda items included: (1) responsibilities of governments and measures to encourage flag state compliance; (2) self-assessment of flag state performance; (3) implications arising when a vessel loses the right to fly the flag of a state; (4) regional cooperation on port state control; (5) reporting procedures on port state control detentions and analysis and evaluation of reports; (6) mandatory reports under the 1973 International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978, as amended, (MARPOL 73/78); (7) casualty statistics and investigations; (8) review of resolutions A.744(18) and A.746(18); (9) illegal, unregulated and unreported (IUU) fishing and related matters; (10) matters related to the Commission on Sustainable Development (CSD); and (11) development of guidelines for survey and certification for anti-fouling paints.

Major actions taken at FSI 10 include the following:

1. Significant discussions were held regarding the proposal for the development of a continuous synopsis record (CSR). The CSR would be an official vessel document, held on board the ship, that provides a historical record of the ship to interested parties in a transparent manner. Changes in the vessel's information would be recorded on the CSR. Wide support for the initiative was expressed by many delegations who cited the benefit to safety, security, and protection of the marine environment. The United States, other nations, and industry organizations co-sponsored a paper, for submittal to the 75<sup>th</sup> session of the Maritime Safety Committee (MSC 75), providing an explanation of the concept and recommendations for implementation.
2. Concerning self-assessment of flag state performance, the Subcommittee noted that 44 countries had now submitted their self-assessment forms (SAFs). There was general agreement that an insufficient number of SAFs were received. The FSI directed the secretariat to conduct further analysis of the SAFs and submit a report to FSI 11. Members were invited to submit specific comments on the SAF database and related information.
3. The FSI considered the report of a working group that addressed the intersessional correspondence group's report on certain aspects of port state control. It was agreed that further work is needed to consider the suitability of a global analysis of port state control data, but additional work was deferred until FSI 11. The secretariat was directed to compile and disseminate an up-to-date list of contact points, nominated by flag states, for the notification of port state control detentions. The Subcommittee also discussed mechanisms for constructive and timely dialogue between flag states and port states. It was agreed that a review procedure should be available between the flag state and the port state and that the port state should endeavor to provide further information for the appeal/review, if requested by the flag state. A sample form for notification of detention and release of ships was developed to assist port state notification to flag states. The FSI agreed that all port state control officer training should explicitly address the requirement to report detentions to flag states and that notification should be made as soon as feasible, preferably within 24 hours.
4. The FSI noted that only 19 parties, including the United States, had submitted their mandatory reports under MARPOL 73/78. The Subcommittee agreed that the result and rate of mandatory reporting was disappointing in spite of simplification of the reporting form. The matter was referred to the MEPC for advice on how the situation should be improved.
5. The Subcommittee finalized draft guidelines on voyage data recorder ownership and recovery for forwarding to MSC 75. After considerable discussion, draft interim guidelines to assist governments to establish and maintain an effective framework for consultation and cooperation in marine casualty investigations were developed. Lessons learned documents were developed from accident reports submitted to the IMO. The Subcommittee agreed that lessons learned would be posted on the IMO web site for public distribution, along with analyses of casualties. An intersessional correspondence group on casualty analysis was established to analyze casualty reports, identify safety issues, define trends, develop lessons

learned, and consider strategies for electronic submissions of casualty information to the IMO.

6. The FSI considered amendments to resolution A.744(18), guidelines on the enhanced program of inspections during surveys, in order to harmonize the terminology relating to the types of surveys in the resolution and in the 1988 Protocol to the International Convention for the Safety of Life at Sea (SOLAS). The Subcommittee prepared a list of proposed amendments for submittal to the 46<sup>th</sup> session of the Subcommittee on Ship Design and Equipment (DE 46). It was agreed to establish an intersessional correspondence group to continue work on the review of resolution A.746(18), survey guidelines under the harmonized system of survey and certification.
7. The Subcommittee considered a proposal calling for amendments to resolution A.847(20), guidelines to assist flag states in the implementation of IMO instruments, and the need to update and transform this resolution into a Flag State Implementation Code. There was wide support for this proposal so long as the code allowed for differences, as a result of national law, on how individual flag states proceed to implement relevant international instruments. The co-sponsoring states were invited to submit a paper to MSC 76 detailing a plan on how to proceed on this issue.
8. A working group developed draft guidelines on the survey and certification of anti-fouling systems on ships, which were approved by the FSI for submission to the MEPC as a draft MEPC resolution. The working group also initiated discussion on the matter of inspections and sampling of anti-fouling systems, and was requested to submit a report on these discussions to FSI 11. Further discussions on the survey guidelines developed at this session will be discussed at the MEPC because there is a need to extend technical understanding regarding the procedures for survey of existing vessels with numerous layers of anti-fouling systems.

