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**CONSIDERATION OF THE REPORTS AND RECOMMENDATIONS
OF THE MARITIME SAFETY COMMITTEE**

Draft Assembly resolutions finalized by NAV 49

Note by the Secretary-General

SUMMARY

Executive summary: This document contains at annexes draft Assembly resolutions submitted by the NAV Sub-Committee, as authorized by MSC 77

Action to be taken: Paragraph 4

Related documents: MSC 77/26, paragraphs 8.27.6, 23.24 and 23.25; NAV 49/19, paragraphs 3.6, 3.7, 3.22, 5.24.3, 12.24 and 18.25

Draft resolutions finalized by NAV 49

1 As instructed by MSC 77, NAV 49 finalized, for submission to A 23 for adoption, draft Assembly resolutions on:

- .1 Guidelines on Places of refuge for ships in need of assistance, given in annex 1;
- .2 Guidelines on Maritime Assistance Services (MAS), given in annex 2;
- .3 Amended Guidelines for the onboard operational use of shipborne Automatic Identification Systems (AIS), given in annex 3; and
- .4 Provision of hydrographic services, given in annex 4.

Traffic separation scheme "Off Finisterre"

2 MSC 77 considered a proposal by Spain (MSC 77/25/1), calling for the establishment of two additional traffic lanes for ships carrying dangerous bulk cargoes to expand the existing traffic separation scheme "Off Finisterre", in order to enhance maritime safety, safety of navigation and protection of the marine environment in an area of confluence and great traffic

congestion; and noted that the proposed new traffic lanes are entirely located in the Spanish exclusive economic zone.

3 Recognizing the sensitivity surrounding recent casualties and the damage suffered by the Spanish coasts in the vicinity of the TSS as a result, MSC 77 requested NAV 49 to review the Spanish proposal and, if satisfied that all the pertinent criteria to adopt the proposed amendments had been met, to convey the outcome of its deliberations directly to the twenty-third session of the Assembly for final review and adoption, as appropriate. Subsequently, NAV 49 considered the Spanish proposal and approved the draft Assembly resolution on the amended traffic separation scheme “Off Finisterre”, given in annex 5, for formal adoption by A 23.

Action requested of the Assembly

4 The Assembly is invited to consider with a view to adoption the draft Assembly resolutions referred to above.

ANNEX 1

DRAFT ASSEMBLY RESOLUTION

**GUIDELINES ON PLACES OF REFUGE FOR SHIPS
IN NEED OF ASSISTANCE**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO the obligations and procedures for the master to come to the assistance of persons in distress at sea established by regulation V/33 of the International Convention for the Safety of Life at Sea, 1974, as amended,

RECALLING FURTHER that the International Convention on Maritime Search and Rescue, 1979, as amended, establishes a comprehensive system for the rescue of persons in distress at sea, which does not address the issue of ships in need of assistance,

CONSCIOUS OF THE POSSIBILITY that ships at sea may find themselves in need of assistance relating to safety of life and protection of the marine environment,

RECOGNIZING the importance of and need to provide guidance to masters and/or salvors of ships in need of assistance,

RECOGNIZING ALSO the need to balance both the prerogative of a ship in need of assistance to seek a place of refuge and the prerogative of a coastal State to protect its coastline,

RECOGNIZING FURTHER that the provision of a common framework to assist coastal States to determine places of refuge for ships in need of assistance and respond effectively to requests for such places of refuge would materially enhance maritime safety and protection of the marine environment,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its seventy-sixth and seventy-seventh sessions, by the Marine Environment Protection Committee at its forty-eighth session and by the Sub-Committee on Safety of Navigation at its forty-ninth session,

1. ADOPTS the Guidelines on places of refuge for ships in need of assistance, the text of which is set out in the Annex to the present resolution;
2. INVITES Governments to take these Guidelines into account when determining and responding to requests for places of refuge from ships in need of assistance;
3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the annexed Guidelines under review and amend them as appropriate;

4. REQUESTS the Legal Committee to consider, as a matter of priority, the said Guidelines from its own perspective, including the provision of financial security to cover coastal State expenses and/or compensation issues; and to take action as it may deem appropriate.

ANNEX

**GUIDELINES ON PLACES OF REFUGE FOR SHIPS
IN NEED OF ASSISTANCE**

Table of Contents

1 General

- 1.1 to 1.7 Introduction**
- 1.8 to 1.11 Background**
- 1.12 to 1.17 Purpose of the guidelines**
- 1.18 to 20 Definitions**

2 Guidelines for action required of masters and or salvors in need of places of refuge

- 2.1 Appraisal of the situation**
- 2.2 Identification of hazards and assessment of associated risks**
- 2.3 Identification of required actions**
- 2.4 Contacting the authority of the coastal State**
- 2.5 to 2.6 Establishment of responsibilities and communications with all parties involved**
- 2.7 to 2.8 Response actions**
- 2.9 Reporting procedures**

3 Guidelines for actions expected of coastal States

- 3.4 to 3.8 Assessment of places of refuge**
- 3.9 Event-specific assessment**
- 3.10 to 3.11 Expert analysis**
- 3.12 to 3.14 Decision-making process for the use of a place of refuge**

Appendix 1 Applicable international conventions

Appendix 2 Guidelines for the evaluation of risks associated with the provision of places of refuge

1 General

Introduction

Objectives of providing a place of refuge

1.1 Where the safety of life is involved, the provisions of the SAR Convention should be followed. Where a ship is in need of assistance but safety of life is not involved, these guidelines should be followed.

