

Subject :

Resolutions adopted by IMO Assembly  
at its 21<sup>st</sup> session

# **NK TECHNICAL INFORMATION**

No. : 356

Date : 5 April 2000

To: Shipowners and Shipbuilders concerned,

Please find attached for your information, a sheet which summarizes the resolutions adopted by the IMO Assembly at its 21<sup>st</sup> session.

These Assembly resolutions are not, in general, mandatory requirements.

Please note, however, that such resolutions may be legally implemented in the Rules or Regulations of relevant states which may require practices in accordance with such resolutions. If a relevant state which provides authorization to the Society, gives notice of implementation of any of those resolutions as mandatory requirements for statutory surveys, this Society will usually advise of such requirements by separate Technical Information etc.

**ClassNK** NIPPON KAIJI KYOKAI  
4-7, KIOI-CHO, CHIYODA-KU,  
TOKYO 102-8567, JAPAN.

## A list of Resolutions adopted by IMO Assembly at its 21<sup>st</sup> session

Res. No.	Title and summary
A.880(21)	<p><b>Implementation of the International Safety Management (ISM) Code by 1 July 2002</b></p> <p>The ISM Code has entered into force for passenger ships, including passenger high-speed craft, oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high-speed craft (GT500 or more). Adopted resolution A.880(21) confirms that it will apply to cargo ship (GT500 or more) except the above-mentioned and mobile offshore drilling units (GT500 or more) not later than 1 July 2002 and notes there will be no extended implementation of the ISM Code.</p>
A.881(21)	<p><b>Self-assessment of flag State performance</b></p> <p>Flag states have, as IMO instruments, obligations in the establishment, the application and the maintenance of procedures. This resolution developed guidances for flag states to make their own assessment of their responsibility. Also this resolution includes a Flag State Performance Self-Assessment Form for their competence and notes that submission of the Form to IMO is voluntary. In conjunction with that, an IMO database is being considered. Further the Form includes statements of verification and monitoring for recognized organizations (e.g. Classification Societies) that behave like Administrations.</p>
A.882(21)	<p><b>Amendments to the procedures for Port State Control(resolution A.787(19))</b></p> <p>Amendments to procedures, related to the ISM Code, for Port State Control (PSC) were added as a new section in Resolution A.787(19) which gives basic guidelines on the practice of PSC inspection and was aimed at justifying implementation of PSC, decisions on deficiencies of ships, installations and seafarers, and the procedures of PSC.</p>
A.883(21)	<p><b>Global and uniform implementation of the harmonized system of survey and certification (HSSC)</b></p> <p>The resolution is aimed at encouraging all States to implement the HSSC, even if they are not Parties to the 88 Protocol. Amendments to the forms of relevant certificates are attached as annex 2. (Refer to the previous Technical Information No.321) Relevant certificates are SOLAS74, LL, MARPOL73/78, IBC, BCH and IGC.</p> <p>Main contents of this resolution is following;</p> <ul style="list-style-type: none"> <li>- The current certificates remain valid until they expire on or after 3 FEB 2000 ;</li> <li>- The date for the introduction of HSSC after 3 FEB 2000 should normally be the latest date of certificates issued under SOLAS, Load Line and MARPOL Conventions, unless another date is agreed by the Administration, e.g. the expiry date of Safety Construction Certificate, the date of dry docking or date of repair,</li> <li>- In the case where current certificates have expired before the date of introduction of HSSC, a new certificate using the form prescribed under the HSSC may be issued after the renewal survey has been carried out,</li> <li>- Notwithstanding that some certificates may still be valid when HSSC is introduced, renewal surveys should be carried out whether or not they are valid, a new relevant set of certificates under HSSC should be issued and the common anniversary date should be specified on them,</li> <li>- Renewal surveys carried out within 3 months of the date of introduction of HSSC may be valid,</li> <li>- The extent of renewal surveys to be carried out may take account of the date and extent of the previous renewal surveys if carried out only recently, and,</li> <li>- When a state which is a Contracting Government to both the 1974 SOLAS</li> </ul>

