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SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
39th session
Agenda item 11

STW 39/11/1
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ANY OTHER BUSINESS

Outcome of SLF 50

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document provides information on the draft Safety recommendations for decked fishing vessels of less than 12 metres in length and undecked fishing vessels as referred by SLF 50
<i>Action to be taken:</i>	Paragraph 3
<i>Related document:</i>	SLF 50/19

1 The Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety at its fiftieth session (30 April to 4 May 2007) reviewed in detail all chapters of the draft Safety recommendations prepared by the correspondence group (SLF 50/5/1, SLF 50/5/2, SLF 50/5/3 and SLF 50/5/4) and agreed, in principle, to the proposed modifications to the text of the draft Safety recommendations for decked fishing vessels of less than 12 metres in length and undecked fishing vessels. Subsequently, SLF 50 agreed to refer the preamble and chapters 1, 8 and 12 along with associated annexes to the STW Sub-Committee so that they consider the Safety recommendations, as appropriate, and provide their comments and proposals to SLF 51.

2 To assist the Sub-Committee, the relevant text of the preamble and chapters 1, 8 and 12 along with associated annexes of the draft Safety recommendations is set out in the annex.

Action requested of the Sub-Committee

3 The Sub-Committee is invited to take the above information into account and decide as appropriate.

ANNEX

EXTRACTS FROM THE DRAFT SAFETY RECOMMENDATIONS FOR DECKED FISHING VESSELS OF LESS THAN 12 METRES IN LENGTH AND UNDECKED FISHING VESSELS

(Preamble, chapters 1, 8, 12 and Annexes I and XXXIII)

PREAMBLE

These safety recommendations are the result of the continuing co-operation between the Food and Agriculture Organization of the United Nations (FAO), the International Labour Organization (ILO) and the International Maritime Organization (IMO), in relation to the safety of fishing vessels that began with the development of Parts A and B of the Code of Safety for Fishing Vessels and Fishermen between 1968 and 1974 (hereinafter referred to as the Code) for decked fishing vessels of 24 metres in length and over. This was followed by the development of the Voluntary Guidelines for the Design, Construction and Equipment of Small Fishing Vessels (hereinafter referred to as the (Voluntary Guidelines) approved by the Maritime Safety Committee (MSC) at its forty-first session in October 1979 and by the FAO in November 1979 for circulation to governments and the ILO Governing Body being informed at its 211th session in November 1979 of the intention to publish this document.

On adopting the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, the Conference recommended that there would be a need to revise the Code. Consequently, IMO undertook a review and invited the participation of FAO and ILO, it also decided, at the same time, to review the Voluntary Guidelines; that are directed at decked fishing vessels of 12 m in length and over but less than 24 m in length.

Following the completion of the review, of the Code and the Voluntary Guidelines, the revised texts were approved by MSC, at its seventy-ninth session (1 to 10 December 2004). Thereafter, at the Committee on Fisheries at its twenty-sixth session in March 2005, where FAO welcomed the revisions and recommended the early publication by IMO of these documents and later, the Governing Body of the ILO approved the revised texts at its 293rd session in June 2005.

During the process of revising the Code and the Voluntary Guidelines, the fact became evident that there were no guidelines or recommendations for small fishing vessels of less than 12 m in length that were similar to Part B of the Code or the Voluntary Guidelines. As a consequence, MSC, at its seventy-ninth session, agreed to include in the work programme of the Sub-Committee on Stability and Load Lines and on Fishing Vessel Safety (SLF) a new high priority item on "Safety of small fishing vessels". The aim being to develop safety recommendations for decked vessels of less than 12 m in length and undecked vessels of any length, bearing in mind that the majority of fishing fatalities occur aboard such vessels.

The SLF Sub-Committee undertook the development of the safety recommendations in collaboration with FAO and ILO in order to provide guidelines to Competent Authorities for the design, construction, equipment, training of the crew of small fishing vessels as well as operational safety and established a correspondence group that commenced work in 2005 to develop recommendations. In this regard, the importance of addressing the small fishing vessel sector, that includes more than 80% of all fishing vessels, was emphasized by the more than 30 entities agreeing to participate in the work of the correspondence group.

In addition to the IMO competence in relation to safety of life, vessels and equipment at sea, the correspondence group drew heavily on the wide experience of FAO in the design, construction and operation of small fishing vessels, particularly in developing countries where the majority of small fishing vessels operate. It also drew on the competence of ILO regarding conditions of work and service aboard small fishing vessels. The co-operation between FAO and IMO in relation to measures to combat Illegal, Unregulated and Unreported (IUU) fishing was recognized with particular regard to the adverse impact on the safety of small fishing vessels in many parts of the world.

The FAO/ILO/IMO Code of Safety for Fishermen and Fishing Vessels, 2005, part A, Safety and Health Practice, provides, in Section I, General, and in Section II, Undecked vessels and decked vessels of less than 12 metres in length, and in certain of its Appendices, guidance that concerns the safety and health of fishermen on small vessels. These Safety recommendations should be read in conjunction with the Code, part A. During the preparation of the Safety recommendations, it was however noted that additional operational guidance was needed concerning these vessels. This has been taken into account in the text. It is further recommended that in framing national safety requirements it would be essential to give consideration to local weather and sea conditions and any special operational requirements.