1.2 The issue of “places of refuge” is not a purely theoretical or doctrinal debate but the solution to a practical problem: What to do when a ship finds itself in serious difficulty or in need of assistance without, however, presenting a risk to the safety of life of persons involved. Should the ship be brought into shelter near the coast or into a port or, conversely, should it be taken out to sea?

1.3 When a ship has suffered an incident, the best way of preventing damage or pollution from its progressive deterioration would be to lighten its cargo and bunkers; and to repair the damage. Such an operation is best carried out in a place of refuge.

1.4 However, to bring such a ship into a place of refuge near a coast may endanger the coastal State, both economically and from the environmental point of view, and local authorities and populations may strongly object to the operation.

1.5 While coastal States may be reluctant to accept damaged or disabled ships into their area of responsibility due primarily to the potential for environmental damage, in fact it is rarely possible to deal satisfactorily and effectively with a marine casualty in open sea conditions.

1.6 In some circumstances, the longer a damaged ship is forced to remain at the mercy of the elements in the open sea, the greater the risk of the vessel’s condition deteriorating or the sea, weather or environmental situation changing and thereby becoming a greater potential hazard.

1.7 Therefore, granting access to a place of refuge could involve a political decision which can only be taken on a case-by-case basis with due consideration given to the balance between the advantage for the affected ship and the environment resulting from bringing the ship into a place of refuge and the risk to the environment resulting from that ship being near the coast.

Background

1.8 There are circumstances under which it may be desirable to carry out a cargo transfer operation or other operations to prevent or minimize damage or pollution. For this purpose, it will usually be advantageous to take the ship to a place of refuge.

1.9 Taking such a ship to a place of refuge would also have the advantage of limiting the extent of coastline threatened by damage or pollution, but the specific area chosen may be more severely threatened. Consideration must also be given to the possibility of taking the affected ship to a port or terminal where the transfer or repair work could be done relatively easily. For this reason the decision on the choice and use of a place of refuge will have to be carefully considered.

1.10 The use of places of refuge could encounter local opposition and involve political decisions. The coastal States should recognize that a properly argued technical case, based on a clear description of the state of the casualty, would be of great value in any negotiations which may take place.

1.11 At the international level, the Conventions listed in Appendix 1 constitute, *inter alia*, the legal context within which coastal States and ships act in the envisaged circumstances.

Purpose of the Guidelines

1.12 The purpose of these Guidelines is to provide Member Governments, shipmasters, companies¹ (particularly in connection with the ISM Code and procedures arising therefrom), and salvors with a framework enabling them to respond effectively and in such a way that, in any given situation, the efforts of the shipmaster and shipping company concerned and the efforts of the government authorities involved are complementary. In particular, an attempt has been made to arrive at a common framework for assessing the situation of ships in need of assistance.

1.13 **These Guidelines do not address the issue of operations for the rescue of persons at sea**, inasmuch as the practical difficulties that have given rise to the examination of the issue of places of refuge relate to problems other than those of rescue. Two situations can arise:

- the ship, according to the master's assessment, is in need of assistance but not in a distress situation (about to sink, fire developing, etc.) that requires the evacuation of those on board; or
- those on board have already been rescued, with the possible exception of those who have stayed on board or have been placed on board in an attempt to deal with the situation of the ship.

1.14 **If, however, in an evolving situation, the persons on board find themselves in distress, the rules applicable to rescue operations under the SAR Convention, the IAMSAR Manual and documents arising therefrom have priority over the present Guidelines (and procedures arising herefrom).**

1.15 In any case the competent MRCC should be informed about any situation which may develop into a SAR incident.

1.16 Even though a "rescue" operation, as defined in the International Convention on Maritime Search and Rescue (SAR) is not the case, the safety of persons must nevertheless be constantly borne in mind in the application of these Guidelines, particularly in two respects:

- if the ship poses a risk (explosion, serious pollution, etc.) to the life of persons in the vicinity (crews of salvage vessels, port workers, inhabitants of the coastal area, etc.);
- if persons voluntarily stay (master, etc.) or go (fire-fighters and other experts, personnel of marine salvage or towage companies, etc.) on board to attempt to overcome the difficulties experienced by the ship.

¹ As defined in the ISM Code.
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1.17 These Guidelines do not address the issue of liability and compensation for damage resulting from a decision to grant or deny a ship a place of refuge.

Definitions

1.18 **Ship in need of assistance** means a ship in a situation, apart from one requiring rescue of persons on board, that could give rise to loss of the vessel or an environmental or navigational hazard.

1.19 **Place of refuge** means a place where a ship in need of assistance can take action to enable it to stabilize its condition and reduce the hazards to navigation, and to protect human life and the environment.

1.20 **MAS** means a maritime assistance service, as defined in resolution [A...(23)], responsible for receiving reports in the event of incidents and serving as the point of contact between the shipmaster and the authorities of the coastal State in the event of an incident.

