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**GUIDANCE TO PORT STATE CONTROL OFFICERS ON THE
NON-SECURITY RELATED ELEMENTS OF THE 2002 SOLAS AMENDMENTS**

1 The Maritime Safety Committee, at its seventy-eighth session (12 to 21 May 2004), considered whether there is a need to provide guidance to port State control officers in respect of the non-security related elements of the 2002 SOLAS amendments, which will enter into force on 1 July 2004 and adopted the guidance set out in the attached annex.

3 Member Governments are invited to bring the attached Guidance to the attention of those involved with port State control inspections in accordance with SOLAS regulation I/19.

ANNEX

GUIDANCE TO PORT STATE CONTROL OFFICERS ON THE NON-SECURITY RELATED ELEMENTS OF THE 2002 SOLAS AMENDMENTS

GENERAL

1 The Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 (London, 9 to 13 December 2002), *inter alia*:

- .1 adopted amendments to SOLAS regulation V/19 on Carriage requirements for shipborne navigational systems and equipment, through which the phased in implementation of the automatic identification system (AIS) has been accelerated;
- .2 renumbered the existing SOLAS chapter XI as XI-1 and adopted amendments to SOLAS regulation XI-1/3 on Ship Identification Number, through which the marking of the ship with the ship's identification number is made mandatory; and
- .3 inserted a new SOLAS regulation XI-1/5 on Continuous Synopsis Record.

2 The Committee considered whether there is a need to provide guidance to port State control officers in respect of the 2002 SOLAS amendments, which will enter into force on 1 July 2004.

AUTOMATIC IDENTIFICATION SYSTEMS AND SHIP'S IDENTIFICATION NUMBER

3 The Committee concluded that, given the generality of the guidance and advice already provided in resolution A.787(19) entitled Procedures for Port State Control as amended by resolution A.881(21) entitled Amendments to the Procedures of Port State Control, the guidance and advice already provided in the aforesaid resolution is sufficient and that there is no need to provide specific guidance in this respect.

CONTINUOUS SYNOPSIS RECORD

4 The Committee recalled that the Assembly, in adopting resolution A.959(23) entitled Format and Guidelines for the Maintenance of the Continuous Synopsis Record (CSR), recognized the need for guidelines for port State control officers relating to the use of CSRs, and directed the Sub-Committee on Flag State Implementation, at its twelfth session (FSI 12) to develop appropriate guidelines for approval by MSC 78. However, FSI 12, in view of its work load, was unable to address this task.

5 The Committee, in considering these matters, agreed that the primary purpose of the CSR is to provide a history of the ship which can be inspected by appropriate officials. Given the flexibility and timescales provided for in SOLAS regulation XI-1/5 it is possible that the information contained in the CSR of a ship at a particular time may lag behind that contained in new certificates issued in respect of the ship. Since the Administration is required to issue a new CSR within a period of 3 months from the date of the change, the resulting time lag could be of that order. If inconsistencies are identified, the reasons for them should be considered before control measures are taken based

solely on the view that an inconsistency exists. This should include examination of the relevant amendment forms completed by the Company or master and attached to the CSR, which is on board at the particular time. If an amendment form has not been completed and attached to the current CSR, the need for control measures, including requiring remedial action, should be considered.