[The remaining paragraphs to be prepared at time of submission to the SLF Sub-Committee and/or the MSC.]

Notes:

Numbered footnotes provide clarification and information to the members of FVS ISCG and the SLF Sub-Committee and will be deleted from the final consolidated text.

Asterisked footnotes (as per the format used in the Voluntary Guidelines) will remain in the consolidated text.

CHAPTER 1 GENERAL PROVISIONS

1.1 Purpose and scope

1.1.1 The purpose of these safety recommendations is to provide information on the design, construction, equipment, training and protection of the crew of small fishing vessels with a view to promoting the safety of the vessel and safety and health of the crew. They are not intended as a substitute for national laws and regulations but may serve as a guide to those concerned with framing such national laws and regulations. Each Competent Authority responsible for the safety of vessels should ensure that the provisions of these safety recommendations are adapted to its specific requirements, having due regard to the size and type of vessels, their intended service and area of operation. Before doing so, Competent Authorities should consult with the vessel owners and fishermen, and their representative organizations, and other relevant stakeholders such as vessel designers, builders, and equipment manufacturers. When adapting the safety recommendations, the Competent Authority should endeavour to ensure a level of safety at least equivalent to the provision or provisions concerned.

1.1.2 Unless otherwise stated, the provisions of these recommendations are intended to apply to new decked vessels of less than 12 m in length (L) and new undecked vessels of any length intended to operate at sea. Nevertheless, even where not otherwise stated, the Competent Authority should as far as reasonable and practical give consideration to the application of these provisions to existing vessels*.

1.1.3 In these recommendations the use of the word sea includes oceans, rivers, lakes and dams, or any body of water.

1.1.4 The provisions of these recommendations do not apply to vessels used for sport or recreation.

1.2 Definitions

For the purpose of these recommendations, unless expressly provided otherwise, the following definitions apply:

1.2.1 *Amidships*** means the mid-length of LOA.

1.2.2 *Approved* means approved by the Competent Authority.

1.2.3 *Baseline* is the horizontal line intersecting at amidships the keel line.

1.2.4 *Bow height* is defined as the vertical distance at the forward perpendicular between the waterline corresponding to the maximum permissible draught and the designed trim and the top of the exposed deck at side.

1.2.5 *Breadth*** (*B*) is the maximum breadth of the vessel, measured at maximum beam to the moulded line of the frame in a vessel with a metal shell and to the outer surface of the hull in a vessel with a shell of any other material.

* A vessel of less than 12 m in length (L) could be in excess of 15 m in length overall (LOA). See annex I.

** The dimensions are illustrated in annex I.

1.2.6 *Collision bulkhead* is a watertight bulkhead up to the working deck in the fore part of the vessel as approved by the Competent Authority.

1.2.7 *Competent Authority* is the Government of the State whose flag the vessel is entitled to fly. The Competent Authority may delegate certain of its duties to entities authorized by it and that it deems suitably qualified to undertake those duties.

1.2.8 *Crew* means the skipper and all persons employed or engaged in any capacity on board a vessel on the business of that vessel.

1.2.9 *Cubic Numeral (CuNo)** is the result of multiplying LOA x B x D.

1.2.10 *Decked vessel* is a vessel having a fixed watertight deck covering the entire hull above the deepest operating waterline. Where open wells or cockpits are fitted in this deck the vessel is considered a decked vessel if flooding of the well or cockpit will not endanger the vessel.

1.2.11 *Deck erection* is any decked structure on the working deck.

1.2.12 *Deepest operating waterline* is the waterline related to the maximum permissible operating draft.

1.2.13 The *depth (D)** is the moulded depth amidships.

1.2.14 *Design categories¹*

The categories here indicate sea and wind conditions for which a vessel is assessed by this standard to be suitable, provided the vessel is correctly operated and at a speed appropriate to the prevailing sea state.

* The dimensions are illustrated in annex I.

¹ *Distance categories¹*

This table is an *aide mémoire* for the members of the correspondence group.

The categories here indicate the distances from safe haven for which a vessel is assessed by the safety recommendation to be suitable, provided the vessel is correctly operated. The competent authority may vary the distance from a safe haven to suit local conditions, practice and experience.

Distance	More than 200 nm	Not more than 200 nm	Not more than 100 nm	Not more than 20 nm	Not more than 5 nm
				Design	Distance
Chapter 1	General provisions				
Chapter 2	Construction, watertight integrity and equipment				X
Chapter 3	Stability and associated seaworthiness				X
Chapter 4	Machinery and electrical installations				X
Chapter 5	Fire protection, detection and extinction				X
Chapter 6	Protection of the crew				X
Chapter 7	Life-saving appliances				X
Chapter 8	Emergency procedures and safety training				X
Chapter 9	Communications				X
Chapter 10	Navigational equipment				X
Chapter 11	Crew accommodation				X
Chapter 12	Manning and training				X

.1 Design category A

Category of vessels considered suitable to operate in seas with significant wave heights above 4 m and wind speeds in excess of Beaufort Force 8, but excluding abnormal conditions, e.g., hurricanes.