2 GUIDELINES FOR ACTION REQUIRED OF MASTERS AND/OR SALVORS OF SHIPS IN NEED OF A PLACE OF REFUGE

Appraisal of the situation

2.1 The master should, where necessary with the assistance of the company and/or the salvor, identify the reasons for his/her ship's need of assistance. (Refer to paragraph 1 of Appendix 2.)

Identification of hazards and assessment of associated risks

2.2 Having made the appraisal referred to in paragraph 2.1 above, the master, where necessary with the assistance of the company and/or the salvor, should estimate the consequences of the potential casualty, in the following hypothetical situations, taking into account both the casualty assessment factors in their possession and also the cargo and bunkers on board:

- if the ship remains in the same position;
- if the ship continues on its voyage;
- if the ship reaches a place of refuge; or
- if the ship is taken out to sea.

Identification of the required actions

2.3 The master and/or the salvor should identify the assistance they require from the coastal State in order to overcome the inherent danger of the situation. (Refer to paragraph 3 of Appendix 2.)

Contacting the authority of the coastal State

2.4 The master and/or the salvor should make contact with the coastal State in order to transmit to it the particulars referred to in paragraphs 2.1 to 2.3 above. They must in any case transmit to the coastal State the particulars required under the international conventions in force. Such contact should be made through the coastal State's Maritime Assistance Service (MAS), as referred to in resolution [A...(23)].

Establishment of responsibilities and communications with all parties involved

2.5 The master and/or the salvor should notify the MAS of the actions that are intended to be taken and within what period of time.

2.6 The MAS should notify the master and/or the salvor of the facilities that it can make available with a view to assistance or admittance of the ship to a place of refuge, if required.

Response actions

2.7 Subject, where necessary, to the coastal State's prior consent, the shipmaster and the shipping company concerned should take any necessary response actions, such as signing a salvage or towage agreement or the provision of any other service for the purpose of dealing with the ship's situation.

2.8 The master, the company and, where applicable, the salvor of the ship should comply with the practical requirements resulting from the coastal State's decision-making process referred to in paragraphs 3.12 to 3.14.

Reporting procedures

2.9 The reporting procedures should be in accordance with the procedures laid down in the safety management system of the ship concerned under the ISM Code or resolution A.852(21) on Guidelines for a structure of an integrated system of contingency planning for shipboard emergencies, as appropriate.

3 GUIDELINES FOR ACTIONS EXPECTED OF COASTAL STATES

3.1 Under international law, a coastal State may require the ship's master or company to take appropriate action within a prescribed time limit with a view to halting a threat of danger. In cases of failure or urgency, the coastal State can exercise its authority in taking responsive action appropriate to the threat.

3.2 It is therefore important that coastal States establish procedures to address these issues, even if no established damage and/or pollution has occurred.

3.3 Coastal States should, in particular, establish a Maritime Assistance Service (MAS).²

² Unless neighbouring States make the necessary arrangements to establish a joint service.
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Assessment of places of refuge

Generic assessment and preparatory measures

3.4 It is recommended that coastal States endeavour to establish procedures consistent with these Guidelines by which to receive and act on requests for assistance with a view to authorizing, where appropriate, the use of a suitable place of refuge.

3.5 The maritime authorities (and, where necessary, the port authorities) should, for each place of refuge, make an objective analysis of the advantages and disadvantages of allowing a ship in need of assistance to proceed to a place of refuge, taking into consideration the analysis factors listed in paragraph 2 of Appendix 2.

3.6 The aforementioned analysis, which should take the form of contingency plans, is to be in preparation for the analysis provided for below when an incident occurs.

3.7 The maritime authorities, port authorities, authorities responsible for shoreside safety and generally all governmental authorities concerned should ensure that an appropriate system for information-sharing exists and should establish communications and alert procedures (identification of contact persons, telephone numbers, etc.), as appropriate.

3.8 The aforementioned authorities should plan the modalities for a joint assessment of the situation.

Event-specific assessment

Analysis factors

3.9 This analysis should include the following points:

- seaworthiness of the ship concerned, in particular buoyancy, stability, availability of means of propulsion and power generation, docking ability, etc.;
- nature and condition of cargo, stores, bunkers, in particular hazardous goods;
- distance and estimated transit time to a place of refuge;
- whether the master is still on board;
- the number of other crew and/or salvors and other persons on board and an assessment of human factors, including fatigue;
- the legal authority of the country concerned to require action of the ship in need of assistance;
- whether the ship concerned is insured or not insured;
- if the ship is insured, identification of the insurer, and the limits of liability available;

- agreement by the master and company of the ship to the proposals of the coastal State/salvor to proceed or be brought to a place of refuge;
- provisions of the financial security required;
- commercial salvage contracts already concluded by the master or company of the ship;
- information on the intention of the master and/or salvor;
- designation of a representative of the company at the coastal State concerned;
- risk evaluation factors identified in Appendix 2; and
- any measures already taken.

Expert analysis

3.10 An inspection team designated by the coastal State should board the ship, when appropriate and if time allows, for the purpose of gathering evaluation data. The team should be composed of persons with expertise appropriate to the situation.

