

CHAIRS OF THE MSC

Mr. W.L. de Vries (Netherlands) 1959
 Captain C. Moolenburgh (Netherlands) 1959-1965
 Captain K.J. Neuberth Wie (Norway) 1965-1967
 Rear-Admiral C.P. Murphy (United States) 1968-1969
 Commander J. Metz (Netherlands) 1970-1973
 Mr. Per Eriksson (Sweden) 1973
 Dr. L. Spinelli (Italy) 1973-1978
 Mr. Per Eriksson (Sweden) 1979-1983
 Mr. E. Jansen (Norway) 1984-1988
 Mr. T.R. Funder (Denmark) 1989-1993
 Dr. G. Pattofatto (Italy) 1994-1999
 Mr. T. Allan (United Kingdom) 2000-2005
 Mr. I. Ponomarev (Russian Federation) 2006



KEY DATES IN THE WORK OF THE MSC

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| 1960 (June) | 1960 SOLAS adopted , enters into force in May 1965. | 1972 (October) | Convention on the International Regulations for Preventing Collisions at Sea (COLREG) adopted. |
| 1965 (April) | Convention on Facilitation of International Maritime Traffic (FAL) adopted, enters into force in March 1965.
Facilitation Committee established in September 1968 to advise Council on implementation of FAL Convention and related matters. Adoption of revised and modernized annex to FAL Convention in April 2016, entered into force in January 2018. | 1972 (December) | Convention for Safe Containers (CSC) adopted, enters into force in September 1977. |
| 1965 (September) | International Maritime Dangerous Goods (IMDG) Code adopted. | 1973 (November) | 8th Assembly establishes Marine Environment Protection Committee (MEPC) as permanent subsidiary organ of Assembly. |
| 1966 (April) | International Convention on Load Lines adopted, enters into force in July 1968. | 1974 (October) | 5th Extraordinary session of Assembly adopts amendments to IMO Convention enlarging membership of Council from 18 to 24 and opening MSC to all Members of the Organization. |
| 1967 (March) | Torrey Canyon disaster: Extraordinary session of IMO Council considers international measures to deal with resulting situation and adopts programme of action on technical and legal aspects.
Legal Committee (LEG) established in June 1967 as <i>ad hoc</i> body to deal with issues raised by Torrey Canyon oil spill. Later becomes permanent subsidiary organ of the Council. | 1974 (November) | 1974 SOLAS adopted, introducing new 'tacit acceptance' amendment system. Entry into force in May 1980. |
| 1969 (June) | International Convention on Tonnage Measurement of Ships adopted, enters into force in July 1982.
Becomes fully operational in July 1994. | 1975 (November) | 9th Assembly adopts amendments to IMO Convention, changing name to "International Maritime Organization", and institutionalizing LEG and MEPC. Entry into force in May 1982. |
| 1969 (October) | Technical Co-operation Committee (TCC) established. | 1976 (September) | Convention on the International Maritime Satellite Organization (INMARSAT) adopted by conference convened by IMO, enters into force in July 1979. |
| 1971 (October) | Special Trade Passenger Ships (STP) Agreement adopted, enters into force in January 1974.
Protocol to 1971 STP Agreement adopted in November 1973. | 1977 (April) | Torremolinos Convention for the Safety of Fishing Vessels adopted. Torremolinos Protocol adopted in April 1993 to overcome difficulties preventing parent Convention from entering into force. Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, adopted at conference in 2012. |