.2 Design category B

Category of vessels considered suitable to operate in seas with significant wave heights up to 4 m and winds of Beaufort Force 8 or less.

.3 Design category C1

Category of vessels considered suitable to operate in seas with significant wave heights up to 2 m and a typical steady wind force of Beaufort Force 6 or less.

.4 Design category C2

Category of vessels considered suitable to operate in seas with significant wave heights up to 1 m and a typical steady wind force of Beaufort Force 5 or less.

.5 Design category D

Category of vessels considered suitable to operate in seas with significant wave heights up to and including 0.3 m with occasional waves of 0.5 m height, for example from passing vessels, and a typical steady wind force of Beaufort Force 4 or less.

1.2.15 *Enclosed superstructure* is a superstructure with:

- .1 enclosing bulkheads of efficient construction;
- .2 access openings, if any, in those bulkheads fitted with permanently attached weathertight doors of a strength equivalent to the unpierced structure which can be operated from each side; and
- .3 other openings in sides or ends of the superstructure fitted with efficient weathertight means of closing. A raised quarter-deck is regarded as a superstructure. A bridge or poop should not be regarded as enclosed unless access is provided for the crew to reach machinery and other working spaces inside those superstructures by alternative means which are available at all times when bulkhead openings are closed.

1.2.16 *Existing vessel* is a vessel which is not a new vessel.

1.2.17 *Fishing vessel* (hereto referred as vessel) means any vessel used commercially for catching fish, whales, seals, walrus or other living resources of the sea.

1.2.18 *Forward and after perpendiculars* should be taken at the forward and after ends of the length (L). The forward perpendicular should be coincident with the foreside of the stem on the waterline on which the length is measured.

1.2.19 *Freeboard (f)* is the actual minimum freeboard and, on a decked vessel, is the distance from the underside of the working deck at the side to a water-line, measured perpendicularly to the water-line, plus the minimum thickness of decking. When the working deck is stepped, the lowest line of the deck and the continuation of that line parallel to the upper part of the deck should be taken as the working deck. On an undecked vessel, the freeboard (*f*) is the distance from the gunwale or a down flooding opening, whichever is lower, measured perpendicularly to the waterline. A down flooding opening is an opening in the hull or superstructures which cannot rapidly be closed watertight.

1.2.20 *Height of a superstructure or other erection* is the least vertical distance measured at side from the top of the deck beams of a superstructure or an erection to the top of the working deck beams.

1.2.21 *Keel line*^{*} is the line parallel to the slope of keel passing amidships through:

- .1 the top of the keel or line of intersection of the inside of shell plating with the keel where a bar keel extends above that line of a vessel with a metal shell; or
- .2 the rabbet lower line of the keel of a vessel with a shell of wood or a composite material; or
- .3 the intersection of a fair extension of the outside of the shell contour at the bottom with the centreline of a vessel with a shell of material other than wood and metal.

1.2.22 *Least depth*^{*} is the depth measured from the keel line to the top of the working deck beam at side. Where the working deck is stepped and the raised part of the deck extends over the point at which the least depth is to be determined, the least depth should be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part.

1.2.23 *Length (L)*^{*} should be taken as 96% of the total length on a waterline at 85% of the least depth, or as the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that length is greater. In vessels designed with rake of keel the waterline on which this length is measured should be parallel to the designed waterline.

1.2.24 *Length overall (LOA)*^{*} is the length of the vessel in a straight line parallel to the design waterline, from the foremost part of the stem at the height of the deck or gunwale to the after most part of the stern.

1.2.25 *New vessel* is a vessel the keel of which is laid, or which is at a similar stage of construction, on or after the date of adoption of the present safety recommendations.

1.2.26 *Organization* means the International Maritime Organization.

1.2.27 *Owner* means any person or entity having assumed the responsibility for the operation of the vessel.

1.2.28 *Protocol* means the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977.

^{*} The dimensions are illustrated in annex I.
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1.2.29 *Skipper* means the person having command of a vessel.

1.2.30 *Steel or other equivalent material* means steel or any material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable fire exposure to the standard fires test (e.g., aluminium alloy with appropriate insulation).

1.2.31 *Superstructure deck* is that complete or partial deck forming the top of a deck erection situated at a height of not less than 1.8 m above the working deck. Where this height is less than 1.8 m, the top of such deck erections should be treated in the same way as the working deck.

1.2.32 *Undecked* vessel is a vessel which is not a decked vessel.

1.2.33 *Watertight* means capable of preventing the passage of water through the structure in any direction under a head of water for which the surrounding structure is designed.

1.2.34 *Weathertight* means that in any sea conditions water will not penetrate into the vessel.