3.11 The analysis should include a comparison between the risks involved if the ship remains at sea and the risks that it would pose to the place of refuge and its environment. Such comparison should cover each of the following points:

- safeguarding of human life at sea;
- safety of persons at the place of refuge and its industrial and urban environment (risk of fire or explosion, toxic risk, etc.);
- risk of pollution;
- if the place of refuge is a port, risk of disruption to the port's operation (channels, docks, equipment, other installations);
- evaluation of the consequences if a request for place of refuge is refused, including the possible effect on neighbouring States; and
- due regard should be given, when drawing the analysis, to the preservation of the hull, machinery and cargo of the ship in need of assistance.

After the final analysis has been completed, the maritime authority should ensure that the other authorities concerned are appropriately informed.

Decision-making process for the use of a place of refuge

3.12 When permission to access a place of refuge is requested, there is no obligation for the coastal State to grant it, but the coastal State should weigh all the factors and risks in a balanced manner and give shelter whenever reasonably possible.

3.13 In the light of the outcome of the assessment provided for above, the coastal State should decide to allow or refuse admittance, coupled, where necessary, with practical requirements.

3.14 The action of the coastal State does not prevent the company or its representative from being called upon to take steps with a view to arranging for the ship in need of assistance to proceed to a place of refuge. As a general rule, if the place of refuge is a port, a security in favour of the port will be required to guarantee payment of all expenses which may be incurred in connection with its operations, such as: measures to safeguard the operation, port dues, pilotage, towage, mooring operations, miscellaneous expenses, etc.

APPENDIX 1

APPLICABLE INTERNATIONAL CONVENTIONS

At the international level, *inter alia* the following Conventions and Protocol constitute the legal context within which coastal States and ships act in the envisaged circumstances³:

- United Nations Convention on the Law of the Sea (UNCLOS), in particular article 221 thereof;⁴
- International Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties (the Intervention Convention), 1969, as amended;
- Protocol relating to Intervention on the High Seas in Cases of Pollution by substances other than Oil, 1973;
- International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974), as amended, in particular chapter V thereof;
- International Convention on Salvage, 1989 (the Salvage Convention);⁵
- International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (the OPRC Convention);
- Protocol on preparedness, response and co-operation to pollution incidents by hazardous and noxious substances, 2000 (OPRC-HNS 2000);
- International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78);
- International Convention on Maritime Search and Rescue, 1979 (SAR 79), as amended.

³ It is noted that there is at present no international requirement for a State to provide a place of refuge for vessels in need of assistance.

⁴ “1. Nothing in this Part shall prejudice the right of States, pursuant to international law, both customary and conventional, to take and enforce measures beyond the territorial sea proportionate to the actual or threatened damage to protect their coastline or related interests, including fishing, from pollution or threat of pollution following upon a maritime casualty or acts relating to such a casualty, which may reasonably be expected to result in major harmful consequences.

2. For the purposes of this article, “maritime casualty” means a collision of vessels, stranding or other incident of navigation, or other occurrence on board a vessel or external to it resulting in material damage or imminent threat of material damage to a vessel or cargo.”

⁵ Parties to the International Convention on Salvage, 1989 (Salvage 1989), are obliged under article 11 of the Convention when considering a request for a place of refuge, to take into account the need for co-operation between salvors, other interested parties and public authorities to ensure the efficient and successful performance of salvage operations. Article 11 of the Salvage Convention states:

“A State Party shall, whenever regulating or deciding upon matters relating to salvage operations such as admittance to ports of vessels in distress or the provision of facilities to salvors, take into account the need for co-operation between salvors, other interested parties and public authorities in order to ensure the efficient and successful performance of salvage operations for the purpose of saving life or property in danger as well as preventing damage to the environment in general.”

APPENDIX 2

GUIDELINES FOR THE EVALUATION OF RISKS ASSOCIATED WITH THE PROVISION OF PLACES OF REFUGE

When conducting the analysis described in paragraphs 3.4 to 3.8, in addition to the factors described in paragraph 3.9, the following should be considered.

1 Identification of events, such as:

- fire
- explosion
- damage to the ship, including mechanical and/or structural failure
- collision
- pollution
- impaired vessel stability
- grounding.

2 Assessment of risks related to the identified event taking into account:

.1 Environmental and social factors, such as:

- safety of those on board
- threat to public safety
 - What is the nearest distance to populated areas?
- pollution caused by the ship
- designated environmental areas
 - Are the place of refuge and its approaches located in sensitive areas such as areas of high ecological value which might be affected by possible pollution?
 - Is there, on environmental grounds, a better choice of place of refuge close by?
- sensitive habitats and species
- fisheries
 - Are there any offshore and fishing or shellfishing activities in the transit area or in the approaches to the place of refuge or vicinity which can be endangered by the incoming ship in need of assistance?
- economic/industrial facilities
 - What is the nearest distance to industrial areas?
- amenity resources and tourism
- facilities available
 - Are there any specialist vessels and aircraft and other necessary means for carrying out the required operations or for providing necessary assistance?
 - Are there transfer facilities, such as pumps, hoses, barges, pontoons?
 - Are there reception facilities for harmful and dangerous cargoes?
 - Are there repair facilities, such as dockyards, workshops, cranes?

.2 Natural conditions, such as:

Prevailing winds in the area.

Is the place of refuge safely guarded against heavy winds and rough seas?

Tides and tidal currents.

- weather and sea conditions

Local meteorological statistics and number of days of inoperability or inaccessibility of the place of refuge.