- 1977 (April)** Work to address IUU fishing and related matters continues, in cooperation with FAO and ILO.
- 1977 (November)** 10th Assembly adopts amendments to IMO Convention, including institutionalizing of TCC and further clarification of mandate and functions of the Organization. Entry into force in November 1984.
- 1978 (February)** Conference on Tanker Safety and Pollution Prevention adopts **Protocols relating to SOLAS 1974 and MARPOL 73/78** to strengthen requirements and facilitate early entry into force. 1978 SOLAS Protocol enters into force in May 1981. MARPOL 73/78 enters into force in October 1983.
- 1978 (May)** IMO Council initiates further measures to improve tanker safety, following **Amoco Cadiz** disaster.
- 1978 (June/July)** International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (**STCW**) adopted, enters into force in April 1984.
Complete re-write in July 1995, including making new STCW Code mandatory, enters into force in February 1997.
Manila amendments to STCW Convention and Code adopted at Manila Conference in 2010, which also set 25 June as annual International Day of the Seafarer. Entered into force in January 2012.
- 1979 (April)** International Convention on Maritime Search and Rescue (**SAR**) adopted, enters into force in June 1985.
- 1987 (April)** MSC agrees to consider improving safety of ro-ro passenger ships following **Herald of Free Enterprise disaster** in which 188 die. Relevant amendments to SOLAS adopted in April and October 1988.
- 1988 (March)** Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (**SUA**) adopted in Rome, enters into force in March 1992.
SUA Protocols adopted in 2005.
- 1988 (November)** Global Maritime Distress and Safety System (**GMDSS**) adopted at international conference through amendments to SOLAS. Entry into force in February 1992 and beginning of seven-year phase-in period.
Becomes fully implemented on all passenger ships and all cargo ships of 300 GT and above on international voyages in 1999.
GMDSS Modernization Plan agreed in June 2017. New harmonized system of survey and certification (**HSSC**) adopted by means of amendments to SOLAS and Load Lines.
- 1991 (May)** Secretary-General proposes five-point plan of action to improve safety standards and reduce pollution from ships. MSC makes major changes to SOLAS Convention, extending Chapter VI from grain to other cargoes.
- 1991 (November)** 17th Assembly adopts interim measures to improve bulk carrier safety following initiative by Secretary-General.
- 1993 (February)** IMO group of experts visits South East Asia to advise on anti piracy measures.
New SOLAS chapter XI-2 (Special measures to enhance maritime security) and mandatory International Ship and Port Facility Security (**ISPS**) Code adopted in 2002.
- 1993 (November)** 18th Assembly adopts International Safety Management (**ISM**) Code.
- 1994 (May)** Three new chapters added to SOLAS: ISM and HSC Codes made mandatory by new chapters IX and X and new chapter XI on special measures to enhance maritime safety. Entry into force in January 1996.
- 1994 (September)** Ro-ro ferry **Estonia** capsizes with loss of more than 850 lives. Secretary-General calls for immediate review of all aspects of **ro-ro ferry safety**.
MSC sets up Panel of Experts in December 1994. SOLAS amendments to improve ro-ro passenger ferry safety, based on recommendations of Panel of Experts, adopted in November 1995.
- 1994 (December)** MSC considers **safety of bulk carriers**, following worrying increase in number of accidents. Amendments to SOLAS adopted to make Code of Safe Practice for Cargo Stowage mandatory.
SOLAS chapter XII (Additional safety measures for bulk carriers) adopted at conference in November 1997.
- 1995 (July)** International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (**STCW-F**) adopted. Entered into force in 2012.
Review of STCW-F agreed in May 2016 and on-going.
- 1995 (November)** 19th Assembly adopts resolutions on ro-ro passenger ship and bulk carrier safety and other technical issues.
- 1996 (June)** Complete replacement of SOLAS chapter III (Life-saving appliances and arrangements)



and adoption of International Life-Saving Appliances (**LSA**) Code.

2000 (November) 89th Council initiates work on Goal-Based Standards (**GBS**) for new bulk carriers and oil tankers. MSC starts concrete work in 2004. Adoption of GBS and associated SOLAS amendments in May 2010. Entered into force in January 2012.

MSC 96 in May 2016 confirmed that ship construction rules for oil tankers and bulk carriers submitted by 12 classification societies conform to GBS goals and functional requirements.

2000 (Nov/Dec) SOLAS amendments adopted to make voyage data recorders and AIS mandatory on new ships. Entered into force in July 2002. Study into **large passenger ship safety** initiated.

New international standards for new passenger ships adopted in 2006, introducing concept of “safe return to port” and amendments to SOLAS chapter V concerning long-range identification and tracking (LRIT). Entered into force in July 2010.

2013 (November) 27th Assembly adopts mandatory IMO **Member State Audit Scheme**. Amendments to various treaties under MSC responsibility adopted in May 2014 to make the use of the IMO Instruments Implementation Code (III Code) and auditing of Parties to those treaties mandatory; entered into force in 2016.

2014 (November) New SOLAS chapter XIV (Safety measures for ships operating in polar waters) and mandatory International Code for Ships Operating in Polar Waters (**Polar Code**) adopted. MEPC adopts corresponding environmental part of Code and related MARPOL amendments in May 2015. Entry into force of all in January 2017.

2014 (November) Application of safety measures of Polar Code to non-SOLAS vessels operating in polar waters under consideration. SOLAS amendments adopted for mandatory **verification of gross mass (VGM) of containers**, either by weighing the packed container; or weighing all packages and cargo items. Entered into force in July 2016.

2015 (June) Adoption of new mandatory International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (**IGF Code**), together with associated SOLAS amendments. Adoption of related STCW amendments for training and qualifications of personnel on ships subject to IGF Code. All entered into force in January 2017. Work starts on development of mandatory instrument addressing safety standards for the carriage of more than 12 industrial personnel on board vessels engaged on international voyages (**IP Code**). Interim recommendations adopted in November 2016. Work on IP Code and associated SOLAS amendments on-going.