1.2.35 *Working deck* is generally the lowest complete deck above the deepest operating waterline from which fishing is undertaken. In vessels fitted with two or more complete decks, the Competent Authority may accept a lower deck as a working deck provided that that deck is situated above the deepest operating waterline.

1.3 Measurements

In these recommendations measurements are given in the metric system using the following abbreviations:

m	–	metre
cm	–	centimetre
mm	–	millimetre
t	–	tonne (1,000 kg)
kg	–	kilogram
°C	–	degree Celsius
N	–	Newton
kW	–	Kilowatt

1.4 Maintenance and surveys

1.4.1 The hull, machinery, equipment and radio installations as well as crew accommodation of every vessel should be constructed and installed so as to be capable of being regularly maintained to ensure that they are at all times, in all respects, satisfactory for the vessel's intended service.

1.4.2 Where practicable, before the construction of a vessel, plans of, and information concerning the vessel should be submitted to the Competent Authority, for approval.

1.4.3 The Competent Authority should arrange for appropriate surveys of a vessel during construction and, at regular intervals after completion, to ensure satisfactory condition of the vessel's hull, machinery and equipment, as well as crew accommodation. An appropriate report of the survey should be entered in the record of the vessel.

1.4.4 After any survey has been completed no change should be made in the structural arrangements, machinery, and equipment, as well as crew accommodation, etc., covered by the survey, without the approval of the Competent Authority.

1.4.5 Documentation relating to the safety of the vessel should cease to be valid upon transfer of the vessel to the flag of another State. New safety documentation should only be issued when the Competent Authority is fully satisfied that the vessel is in compliance with the requirements of the relevant provisions.

1.4.6 Hull, machinery and equipment should be maintained to a standard acceptable to the Competent Authority and in accordance with manufacturer's recommendations or those of a recognized organization.

1.5 Equivalents

Where the present provisions require that a particular fitting, material, appliance or apparatus, or type thereof, should be fitted or carried in a vessel, or that any particular provision should be made, the Competent Authority may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that vessel, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by the present recommendations.

CHAPTER 8 EMERGENCY PROCEDURES AND SAFETY TRAINING

8.1 Emergency instructions

8.1.1 The Competent Authority should ensure that all vessels are provided with clear instructions, which should be written where practicable, for the crew, which should be followed in case of emergency. These instructions should be given to a new crew member before sailing on their first trip. The duties* assigned to the crew may include:

- .1 closing of valves, scuppers, overboard shoots, skylights, portholes and other similar openings in the vessel;
- .2 supply of additional equipment to survival craft and other life-saving appliances;
- .3 preparations and launching of survival craft;
- .4 general preparation of other life-saving appliances;
- .5 use of communication equipment; and
- .6 fire fighting.

8.2 Abandon ship training

8.2.1 The Competent Authority should ensure that the crew receives on-board training in the use of the vessel's life-saving appliances, including survival craft equipment. It should be given as soon as possible after a new crew member joins the vessel. Such training should include at least the following:

- .1 operation and use of the vessel's life-saving equipment including the launching of liferafts, the donning of lifejackets, personal flotation devices and immersion suits, and precaution against injury and damage caused by sharp objects;
- .2 problems of sudden unexpected immersion in cold water and hypothermia, first aid treatment for cold water shock/hypothermia and other appropriate first aid procedures;
- .3 special instructions necessary for use of the vessel's life-saving appliances in severe weather and sea conditions;
- .4 measures for survival when adrift;
- .5 precautions against sharks and other biting fish; and
- .6 landing and survival ashore.

* Annex XXXIII gives guidance on Basic Pre-sea Safety training.

8.3 Training in emergency procedures

8.3.1 Crews should be adequately trained, to the satisfaction of the Competent Authority, in their duties in the event of emergencies^{**}.

^{**} Annex XXI, section I, 3.2, of part A of the Code of Safety for Fishermen and Fishing Vessels, section 8.3 in part B of the same Code and the joint FAO/ILO/IMO Document for guidance on training and certification of fishing vessel personnel, as amended, may also be used as guidance when determining items to be included in such training.

CHAPTER 12 MANNING, TRAINING AND COMPETENCE

12.1 Manning

12.1.1 The Competent Authority should ensure that vessels are sufficiently and safely manned with a crew necessary for the safe navigation and operation of the vessel, and under the control of a competent skipper. When deciding on the manning the Competent Authority should take into account:

- .1 seasonal weather conditions;
- .2 sea states in which the vessel could operate;
- .3 type of vessel;
- .4 the range and risk of the fishing operation;
- .5 length of time the vessel is at sea;
- .6 distance from shore;
- .7 training and experience of the fishermen; and
- .8 the need to minimize fatigue.

12.2 Certification of skippers

12.2.1 Where applicable, the skipper should be certificated by the Competent Authority.

12.2.2 Where applicable, the certification should be granted after having passed a written and/or oral and /or practical examination.