- bathymetry

Minimum and maximum water depths in the place of refuge and its approaches.

The maximum draught of the ship to be admitted. Information on the condition of the bottom, i.e., hard, soft, sandy, regarding the possibility to ground a problem vessel in the haven or its approaches.

- seasonal effects including ice

- navigational characteristics

In the case of a non-sheltered place of refuge, can salvage and lightering operations be safely conducted?

Is there sufficient space to manoeuvre the ship, even without propulsion?

What are the dimensional restrictions of the ship, such as length, width and draught?

Risk of stranding the ship, which may obstruct channels, approaches or vessel navigation.

Description of anchorage and mooring facilities in the place of refuge.

- operational conditions, particularly in the case of a port

Is pilotage compulsory and are pilots available?

Are tugs available? State their number and horsepower.

Are there any restrictions? If so, whether the ship will be allowed in the place of refuge, e.g. escape of poisonous gases, danger of explosion, etc.

Is a bank guarantee or other financial security acceptable to the coastal State imposed on the ship before admission is granted into the place of refuge?

.3 Contingency planning, such as:

- competent MAS

- roles and responsibilities of authorities and responders

Fire fighting capability

- response equipment needs and availability

- response techniques

Is there a possibility of containing any pollution within a compact area?

- international co-operation

Is there a disaster relief plan in the area?

- evacuation facilities

- .4 Foreseeable consequences (including in the media) of the different scenarios envisaged with regard to safety of persons and pollution, fire, toxic and explosion risks.

3 Emergency response and follow-up action, such as:

- lightering
- pollution combating
- towage
- stowage
- salvage
- storage.

ANNEX 2

DRAFT ASSEMBLY RESOLUTION

MARITIME ASSISTANCE SERVICES (MAS)

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

NOTING the provisions of regulations V/31, VII/7-1 and VIII/12 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, concerning ship reports in the event of dangers or incidents,

NOTING ALSO the provisions of article 8 of the International Convention for the Prevention of Pollution from Ships (MARPOL), 1973, as amended by the Protocol of 1978 relating thereto concerning ship reports in the event of incidents,

CONSIDERING that, in addition to the circumstances giving rise to mandatory reporting where the organizations to which reports are to be made have already been designated, it would be useful for the master of a ship in need of assistance to use the same contact point in each coastal State that may legitimately be affected by that ship's situation, particularly in connection with the search for a place of refuge,

CONSIDERING ALSO that States have the right to receive initial information and thereafter be kept informed of marine salvage operations conducted off their coasts at the initiative of parties with a legitimate interest in a ship in need of assistance,

CONSIDERING FURTHER that it would be useful for coastal States and easier for shipmasters if any organization with responsibility for receiving reports and thereafter continuing to maintain contact with a ship in need of assistance and its owner bore in all those States a common acronym representing minimum common duties laid down by the Organization,

CONSIDERING FINALLY, the difficulty for the master to assess, when an accident occurs aboard the ship, whether there will be a need for marine assistance (salvage) or rescue of persons aboard and, also, the value for MRCC, in relation to rescue proper, of being informed as soon as possible of problems experienced by the ship concerned, so as to prepare an appropriate search and rescue operation should the need for such an operation arise at a later stage,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its seventy-sixth and seventy-seventh sessions, the Marine Environment Protection Committee at its forty-eighth session, and the Sub-Committee on Safety of Navigation at its forty-ninth session,

1. RECOMMENDS that coastal States establish a maritime assistance service (MAS) for the purpose of:

- .1 receiving the reports, consultations and notifications required by the IMO instruments referred to in Annex 1 to the present resolution;
 - .2 monitoring the ship's situation if a report, as referred to in paragraph .1 above discloses an incident that may give rise to a situation whereby the ship may be in need of assistance;
 - .3 serving as the point of contact between the master and the coastal State concerned if the ship's situation requires exchanges of information between the ship and the coastal State other than a distress situation that could lead to a search and rescue operation;
 - .4 serving as the point of contact between those involved in a marine salvage operation undertaken by private facilities at the request of parties having a legitimate interest in the ship and the coastal State if the coastal State concerned decides that it should monitor all phases of the operation.
2. URGES Governments to issue national instructions advising their MAS of the authority or organization:
- .1 to which it should transmit information obtained from a ship; and
 - .2 from which it should receive instructions concerning its own actions and the particulars to be transmitted to the ship,
3. INVITES Governments of coastal States that have established a MAS to forward to the Organization the details (i.e. call numbers, call signs, etc.) of their MAS to enable the Organization to circulate such particulars so that shipmasters and other persons or organizations concerned can contact it as necessary;
4. RECOMMENDS that Governments of coastal States when establishing a MAS take into account the guidelines set out in Annex 2 to the present resolution;
5. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep this resolution under review and amend it as appropriate.

