
MARITIME SAFETY COMMITTEE
90th session
Agenda item 28

MSC 90/28/Add.1/Rev.1

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ENGLISH ONLY

**REPORT OF THE MARITIME SAFETY COMMITTEE ON
ITS NINETYETH SESSION**

Attached are annexes 1 to 3 and 5 to 42 to the report of the Maritime Safety Committee on its ninetyeth session (MSC 90/28).

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| ANNEX 17 | DRAFT AMENDMENTS TO THE PERFORMANCE STANDARD FOR PROTECTIVE COATINGS FOR CARGO OIL TANKS OF CRUDE OIL TANKERS (RESOLUTION MSC.288(87)) |
| ANNEX 18 | NEW AND AMENDED TRAFFIC SEPARATION SCHEMES |
| ANNEX 19 | ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES |
| ANNEX 20 | RESOLUTION MSC.332(90) – ADOPTION OF AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM "IN THE STOREBÆLT (GREAT BELT) TRAFFIC AREA (BELTREP)" |
| ANNEX 21 | RESOLUTION MSC.333(90) – ADOPTION OF REVISED PERFORMANCE STANDARDS FOR SHIPBORNE VOYAGE DATA RECORDERS (VDRs) |
| ANNEX 22 | TERMS OF REFERENCE FOR THE IMO/IHO HARMONIZATION GROUP ON DATA MODELLING (HGDM) |
| ANNEX 23 | RESOLUTION MSC.334(90) – ADOPTION OF AMENDMENTS TO THE PERFORMANCE STANDARDS FOR DEVICES TO MEASURE AND INDICATE SPEED AND DISTANCE (RESOLUTION MSC.96(72)) |
| ANNEX 24 | DRAFT AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE) |
| ANNEX 25 | DRAFT AMENDMENTS TO SOLAS CHAPTER II-2 |
| ANNEX 26 | DRAFT AMENDMENTS TO THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966, AS MODIFIED BY THE PROTOCOL OF 1988 RELATING THERETO |
| ANNEX 27 | RESOLUTION MSC.335(90) – ADOPTION OF AMENDMENTS TO THE GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF OFFSHORE SUPPLY VESSELS, 2006 (RESOLUTION MSC.235(82)) |
| ANNEX 28 | DRAFT AMENDMENTS TO THE IBC CODE |
| ANNEX 29 | BIENNIAL AGENDAS OF THE SUB-COMMITTEES |
| ANNEX 30 | PROVISIONAL AGENDAS FOR THE SUB-COMMITTEES |
| ANNEX 31 | REPORT ON THE STATUS OF PLANNED OUTPUTS FOR THE 2012-2013 BIENNIUM |
| ANNEX 32 | POST-BIENNIAL AGENDA OF THE MARITIME SAFETY COMMITTEE |
| ANNEX 33 | RESOLUTION MSC.336(90) – ADOPTION OF MEASURES AIMED AT ENHANCING THE SAFETY OF PASSENGER SHIPS |
| ANNEX 34 | STATEMENT BY THE DELEGATION OF PANAMA |

AMENDMENT TO THE DESCRIPTION OF THE AREA TO BE AVOIDED "OFF THE WASHINGTON COAST"

(Reference charts: United States 18003, 18500, 2008 edition, and 18480, 2006 edition.

Note: These charts are based on North American 1983 datum which is equivalent to WGS 1984 datum)

Description of the area to be avoided

"In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges* that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area bounded by a line connecting the following geographical positions:"

AMENDMENT TO THE TEXT OF THE NOTE RELATING TO THE DEEP-WATER ROUTE OFF THE EAST COAST OF LANGELAND

Note: The Deep-water route is intended for use by ships which, because of their draught, are unable to navigate safely in areas outside the Deep-water route.

Ships with a draught of 10 metres or less should use the nationally recommended Route H, which lies to the east. The recommended Route H has a minimum depth of water below mean sea level of 12 metres.

Ship masters should take into account the information given in the IMO publication, Ships' Routeing on *Recommendation on navigation through the entrances to the Baltic Sea*.

RECOMMENDATION ON NAVIGATION THROUGH THE STRAIT OF BONIFACIO

1 Use of ships' routeing

Vessels navigating in the Strait shall exercise full diligence and regard for the requirements of the existing recommended two-way route in the Strait of Bonifacio. Due to the narrowness of the Strait, masters of vessels shall ensure that an appropriate monitoring of the ship's route is done on board in order to avoid groundings and collisions.

2 Ship reporting and navigation information

Ships of 300 GT and over entering the Strait shall participate in the mandatory ship reporting system (BONIFREP) established by the competent authorities as described in IMO's publication on Ships' Routeing (section G I/8).

3 Pilotage

Masters of vessels passing through the Strait are recommended to avail themselves of the services of a qualified pilot.

*

This ATBA does not apply to any warship, naval auxiliary, barge (whether towed by a Government or commercial tug), or other ship owned or operated by a Contracting Government and used, for the time being, only on Government non-commercial service.

3.1 Categories of ships concerned

Ships for which the IMO Assembly recommends in its resolution A.766(18) of 17 November 1993 to Governments to prohibit or at least strongly discourage the transit in the Strait of Bonifacio: laden oil tankers and ships carrying dangerous chemicals or substances in bulk, as listed in the annex to resolution MEPC.49(31) adopted on 4 July 1991.

3.2 Description of the applicable procedure for requesting a pilot

Vessels wishing to order a Bonifacio Strait pilot should, as much as possible, send by e-mail or by fax the following information to the service named "Bonifacio Strait pilotage":

- ship's name and call sign;
- type of vessel and gross tonnage;
- draught;
- destination port/name and address of the local agent;
- boarding position and ETA.

24 hours prior to arrival, vessels should inform or confirm their ETA to the head office of the Bonifacio Strait pilotage service.

Once on Bonifacio Strait road, vessels should confirm their ETA 2 hours prior to arrival calling "Bonifacio Traffic" on VHF 10.

3.3 Description of the pilotage service

The pilotage area covers the Strait and its approaches. Usually the vessels entering the Strait board their pilots out of the "BONIFREP" zone.

The boarding positions are the following (WGS 84):

- Eastern boarding position: 41° 24'.80 N 009° 30'.00 E;
- Western boarding position: 41° 17'.28 N 008° 58'.50 E.

ESTABLISHMENT OF RECOMMENDED TWO-WAY ROUTES AND TWO PRECAUTIONARY AREAS TO THE NORTH-WEST OF THE PORT OF ISLA DEL CARMEN, CAMPECHE

(Reference chart: Chart of the Bay of Campeche S.M. 840, Ministry of the Navy (fourth edition October 2010))

Note: This chart is based on World Geodetic System 1984 Datum (WGS 84))

Establishment of recommended routes and precautionary areas within the Gulf of Campeche oil exploration and production area. These recommended routes are primarily intended for oil exploration and production support vessels. Other vessels are strongly recommended to avoid the recommended system.

The ships' routing measures from the port of Isla del Carmen, Campeche, to the oil exploitation area of the Gulf of Campeche consist of the following:

- **One precautionary area labelled "A"**
- **Four two-way routes**