12.3 Skippers' standard of competence

12.3.1 The skipper should be sufficiently competent to keep the vessel safe and well managed at all times. This includes:

- .1 operating and maintaining machinery and systems;
- .2 handling emergencies and using communications to seek help;
- .3 first aid;
- .4 manoeuvring a vessel, at sea, in port and during fishing operations;
- .5 knowledge of navigation;
- .6 weather conditions and forecasting;
- .7 knowledge of stability;
- .8 the use of signals;
- .9 knowledge of pollution prevention;
- .10 application of the collision regulations; and
- .11 understanding and minimizing the risks of fishing operations.

12.4 Skipper and other crew training

12.4.1 The skipper and other crew should be trained in:

- .1 the use of fire extinguishers, lifejackets and personal flotation devices;
- .2 work place safety; including understanding the dangers associated with fatigue and the consumption of alcohol and drugs;
- .3 safe handling of the fishing gear;
- .4 safe operation of deck equipment;

- .5 basic pre-sea safety training and familiarization (guidance on basic safety training can be found in annex XXXIII);
- .6 pollution prevention; and
- .7 prevention of onboard accidents applying the principles of risk assessment.

ANNEX I

ILLUSTRATION OF TERMS USED IN THE DEFINITIONS

Figure 1

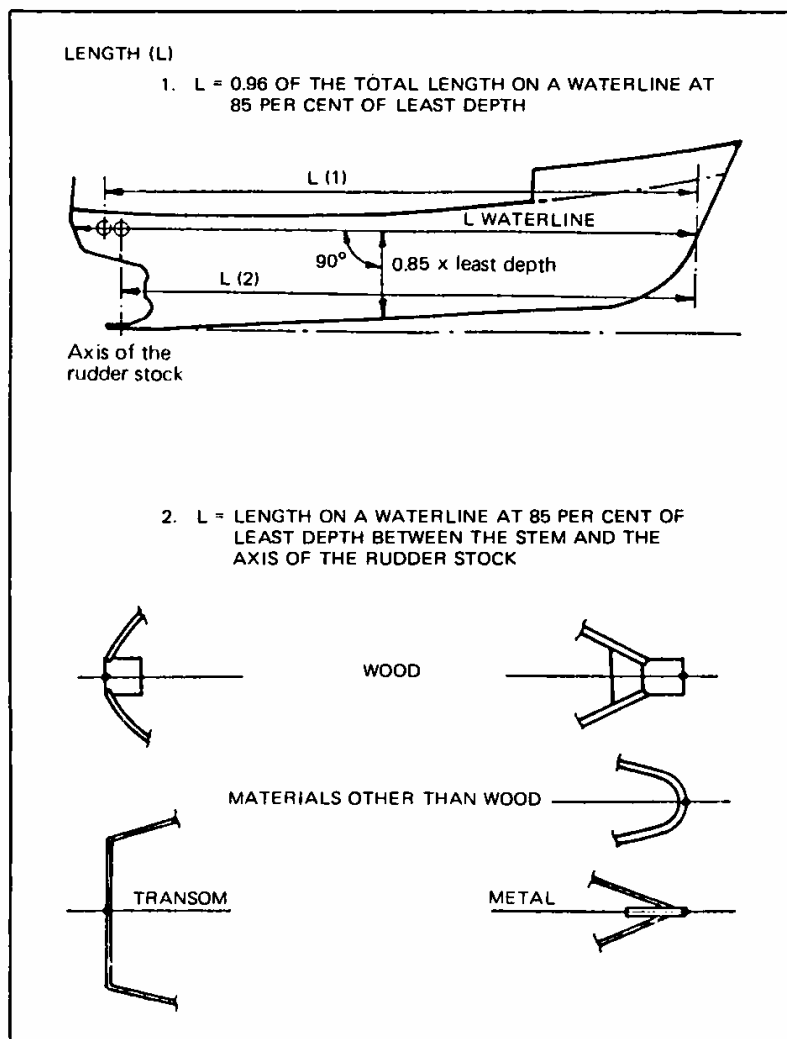


Figure 2