ANNEX 1

**LIST OF IMO INSTRUMENTS CONCERNED WITH MANDATORY REPORTING
IN THE EVENT OF INCIDENTS INVOLVING SHIPS**

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

Regulation V/31 (danger messages);
Regulation VII/7-1 (loss of packaged dangerous goods);
Regulation VIII/12 (accidents to nuclear ships).
- 2 *International Convention for the Prevention of Pollution from Ships (MARPOL), 1973, as amended by the Protocol of 1978 relating thereto*

Article 8 (reports on incidents involving the discharge or possible discharge of harmful substances);
Protocol I (provisions concerning reports on incidents involving the discharge or possible discharge of harmful substances (in application of article 8)).
- 3 *International Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 (Intervention Convention)*

Article III(a) and (f) (consultations; notifications).
- 4 *International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC Convention)*

Articles 4 and 5.
- 5 *International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code)*

Paragraphs 29 and 30.
- 6 *Resolution A.851(20): General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants*

ANNEX 2

GUIDELINES ON MARITIME ASSISTANCE SERVICE (MAS)

Introduction

The circumstances of a ship's operation that involve a MAS are not those requiring rescue of persons

Three situations can arise:

- the ship is involved in an incident (e.g., loss of cargo, accidental discharge of oil, etc.) that does not impair its seakeeping ability but nevertheless has to be reported;
- the ship, according to its master's assessment, is in need of assistance but not in a distress situation (about to sink, fire developing, etc.) that requires the rescue of those on board; and
- the ship is found to be in a distress situation and those on board have already been rescued, with the possible exception of those who have remained aboard or have been placed on board to attempt to deal with the ship's situation.

If, however, in an evolving situation, the persons on board find themselves in distress, the involvement of the MRCC and not the MAS will have priority

1 Establishment of MASs

1.1 The establishment of a **MAS** should not necessarily entail the setting up of a new organization. In so far as the present guidelines are observed, the functions of the MAS could, at the discretion of the Administration, be discharged by an existing organization, preferably an MRCC, or alternatively a harbour master's office, a coast guard operations centre (if one exists) or another body.

1.2 The allocation of **MAS** functions to an MRCC could from a practical viewpoint be an advantageous and effective solution but would require the personnel to be well trained in distinguishing between circumstances causing a ship to find itself in a distress situation and circumstances placing a ship in a difficult situation but not in distress as defined in the SAR Convention and procedures arising therefrom. It should be recalled that the MRCC concept entails co-ordination of search and rescue operations. By contrast, a **MAS**, within the scope of the above resolution, is responsible only for receiving and transmitting communications and monitoring the situation.

1.3 The fact that the resolution recommends every coastal State to establish a **MAS** should not prevent neighbouring coastal States from combining their resources under suitable arrangements to operate a joint **MAS**.

1.4 Conversely, a coastal State should be able to establish more than one **MAS** if necessity so warrants.

2 Publicizing the establishment and existence of a MAS

2.1 Governments of coastal States are requested to notify IMO of the existence and details (call numbers, call signs, etc.) of their **MAS**, in accordance with the format contained in the appendix hereto.

2.2 The IMO Secretariat will periodically publish the collected particulars in a circular.

2.3 National organizations that disseminate nautical information are invited to publish such particulars.

3 Duties of MASs

3.1 In accordance with the above resolution, the functions of a **MAS** are the following:

- .1 to receive the reports, consultations and notifications provided for by the relevant IMO instruments in the event of an incident involving a ship;
- .2 to monitor the ship's situation if a report as referred to in .1 discloses an incident that may give rise to a situation where the ship is in need of assistance;
- .3 to serve as the point of contact between the master and the coastal State if the ship's situation requires exchanges of information between the ship and the coastal State other than a distress situation that could lead to a search and rescue operation;
- .4 to serve as the point of contact between those involved in a marine salvage operation undertaken by private facilities at the request of the company and the coastal State if the coastal State considers that it should monitor the conduct of the operation.

3.2 The establishment of a **MAS** does not entail any reorganization of governmental or administrative responsibilities or duties since, in accordance with the above resolution, the **MAS** is only a contact point. It does, however, entail the implementation of procedures and instructions enabling the **MAS** to forward any given information to the competent organization and requiring the organizations concerned to go through the **MAS** in order to make contact with the ship.

National instructions should therefore indicate to the organization discharging the **MAS** functions at a minimum:

- the authority or organization to which it transmits the information obtained from a ship; and
- the authority or organization from which it receives instructions concerning its action and the particulars to be transmitted to the ship.

Nevertheless, as soon as information indicates that the ship's situation might subsequently require a rescue operation, the MRCC if the **MAS** function is not discharged by it, must be informed so that it can make preparations to respond if necessary.

3.3 The above resolution and the present guidelines would not prevent a government from allocating to its **MAS** duties other than those referred to above with regard to a ship in need of assistance.

4 Operation of a MAS

4.1 A **MAS** should be operational on a 24-hour basis.

4.2 It should be possible for the English language to be used in exchanges between a ship in need of assistance and a **MAS**.

4.3 **MASs** should be authorized by their respective Governments to exchange with each other information concerning reports received and situations involving ships which may be in need of assistance.

5 Communication facilities

With regard to provisions of communication facilities to **MASs**, circular COMSAR/Circ.18, entitled "Guidance on minimum communication needs of maritime rescue co-ordination centres (MRCCs)", could be used as a basis.

