
IMO Assembly Thirty-Second session (A 32)

Summary Report



Overview of outcomes

The following Assembly resolutions were adopted at Assembly 32 and may have some impact on current practices. These can be found in detail below.

- **Assembly Resolution on Procedures for port State control, 2021.** ([see item](#))
- **Assembly Resolution on Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2021.** ([see item](#))
- **Assembly Resolution on 2021 non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code.** ([see item](#))
- **Assembly Resolution on Comprehensive action required to address seafarers' challenges during the COVID-19 pandemic.** ([see item](#))

Introduction

Assembly 32 took place between 6-15 December 2021 as a virtual meeting. This briefing summarises the outcomes from the meeting which are relevant to the work of Lloyd's Register.

Additional Information

Lloyd's Register's [A 32 Agenda Preview](#)

The reports and recommendations of the Maritime Safety Committee (MSC)

(Agenda item 12)

Additional Information

Lloyd's Register's [MSC 102 Summary Report](#) , [MSC 103 Summary Report](#) and [MSC 104 Summary Report](#)

Assembly 32 noted the reports from MSC 102, MSC 103 and MSC 104, and, adopted the following Assembly resolutions that were previously approved by the Maritime Safety Committee and concurrently by the Marine Environment Protection Committee (MEPC).

Procedures for port State control

Assembly Resolution on Procedures for port State control, 2021

The Procedures for port State control which includes the Code of Good Practice for port State control officers, is intended to provide basic guidance on the conduct of port State control inspections and the recognition of deficiencies in a ship or its equipment and crew. The new draft resolution updates procedures to take account of amendments to IMO instruments that have entered into force, or have become effective, since the adoption of the previous resolution A.1138(31).

The amendments include changes to appendix 7 which are intended to assist port State control officers (PSCOs) in using their professional judgement to assess whether the operational proficiency of a crew is

sufficient to allow the ship to sail without danger. The new resolution will apply from 1 January 2022 and will revoke A.1138(31) and MEPC.321(74).

Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2021

Assembly Resolution on Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2021

The survey guidelines under the Harmonized System of Survey and Certification (HSSC) were originally adopted as Assembly Resolution A.746(18) in 1993. Since then, the guidelines have been constantly reviewed and updated to accommodate new regulatory requirements. The current work covers new requirements entering into force up to and including 31 December 2021 and includes:

- Operational readiness, maintenance and inspections for lifeboats and rescue boats, launching appliances and release gear; means of escape (requirements for evacuation analysis for passenger ships); helicopter facilities (MSC.404(96)).
- Harmonization of survey periods of cargo ships not subject to the ESP Code (MSC.409(97)).
- Intact stability (MSC.421(98)).
- Flooding detection systems for passenger ships carrying 36 or more persons constructed on or after 1 July 2010 (MSC.421(98)).
- Requirements for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo (MSC.421(98)).

While these guidelines are not mandatory under IMO, the guidelines are mandatory for all European Union Recognised Organisations under EU Regulation 391/2009.

The new resolution will apply from 1 January 2022 and will revoke A.1140(31).

2021 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)

Assembly Resolution on 2021 non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code

These are the obligations of the States under the IMO Instruments Implementation Code (III Code). The Governments of all States, in their capacity as flag, port and coastal State administrations are encouraged to make as much use as possible of the list in implementing IMO instruments on a national basis. This resolution includes new requirements that have entered into force or are expected to enter into force up to and including 1 July 2022. These include the outcomes of MEPC 74, MEPC 75, MSC 101 and MSC 102.

The new resolution will apply from 1 January 2022 and revoke A.1141(31).

Comprehensive action to address seafarers' challenges during the COVID-19 pandemic

Assembly Resolution on Comprehensive action required to address seafarers' challenges during the COVID-19 pandemic

The resolution urges Member States to designate seafarers as 'key workers' in order to facilitate shore leave and their travel across borders, prioritise vaccination and provide access to medical care.

Cape Town Agreement

Assembly Resolution on Entry into force and implementation of the 2012 Cape Town agreement

The Cape Town Agreement on the implementation of the provisions of the Torremolinos Protocol which addresses the safety of fishing vessels, was adopted on 11 October 2012. It mandates safety measures for fishing vessels of 24m or longer in length and is seen as a key tool in combating Illegal, Unreported and Unregulated (IUU) fishing.

This resolution encourages Member States which have not yet done so, to become parties to the Cape Town Agreement by 11 October 2022, the tenth anniversary of its adoption. The Cape Town Agreement requires at least 22 States with an aggregate 3,600 fishing vessels meeting the length requirements operating on the high seas to become parties for it to enter into force. Currently there are 16 Contracting States to the Agreement.

The development of safety requirements at the needed pace and detail to support the achievement of a decarbonisation goal

Assembly 32 discussed the role of the Maritime Safety Committee in addressing the multidimensional challenge posed by the pace of the developments in technology, the decarbonisation ambitions and the development of the detailed requirements and regulations necessary to deliver a safe zero-CO₂-emitting ship. Assembly 32 agreed to forward the proposals to MSC for more detailed consideration and action.

Assembly 32 also adopted the following resolutions:

Assembly Resolution on Guidelines for vessel traffic services

Assembly Resolution Prevention and suppression of piracy, armed robbery against ships and illicit maritime activity in the Gulf of Guinea

The following resolutions have been revoked:

A.658(16) on Use and fitting of retro-reflective materials on life-saving appliances.

This resolution has been superseded by MSC.481(102) on Revised use and fitting of retro-reflective materials on life-saving appliances.

A.739(18) on Guidelines for the authorization of organizations acting on behalf of the Administration

and

A.789(19) on Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration

References to both A.658(16) and A.739(18) in existing IMO instruments should be replaced with references to the mandatory parts of the Code for Recognized Organizations (RO Code) (resolutions MEPC.237(65) and MSC.349(92)).

The reports and recommendations of the Marine Environment Protection Committee (MEPC)

(Agenda item 14)

Additional Information

Lloyd's Register's [MEPC 75 Summary Report](#) and [MEPC 76 Summary Report](#)

Assembly 32 noted the reports from MEPC 75, MEPC 76 and MEPC 77 and adopted the Assembly resolutions as concurrently approved by MSC and described above.

Assembly 32 also considered the tentatively scheduled date for MEPC 78 (6-10 June 2022) which coincides with the first sessional period of the UN Climate Conference (6-16 June 2022). The IMO Secretariat agreed to take into account the dates of pertinent international meetings as well as the administration requirements of IMO (e.g. minimum circulation period for proposed amendments prior to their consideration for adoption) before finalising the programme of meetings for 2022.



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This report has been produced and disseminated immediately after the closure of the meeting in order to provide timely advice to the reader. Subsequently we apologise if it has not been fully proof read to remove grammatical errors. New circular and resolution numbers given here may be subject to change when IMO publish the final versions.

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