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#### C. International Maritime Organization (IMO), Legal Committee (LEG)

The 84<sup>th</sup> session of the Legal Committee (LEG 84) was held at IMO Headquarters in London from April 22-26, 2002. The meeting was attended by representatives from 71 nations, 1 associate member, the United Nations High Commissioner for Refugees, the Organization for Economic Cooperation and Development, and 24 other intergovernmental and non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Department of State, National Oceanic and Atmospheric Administration, Department of Defense, Department of Justice, Transportation Security Administration, and two private sector advisers.

LEG 84 agenda items included the following: (1) draft Convention on Wreck Removal; (2) draft Protocol to amend the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (FUND Convention); (3) review of the 1988 Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation and the 1988 Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms located on the Continental Shelf (SUA Convention and Protocol); (4) places of refuge; (5) Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery at Sea; (6) monitoring implementation of the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS Convention); (7) liability and compensation regarding claims for death, personal injury, and abandonment of seafarers; (8) the October 2002 international conference on the revision of the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea (Athens Convention); and (9) maritime security.

Among significant actions taken at LEG 84 are the following:

1. With regard to the SUA Convention and Protocol, the Committee discussed the U.S. initiative to establish an SUA correspondence group under the leadership of the United States to consider amendments, such as broadening the list of offenses to include using harmful substances (biological agents, toxic chemicals) to harm persons and using the ship or its cargo as a weapon. As a result of the discussions, the LEG established a formal SUA correspondence group and adopted terms of reference authorizing a broad review. The terms of reference reflect the LEG discussion that the correspondence group shall review and then propose necessary amendments for the SUA Convention and Protocol to facilitate, strengthen, and expand international cooperation and coordination as a means of combating unlawful acts, including terrorist acts. The Committee charged the SUA correspondence group to work intersessionally and report to LEG 85, with the long term goal of recommending to the next IMO Assembly, tentatively scheduled for November 2003, the scheduling of a diplomatic conference to amend the SUA Convention and Protocol.
2. In response to the request from the intersessional working group on maritime security, the LEG considered how the terms “ownership” and “control” of ships should be defined in the context of maritime security. After extensive discussion, the Committee agreed that the focus should be on who has effective operational control of the ship. The Committee was of the view that the International Safety Management (ISM) Code could be used as a model, in particular the ISM Code’s broad definition of the term “company” as well as the provisions on company responsibilities and authority.
3. Despite the Committee’s work on the draft Wreck Removal Convention (WRC), many issues remain outstanding, including the concern of the United States and other delegations regarding the consistency of the draft WRC with the United Nations Convention on the Law of the Sea (UNCLOS). The Committee agreed that a working group will address the draft WRC during LEG 85.

4. After noting that the draft Protocol to amend the FUND Convention had been extensively reviewed and after making a few technical edits, the LEG approved the draft text and concluded that the draft Protocol was ready for submission to a diplomatic conference.
5. At LEG 83, the Committee requested the IMO secretariat to prepare a study of the legal issues that may be relevant to its consideration of the topic of providing disabled ships and ships in distress with places of refuge. A number of delegations at LEG 84 indicated that the resulting document provided a useful summary and analysis and might be a good reference for the Maritime Safety Committee (MSC) and the Subcommittee on Safety of Navigation (NAV) to take into account when preparing guidelines for places of refuge. The Committee suggested that the MSC should provide the draft guidelines to the LEG to allow for a final review of the legal aspects.
6. The Committee endorsed the secretariat's proposal to convene the diplomatic conference on the revision of the Athens Convention in conjunction with LEG 85 in October 2002.