APPENDIX TO ANNEX 2

NOTIFICATION OF A MAS TO IMO

MAS (*name of country and any supplementary details*)

Telephone: +

Fax: +

Telex:

Inmarsat C:

MMSI:

E-mail:

AFTN:

Watch on VHF channels:

Postal address:

Notification made on behalf of the Government of by (name, telephone number, fax number, e-mail and postal address)

ANNEX 3

**DRAFT ASSEMBLY RESOLUTION ON AMENDMENTS TO THE
GUIDELINES FOR THE ONBOARD OPERATIONAL USE OF SHIPBORNE
AUTOMATIC IDENTIFICATION SYSTEMS (AIS)
(RESOLUTION A.917(22))**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECALLING ALSO the provisions of regulation V/19 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, requiring all ships of 300 gross tonnage and upwards engaged on international voyages and cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships irrespective of size to be fitted with an automatic identification system (AIS), as specified in SOLAS regulation V/19, paragraph 2.4, taking into account recommendations adopted by the Organization,

RECALLING FURTHER resolution A.917(22) by which it adopted Guidelines for the onboard operational use of shipborne automatic identification systems (AIS),

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee at its seventy-seventh session and by the Sub-Committee on Safety of Navigation at its forty-ninth session,

1. ADOPTS amendments to the Guidelines for the onboard operational use of shipborne automatic identification systems (AIS) as set out in the Annex to the present resolution;
2. INVITES Governments concerned to take into account the annexed amendments to the Guidelines when implementing SOLAS regulations V/11, 12 and 19;
3. REQUESTS AND AUTHORIZES the Maritime Safety Committee to keep the Guidelines, as amended, under review and amend them as appropriate.

ANNEX

**AMENDMENTS TO THE
GUIDELINES FOR THE ONBOARD OPERATIONAL USE OF SHIPBORNE
AUTOMATIC IDENTIFICATION SYSTEMS (AIS)
(RESOLUTION A.917(22))**

OPERATION OF AIS ON BOARD SHIPS

OPERATION OF THE TRANSCEIVER UNIT

Activation

1 In paragraph 21 the words “or where security incidents are imminent” are inserted after the word “ship” in the second sentence.

2 In paragraph 21 the third sentence is replaced by a new sentence to read:

“Unless it would further compromise the safety or security, if the ship is operating in a mandatory ship reporting system, the master should report this action and the reason for doing so to the competent authority.”

ANNEX 4

**DRAFT ASSEMBLY RESOLUTION A.....(23)
adopted on November 2003**

PROVISION OF HYDROGRAPHIC SERVICES

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING FURTHER resolution A.706(17), as amended, by which it adopted the World-Wide Navigational Warning Service,

BEARING IN MIND the revised provisions of regulations 2, 9, 13, 19, 27, 31 and 34 of the revised chapter V of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, which entered into force on 1 July 2002,

BEARING IN MIND ALSO the provisions of regulation 9 of the revised SOLAS chapter V, under which Contracting Governments undertake to arrange for the collection and compilation of hydrographic data and the publication, dissemination and keeping up to date of all nautical information necessary for safe navigation,

RECALLING ALSO that, by resolution 53/32, the United Nations General Assembly (1998) invited States to provide Hydrographic Services needed for the safety at sea and the protection of the marine environment,

FURTHER RECALLING that, by resolution 5, the International Conference on Marine Pollution, 1973, recommended that the Organization continue work on the development of measures for the minimization of accidental spillages,

RECALLING FINALLY resolution A.532(13) on Collecting and forwarding of hydrographic data,

RECOGNIZING the close relationship between safety of navigation and prevention of pollution from ships,

NOTING that the collection and dissemination of accurate and up-to-date hydrographic information is vital to safe navigation,

APPRECIATING that, in many parts of the world, waters used by international shipping have not yet been surveyed to modern hydrographic survey standards as established by the International Hydrographic Organization (IHO) or are not regularly surveyed by an established hydrographic service,

REALIZING that port, river, canal, dredging, aids to navigation and other authorities, including regional and local authorities, obtain and receive hydrographic information which could be used to update navigational charts issued by charting authorities,

1. RECOMMENDS Governments to take all necessary measures to arrange for or encourage the prompt transmission of any new hydrographic information to the International Hydrographic Bureau or to the hydrographic authorities in those countries which issue charts covering waters off their shores and otherwise ensure the earliest and widest dissemination of hydrographic information following where appropriate the procedures recommended in resolution A.706(17), as amended;
2. INVITES Governments, in addition to the existing obligations contained in SOLAS regulation V/9, to:
 - .1 promote, through their national maritime administrations, the use of Electronic Chart Display and Information Systems (ECDIS) together with the use and further production of official Electronic Navigational Charts (ENCs);
 - .2 co-operate with other Governments having little or no hydrographic capabilities, as appropriate, in the collection and dissemination of hydrographic data;
 - .3 promote, in consultation with, and with the assistance of, the Organization and the International Hydrographic Organization support for Governments which may request technical assistance in hydrographic matters; and
 - .4 establish Hydrographic Offices, where they do not exist, in consultation with IHO.
3. FURTHER INVITES Governments, which are not members of IHO, to consider joining that organization;
4. REVOKES resolution A.532(13).