	<p>Convention and the 1966 Load Line Convention but reserved ratification of the 1988 Protocol of SOLAS begins to implement the HSSC, it should be applied to all types of ships and in respect of all relevant instruments. (In the case of implementing the HSSC, such states have to inform it to IMO.) (See the end of this document.)</p>
A.884(21)	<p><b>Amendments to the Code for the Investigation of Marine Casualties and Incidents (resolution A.849(20))</b></p> <p>“Guidelines for the investigation of human factors in marine casualties and incidents” were added as amendments to appendix 2 in the Code for the Investigation of Marine Casualties and Incidents (A.849(20)), which was aimed at providing a standard approach to the investigation of marine casualties and incidents. (Related to UNCLOS). The guidelines were developed by a Joint Working Group of the IMO and the ILO.</p>
A.885(21)	<p><b>Procedures for designation of particularly sensitive sea areas and the adoption of associated protective measures and amendments to the guidelines contained in resolution A.720(17)</b></p> <p>Particularly Sensitive Sea Area (PSSA) is defined in Resolution A.720(17) as an area that needs special protection through action by the IMO because of its significance, for recognized ecological or scientific reasons etc. and which may be vulnerable to damage by international maritime activity. At this time criteria for assessment of applications for identification of PSSAa were added to Annex 1 of A.720(1). Further the Sabana-Camagüey Archipelago in Cuba that had been identified in 1997 was added into Appendix C of the Resolution in addition to the Great Barrier Reef in Australia.</p>
A.886(21)	<p><b>Procedure for adoption of, and amendments to, performance standards and technical specifications</b></p> <p>With regard to procedures for adoption and amendment, the Resolution A.825(19) “Procedure for Adoption and Amendment of Performance Standards for Radio and Navigational Equipment” only covered performance standards and technical specifications of radio and navigational equipment developed by the MSC. Its coverage has been extended and a new resolution was adopted. The new resolution was intended to establish a uniform procedure for the adoption of, and amendments to, any performance standards and technical specifications developed by the MSC and MEPC.</p>
A.887(21)	<p><b>Establishment, updating and retrieval of the information contained in the registration databases for the Global Maritime Distress And Safety System (GMDSS)</b></p> <p>Information on satellite EPIRBs has been registered in accordance with A.764(18) “Establishment, Updating and Retrieval of the Information Contained in the Registration Databases of Satellite EPIRBs”. At this time, a new resolution was adopted, which intended to extend this to GMDSS installations with regard to registration databases.</p>
A.888(21)	<p><b>Criteria for the provision of mobile-satellite communication systems for the global maritime distress and safety system (GMDSS)</b></p> <p>This new resolution recommends that essential Mobile Satellite Systems in GMDSS activities should be provided by contracting governments. Further while Inmarsat system is at present the only mobile satellite system, it recognizes the possibility to implement standards of other mobile satellite system in future.</p>
A.889(21)	<p><b>Pilot transfer arrangements</b></p> <p>A.667(16) specified Pilot transfer arrangements were reviewed taking into the account of draft comprehensive amendments of SOLAS V and a new resolution was adopted. Basic requirements specified in A.667(18) were included in draft SOLAS Reg.V/23 (Related to IMO submission papers NAV/44/5/3 and</p>

	NAV45/14/Add.1). Further the provision of a drill for assembly and operation of Pilot transfer arrangements in paragraph 2.5(f) of A.275 was transferred to paragraph 4.7.6 of Annex of this resolution.
A.890(21)	<p><b>Principles of safe manning (to replace resolution A.481(XII))</b></p> <p>A.481 which described principles of safe manning was reviewed. Consequently a new resolution was adopted. Detailed guidelines for the application of principles of safe manning and guidance on contents of the minimum safe document( Related to SOLAS Reg.V/13) as well as a model format were included.</p>
A.891(21)	<p><b>Recommendations on training of personnel on mobile offshore units(MOUs)</b></p> <p>This resolution includes recommendations on international training criteria for personnel on mobile offshore units (MOUs) to ensure their appropriate competencies related to safety of life and the marine environment protection required by the STCW Convention and the STCW Code.</p>
A.892(21)	<p><b>Unlawful practices associated with certificates of competency and endorsements</b></p> <p>With regard to unlawful practices associated with certificates of competency and endorsements, Assembly resolution A.892(21) "Unlawful Practices Associated with Certificates of Competency and Endorsements" was adopted. There was much discussion weather this resolution is to be made mandatory or not. Finally, the original text on the front page developed by MSC was re-written(replacing the wording "REQUEST" with "FURTHER INVITE ") to clarify that it was voluntary.</p>
A.893(21)	<p><b>Guidelines on voyage planning</b></p> <p>This resolution was assembled as a guideline on voyage planning including appraisal, planning, execution and monitoring of voyage and passage planning.</p>
A.894(21)	<p><b>International Aeronautical and Maritime Search and Rescue(IAMSAR) Manual</b></p> <p>This resolution is a manual (IAMSAR manual) which was jointly developed by IMO and ICAO, to help contracting governments that have responsibilities under the Convention on Civil Aviation, SOLAS and SAR Convention.</p>
A.895(21)	<p><b>Anti-fouling systems used on ships</b></p> <p>This resolution states that the MEPC should develop globally legal regulations against the harmful effects of anti-fouling systems used on ships. With regard to application of organotin compounds, the resolution also states a prohibition of their use by 1 JAN 2003 and a complete prohibition of their presence by 1 JAN 2008.</p> <p>Note: The Legal framework to prohibit harmful effects of anti-fouling systems will be developed at the diplomatic conference on 22 - 26 Oct 2001 (tentatively).</p>
A.896(21)	<p><b>Provision and use of port waste reception</b></p> <p>While the IMO "Comprehensive Manual on Port Reception Facilities" provides guidance and technical advice, there is a need for guidelines on how best to plan the provision and utilization of port waste reception facilities that meet the needs of their users. This resolution states that MEPC should develop such guidelines.</p>
A.897(21)	<p><b>Amendments to the revised specifications for the design, operation and control of crude oil washing systems(resolution A.497(XII) as amended by resolution A.497(XII))</b></p> <p>Where cargo oil spraying is used to clean up the oily sediments stuck on the oil tank walls, there is no need for slop tanks for that process. Consequently resolution A.446(XI), as amended by resolution A.497(XII), relating the COW system was amended.</p>

Note: Below-mentioned states had informed of its implementation of A.883(21) to IMO as of the end of MARCH 2000.

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