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#### D. International Maritime Organization (IMO), Maritime Safety Committee (MSC)

The 75<sup>th</sup> session of the Maritime Safety Committee (MSC 75) was held at IMO Headquarters in London from May 15-24, 2002. The meeting was attended by representatives from 102 member nations, 1 associate member, 5 United Nations specialized agencies, 6 intergovernmental organizations, and 40 non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Department of State, Department of Defense, Customs Service, Immigration and Naturalization Service, Maritime Administration, and a number of private sector advisers.

MSC 75 agenda items included the following: (1) prevention and suppression of acts of terrorism against shipping (maritime security); (2) consideration and adoption of amendments to mandatory instruments; (3) large passenger ship safety; (4) bulk carrier safety; (5) safety of navigation; (6) dangerous goods, solid cargoes, and containers; (7) stability, load lines, and fishing vessel safety; (8) training and watchkeeping; (9) fire protection; (10) radiocommunications and search and rescue; (11) ship design and equipment; (12) flag state implementation; (13) technical assistance subprogram in maritime safety; (14) role of the human element; (15) formal safety assessment; (16) piracy and armed robbery against ships; (17) relations with other organizations; (18) implementation of instruments and related matters; and (19) application of the Committee's guidelines.

Among the many major actions taken at MSC 75 are the following:

1. The maritime security working group made significant progress in advancing U.S. goals for a global maritime security infrastructure. The working group developed and the MSC approved revised draft text of amendments to chapter XI of the International Convention for the Safety of Life at Sea (SOLAS) and a new mandatory International Ship and Port Facility Security (ISPS) Code, to be forwarded for consideration and adoption by the December 2002 Diplomatic Conference on Maritime Security. Many significant issues remain to be further considered prior to the diplomatic conference. Specific issues considered and actions taken include the following:
  - (a) The MSC decided to retain all four proposed accelerated implementation dates for the installation of automatic identification systems (AIS) on ships, e.g., July 1, 2004 (U.S.) and July 1, 2006 (Russia).
  - (b) The Committee approved new draft SOLAS regulations and ISPS Code sections requiring passenger vessels, cargo vessels over 500 gross tons, and mobile offshore drilling units to develop ship security plans with requirements that address measures to prevent introduction of weapons, identification of shipboard restricted areas, procedures for responding to security threats, evacuation procedures, new shipboard security duties, and auditing, training, and drill procedures. A ship security officer will be required with the responsibility for implementation of the plan. A company security officer will be required with the responsibility to develop and maintain ship security plans, in addition to other duties. A new draft regulation was approved giving the master the authority to deny access to the ship for people and to refuse to load cargo, if such actions would pose a security threat.
  - (c) The MSC approved new draft SOLAS and ISPS Code requirements setting up a system of survey and certification for security requirements.
  - (d) The United States proposed a new control system, based on the traditional IMO control system for other instruments, to ensure compliance with the new security requirements. Because the proposal extended traditional port state control out from the ports and allowed for control measures to be implemented not only if the ship was in violation, but if a port facility it visited was in violation of port facility requirements, or if an illegal ship to ship transfer occurred, this draft regulation proved to be most controversial. The new draft SOLAS control regulation, while substantially altered from the original U.S. proposal, retains all major concepts.
  - (e) The Committee agreed to new draft SOLAS regulations and mandatory ISPS Code sections requiring governments to conduct port facility security (vulnerability) assessments and, based on those assessments, to set appropriate security levels for each port facility. The MSC approved the U.S. proposed three level security system, as well as requirements that governments ensure that comprehensive port facility security plans are developed for implementation by the required port facility security officer.