ANNEX 5

DRAFT ASSEMBLY RESOLUTION A...(23)

AMENDED TRAFFIC SEPARATION SCHEME “OFF FINISTERRE”

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO resolution A.858(20) by which the Assembly, recognizing the need for an expeditious adoption and amendment procedure for traffic separation schemes, routing measures other than traffic separation schemes, including the designation and substitution of archipelagic sea lanes, and ship reporting systems, resolved that all the aforementioned functions should be performed by the Maritime Safety Committee on behalf of the Organization,

RECALLING FURTHER resolution A.767(18) by which it adopted amendments to the traffic separation scheme “Off Finisterre”,

NOTING the urgent need to implement amendments to the traffic separation scheme “Off Finisterre” proposed by the Government of Spain in order to enhance maritime safety, safety of navigation and protection of the marine environment in the area concerned and the invitation of the Maritime Safety Committee at its seventy-seventh session to the Assembly to adopt the proposed amendments subject to the Sub-Committee on Safety of Navigation being satisfied that all the pertinent criteria had been met,

HAVING CONSIDERED the report of the Maritime Safety Committee on its seventy-seventh session and the recommendations of the Sub-Committee on Safety of Navigation at its forty-ninth session,

1. ADOPTS amendments to the traffic separation scheme “Off Finisterre” as set out in the Annex to the present resolution for implementation at 0000 hours UTC on [1 June 2004], on which date resolution A.767(18) will be revoked;
2. REQUESTS the Secretariat to issue, as soon as possible, a COLREG.2 circular containing the aforementioned traffic separation scheme in its new form, incorporating the initial scheme as amended.

ANNEX

AMENDED TRAFFIC SEPARATION SCHEME “OFF FINISTERRE”

New traffic lanes for ships carrying dangerous or pollutant cargoes in bulk in the traffic separation scheme "Off Finisterre"

Amended traffic separation scheme “Off Finisterre”:

(a) A separation zone is bounded by a line connecting the following geographical positions:

(1)	42° 52'.90 N	009° 44'.00 W	(4)	43° 21'.50 N	009° 37'.70 W
(2)	43° 10'.50 N	009° 44'.00 W	(5)	43° 11'.00 N	009° 45'.20 W
(3)	43° 21'.00 N	009° 36'.40 W	(6)	42° 52'.90 N	009° 45'.70 W

(b) A separation zone is bounded by a line connecting the following geographical positions:

(7)	42° 52'.90 N	009° 49'.40 W	(10)	43° 25'.00 N	009° 47'.00 W
(8)	43° 12'.20 N	009° 49'.40 W	(11)	43° 13'.70 N	009° 54'.80 W
(9)	43° 23'.00 N	009° 41'.90 W	(12)	42° 52'.90 N	009° 54'.80 W

(c) A traffic lane for northbound traffic is established between the separation zones described in paragraphs (a) and (b).

(d) A traffic lane for northbound traffic is established between the separation zones described in paragraphs (b) and (e).

(e) A separation zone at the outside limit of the existing scheme, bounded by lines connecting the following geographical positions:

(13)	42°52'.90 N	009°59'.00 W
(14)	43°14'.70 N	009°59'.00 W
(15)	43°26'.40 N	090°50'.90 W
(16)	43°28'.20 N	009°56'.00 W
(17)	43°16'.45 N	010°04'.25 W
(18)	42°52'.90 N	010°04'.25 W

(f) A traffic separation zone bounded by lines connecting the following geographical positions:

(19)	42°52'.90 N	010°08'.30 W
(20)	43°17'.40 N	010°08'.30 W
(21)	43°29'.30 N	010°00'.00 W
(22)	43°30'.00 N	010°01'.20 W
(23)	43°17'.75 N	010°09'.75W
(24)	42°52'.90 N	010°09'.75 W

(g) A traffic lane for southbound traffic is established between the separation zones described in paragraphs (e) and (f).

(h) A traffic lane for southbound traffic is established between the traffic separation zone described in paragraph (f) and a line connecting the following geographical positions:

- (25) 42°52'.90 N 010°13'.70 W
- (26) 43°19'.00 N 010°13'.70 W
- (27) 43°31'.40 N 010°05'.15 W

Inshore traffic zone

The area between the landward boundary of the traffic separation scheme and the Spanish coast and lying between a line drawn from position 43° 06'.70 N, 009° 13'.40 W to position (3) 43° 21'.00 N, 009° 36'.40 W (northern limit) and a line drawn from position 42° 52'.90 N, 009° 16'.20 W to position (1) 42° 52'.90 N, 009° 44'.00 W (southern limit) is designated as an inshore traffic zone.

Notes:

- 1 The traffic lane described in paragraph (c) should be used by northbound ships not carrying dangerous cargoes in bulk.
- 2 The traffic lane described in paragraph (d) should be used by northbound ships carrying dangerous cargoes in bulk⁶.
- 3 The traffic lane described in paragraph (g) should be used by southbound ships carrying not carrying dangerous cargoes in bulk.
- 4 The traffic lane described in paragraph (h) should be used by southbound ships carrying dangerous cargoes in bulk.

⁶ Dangerous cargoes in bulk refers to the IMDG Code and Annexes I and II of MARPOL.

TRAFFIC SEPARATION SCHEME OFF FINISTERRE-
 COMPULSORY REPORTING ZONE

DISPOSITIVO DE SEPARACION DE TRAFICO DE FINISTERRE
 ZONA DE NOTIFICACION OBLIGATORIA