2016 (May) Approval of Interim guidelines on **maritime cyber risk** management, aimed at safeguarding shipping from threats and vulnerabilities related to digitization, integration and automation of processes and systems. Adoption of resolution on Maritime cyber risk management in safety management systems and Guidelines on maritime cyber risk management in June 2017.

2017 (June) MSC initiates work on regulating Maritime Autonomous Surface Ships (**MASS**) and agrees on scoping exercise to ensure their safe, secure and environmentally sound operation. LEG starts corresponding exercise for legal instruments in April 2018. Framework for regulatory scoping exercise agreed in May 2018.

LIST OF MANDATORY INSTRUMENTS UNDER THE AUSPICES OF THE MSC

International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 1974)

Protocol of 1978 relating to SOLAS 1974 (SOLAS PROT 1978)

Protocol of 1988 relating to SOLAS 1974 (SOLAS PROT 1988)

Mandatory under SOLAS 1974:

Chapter II-1 (Construction - Subdivision and stability, machinery and electrical installations)

- 2008 IS Code (International Code on Intact Stability, 2008)
- PSPC (Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers)
- Technical provisions for means of access for inspections
- International goal-based ship construction standards (GBS) for bulk carriers and oil tankers
- Performance standard for protective coatings for cargo oil tanks of crude oil tankers
- Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers
- Code on noise levels on board ships

Chapter II-2 (Fire protection, fire detection and fire extinction)

- FSS Code (International Code for Fire Safety Systems)
- FTP Code (International Code for Application of Fire Test Procedures) 2010 FTP Code (International Code for Application of Fire Test Procedures, 2010)

Chapter III (Life-saving appliances and arrangements)

- LSA Code (International Life-Saving Appliance Code)

Chapter VI (Carriage of cargoes)

- IMSBC Code (International Maritime Solid Bulk Cargoes Code)
- CSS Code (Code of Safe Practice for Cargo Stowage and Securing)
- Grain Code (International Code for the Safe Carriage of Grain in Bulk)

Chapter VII (Carriage of dangerous goods)

- IMDG Code (International Maritime Dangerous Goods Code)
- IBC Code (International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk)
- IGC Code (International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk)
- INF Code (International Code for the Safe Carriage of Packaged Irradiated Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships)

Chapter IX (Management for the safe operation of ships)

- ISM Code (International Management Code for the Safe Operation of Ships and for Pollution Prevention)

Chapter X (Safety measures for high-speed craft)

- 1994 HSC Code (International Code of Safety for High-Speed Craft 1994)
- 2000 HSC Code (International Code of Safety for High-Speed Craft 2000)

Chapter XI-1 (Special measures to enhance maritime safety)

- RO Code (Code for recognized organizations)
- 2011 ESP Code (International Code on the enhanced programme of inspections during surveys of bulk carriers and tankers)
- Casualty Investigation Code (Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident)

Chapter XI-2 (Special measures to enhance maritime security)

- ISPS Code (International Code for the Security of Ships and of Port Facilities)

Chapter XII (Additional safety measures for bulk carriers)

- Standards for the evaluation of scantlings of the transverse watertight vertically corrugated bulkhead between the two foremost cargo holds and for the evaluation of allowable hold loading of the foremost cargo hold
- Standards for owners' inspection and maintenance of bulk carrier hatch covers
- Standards and criteria for side structures of bulk carriers of single-side skin construction

Chapter XIII (Verification of compliance)

- III Code (IMO Instruments Implementation Code)

Chapter IV (Safety measures for ships operating in polar waters)

- Polar Code (International Code for Ships Operating in Polar Waters)

Agreement concerning specific stability requirements for ro-ro passenger ships undertaking regular scheduled international voyages between or to or from designated ports in North West Europe and the Baltic Sea (SOLAS AGR 1996)

Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG 1972)

International Convention on Load Lines, 1966 (LL 1966)
Protocol of 1988 relating to LL 1966 (LL PROT 1988)

International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969)

Special Trade Passenger Ships Agreement, 1971 (STP 1971)

Protocol on Space Requirements for Special Trade Passenger Ships, 1973 (SPACE STP 1973)

International Convention for Safe Containers (CSC), 1972

International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW 1978)

2010 Manila amendments to STCW 78 and the Seafarers' Training, Certification and Watchkeeping (STCW) Code (2010 MANILA STCW AMDTS)

International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F 1995)

International Convention on Maritime Search and Rescue, 1979 (SAR 1979)

International COSPAS-SARSAT Programme Agreement (COS-SAR 1988)

Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA)

Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf (SUA PROT) Protocol of 2005 to SUA (SUA 2005)
Protocol of 2005 to the SUA PROT (SUA PROT 2005)

Cape Town Agreement of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention on for the Safety of Fishing Vessels, 1977 (CAPE TOWN AGREEMENT 2012) (not yet in force)