- (f) The MSC agreed to defer its consideration of seafarer identification documents until after the International Labor Organizations (ILO) completes its consideration of the same subject.
  - (g) The MSC approved the working group recommendations that further work relating to the integrity of the closed transport unit (CTU) be done by the World Customs Organization (WCO). To encourage the WCO's expeditious work in addressing container security and to ensure coordination on this initiative, the Committee approved the development of a memorandum of understanding on cooperation between the IMO and WCO. The IMO recognized the role of the WCO with regard to developing a container security regime, but acknowledged the need for continued coordination between the IMO, WCO, and other appropriate international organizations.
  - (h) The Committee approved a new draft SOLAS regulation requiring ship security alarms to be installed on ships so that they can surreptitiously warn authorities that they are under attack. Technical details for this regulation will be further developed at MSC 76.
  - (i) The MSC approved a new draft SOLAS regulation requiring the ship's hull to be marked with the IMO number.
  - (j) To provide more transparent information regarding ownership and control of vessels, a new draft regulation was developed requiring governments to maintain and ships to hold a continuous synopsis record of key information regarding ownership and control.
  - (k) The MSC approved another intersessional maritime security working group meeting at IMO Headquarters from September 9-13, 2002, funded by the United States, to further refine the draft regulations and ISPS Code.
2. The MSC unanimously adopted amendments to SOLAS chapters IV, V, VI, and VII, the 1988 SOLAS Protocol, and resolution A.744(18) on enhanced surveys of bulk carriers and oil tankers. The amendments to chapter IV include continuing the watch on VHF channel 16. The amendments to chapters VI and VII make certain parts of the International Maritime Dangerous Goods (IMDG) Code mandatory.
  3. Concerning the treatment of persons rescued at sea, the MSC decided to instruct the Subcommittee on Radiocommunications and Search and Rescue (COMSAR) to continue its review and development of appropriate amendments to the SOLAS Convention and the International Convention on Maritime Search and Rescue (SAR) in accordance with specific terms of reference and taking into account the results of the United Nations interagency meeting on this issue, which will be held in Geneva in July 2002.
  4. Based on the recommendations of the working group on large passenger ship safety, the Committee: (a) approved the strategic goals, objectives, and areas for consideration; (b) agreed that it would be inappropriate to develop criteria to define the term "large passenger ships" since parameters involved would vary substantially among the IMO subcommittees based on their specific responsibilities; (c) provided additional, detailed guidance to specific

IMO subcommittees; (d) incorporated additional tasks into the work plan for the subcommittees; and (e) added terms of reference to ongoing subcommittee correspondence groups considering large passenger ship safety.

5. Concerning bulk carrier safety, the MSC approved the text of draft SOLAS regulations requiring water level detectors for cargo holds on all bulk carriers over 500 gross tons. The Committee also approved a list of preliminary recommendations for further consideration based on several formal safety assessment (FSA) studies. Work will continue at MSC 76.
6. As decided at MSC 74 and following a U.S. submission, the Committee instructed the Subcommittee on Standards of Training and Watchkeeping (STW) to consider mandatory training on fatigue for the relevant segments of the maritime industry. A review of the status of the human element goals in resolution A.850(20) was begun but not completed because of time constraints. The MSC agreed that there is a need to develop a strategic plan to address the human element and invited the submission of proposals. The MSC also agreed that, to promote a safety culture throughout the maritime industry, it is necessary to revise resolution A.792(19) by expanding it to include all types of ships. A draft Assembly resolution was developed for further consideration.
7. The MSC approved the report of the 6<sup>th</sup> session of the Subcommittee on Dangerous Goods, Solid Cargoes and Containers (DSC 6) and took the following actions: (a) adopted the new IMDG Code in its mandatory form; (b) endorsed the DSC's recommendation on voluntary application of future amendments to the IMDG Code; (c) approved MSC circulars on the revised emergency schedules guide, the document of compliance, and amendments to the Cargo Stowage and Securing Code; (d) approved CSC circulars on safety approval plates and interpretation of the International Convention for Safe Containers (CSC); and (e) authorized two 1-week intersessional meetings of the editorial and technical group.
8. The MSC approved the report of the 33<sup>rd</sup> session of the Subcommittee on Standards of Training and Watchkeeping (STW 33) and took the following actions: (a) approved a draft Assembly resolution on training and certification for maritime pilots; (b) agreed that a 5-year cycle of updates to the white list of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) should be adopted; (c) endorsed the STW's action in issuing an STCW circular on advice to port states regarding STCW 1995 certificates and endorsements; and (d) approved an MSC circular concerning guidance to port states on references to STCW 1995 certificates and endorsements.
9. The MSC approved the report of the 47<sup>th</sup> session of the Subcommittee on Safety of Navigation (NAV 47) and took the following actions: (a) adopted amendments to the existing traffic separation schemes for Los Angeles – Long Beach and for the Strait of Juan de Fuca and Puget Sound; (b) adopted routing measures for no anchoring areas in the Florida Keys, areas to be avoided off the Florida coast and the Washington coast, and the two-way route in the Strait of Juan de Fuca; (c) approved an MSC circular on voyage data recorder ownership and recovery; and (d) approved the proposed framework on future work regarding places of refuge.

10. The Committee approved the report of the 6<sup>th</sup> session of the Subcommittee on Radiocommunications and Search and Rescue (COMSAR 6) and took the following actions: (a) approved the IMO statement regarding the IMO's participation in future International Telecommunication Union (ITU) world radiocommunication conferences; (b) endorsed the subcommittee's recommendation that the SOLAS chapter IV regulation concerning watchkeeping on VHF channel 16 should not be changed; (c) approved a draft Assembly resolution on the proper use of VHF channels at sea; and (d) approved MSC circulars on guidelines for maintenance and testing of satellite EPIRBs, guidelines for SAR services, and the contents of the emergency medical kit.
11. The MSC approved the report of the 44<sup>th</sup> session of the Subcommittee on Ship Design and Equipment (DE 44), considered urgent matters emanating from DE 45, and took the following actions: (a) approved amendments to SOLAS chapter III concerning carriage requirements for search and rescue transponders on liferafts of ro-ro passenger ships; (b) agreed to consider technical provisions for means of access for inspection of tankers and bulk carriers at MSC 76; and (c) approved MSC circulars on guidelines for maintenance and monitoring of on-board materials containing asbestos, inspection of immersion suits and anti-exposure suits, emergency towing arrangements for tankers, and prevention of accidents with lifeboats.
12. The Committee approved the report of the 46<sup>th</sup> session of the Subcommittee on Fire Protection (FP 46) and took the following actions: (a) approved an MSC circular on guidelines for evacuation analyses of passenger ships; (b) approved an MSC circular on guidelines for smoke control and ventilation systems on passenger ships; (c) approved an MSC circular on unified interpretations of SOLAS chapter II-2 and the Fire Test Procedures (FTP) Code; and (d) approved a draft Assembly resolution on improved guidelines for marine portable fire extinguishers.
13. The MSC approved the report of the 44<sup>th</sup> session of the Subcommittee on Stability and Load Lines and on Fishing Vessels Safety (SLF 44) and took the following actions: (a) approved amendments to the 2000 High Speed Craft Code; (b) approved amendments to chapter II-1 of SOLAS regarding initial tests of watertight doors; and (c) approved MSC circulars on application of the International Convention on Load Lines and the related Protocol to high-speed craft and on guidelines for the conduct of high-speed craft model tests.
14. The Committee took the following actions on urgent matters from the 10<sup>th</sup> session of the Subcommittee on Flag State Implementation (FSI 10): (a) approved an MSC circular on procedures concerning International Safety Management (ISM) Code non-conformities; and (b) approved an MSC circular on survey guidelines under the harmonized system of survey and certification.

MSC 76 is scheduled for December 2-13, 2002, and will be held in conjunction with the Diplomatic Conference on Maritime Security. For further information, contact Mr. Joseph Angelo, Director of Standards (G-MS), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593, (telephone: (202) 267-2970, electronic mail: [jangelo@comdt.uscg.mil](mailto:jangelo@comdt.uscg.mil)).