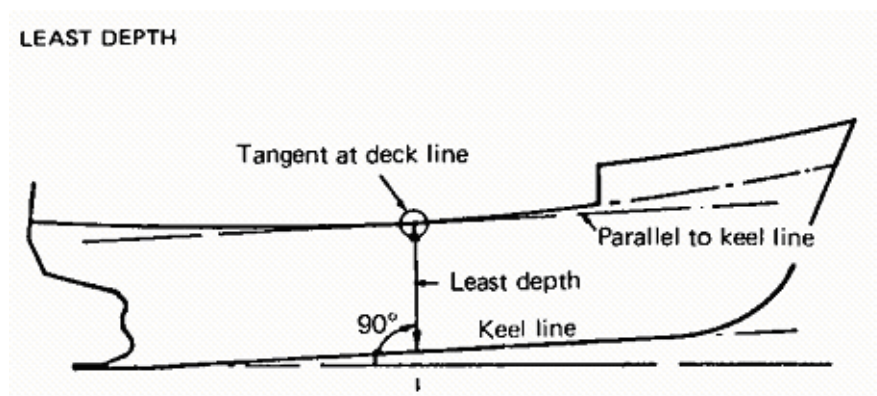


Figure 3

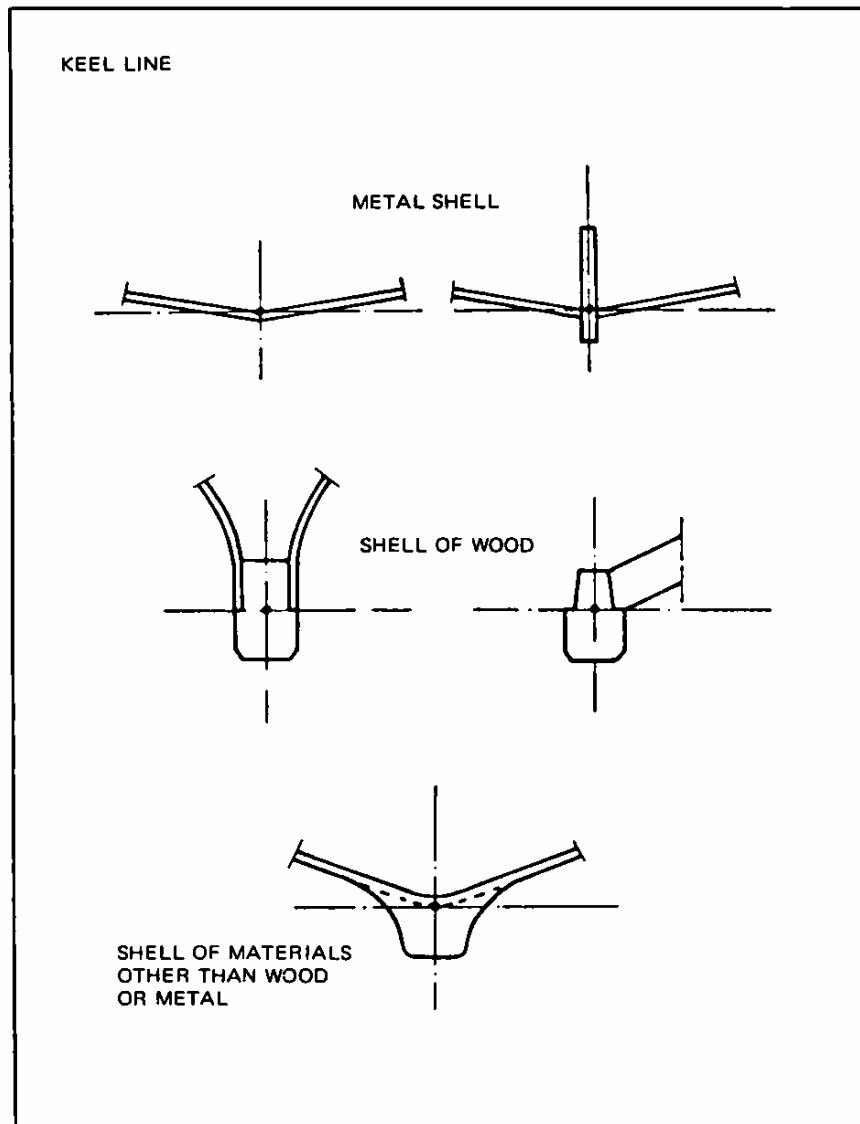


Figure 4

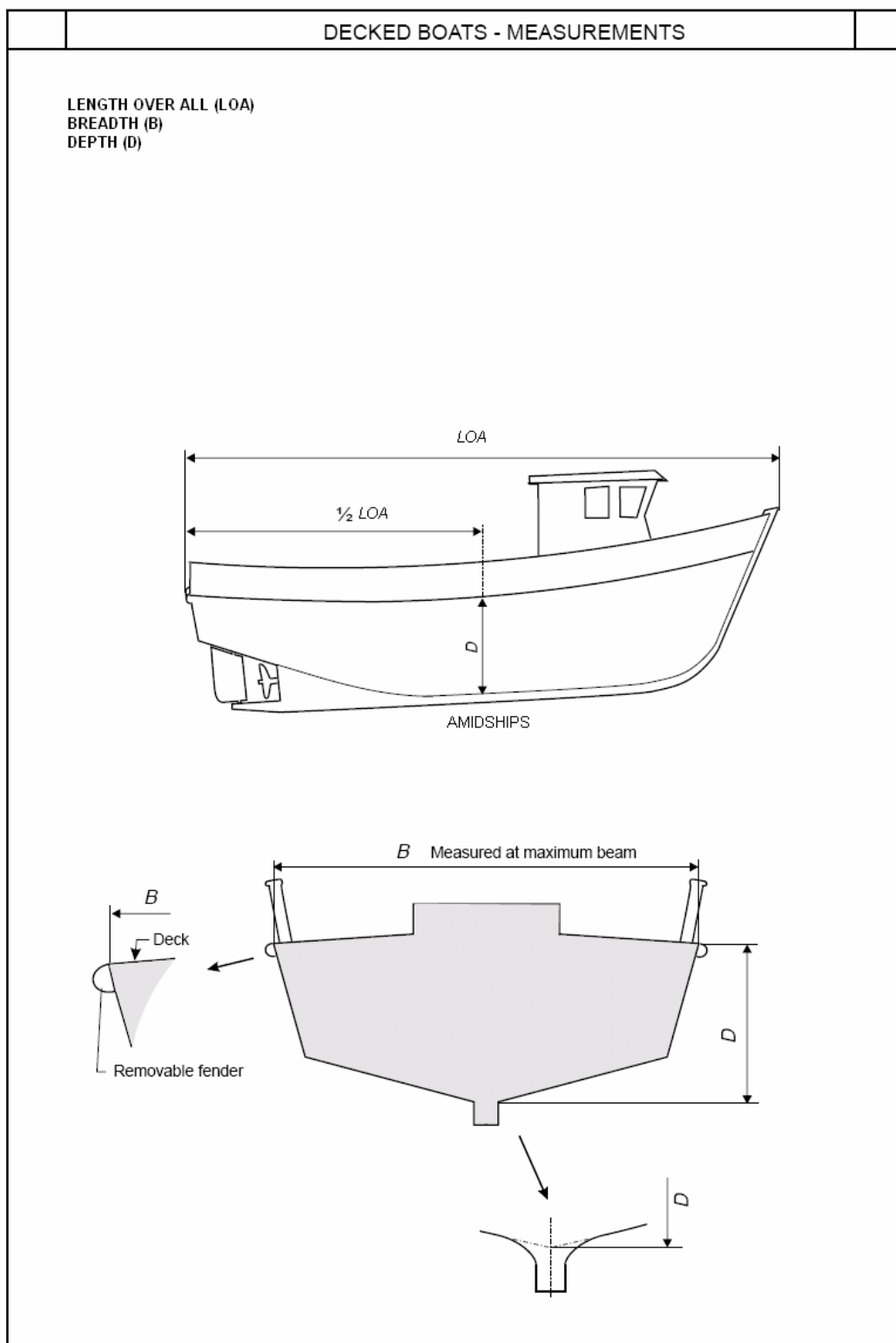


Figure 5

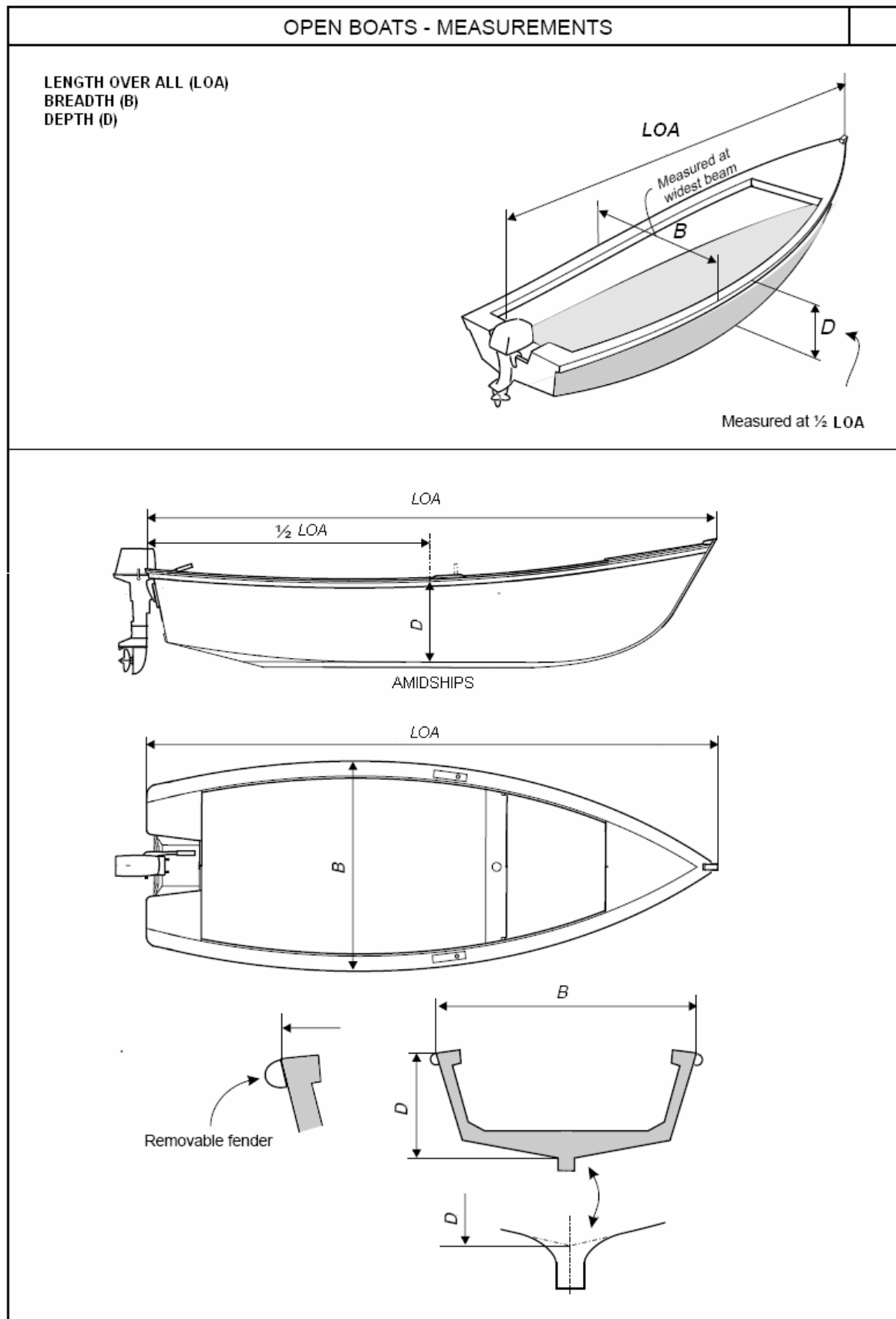
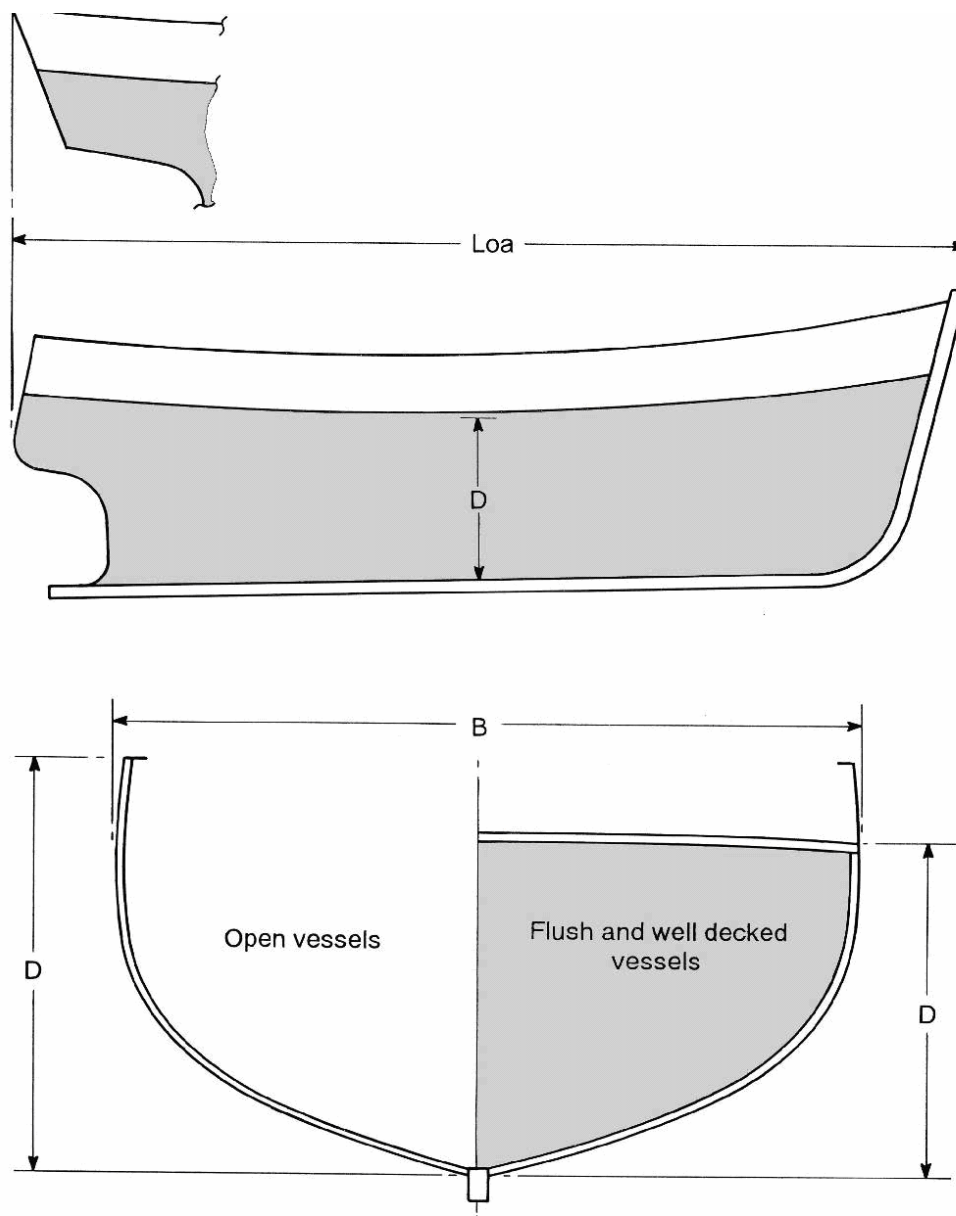


Figure 6 – Cubic numeral

$$LOA \times B \times D = \text{Cubic numeral (CuNo)}$$



ANNEX XXXIII

BASIC PRE-SEA SAFETY TRAINING

Training required by any person going to sea for the first time on decked vessels of less than 12 metres in length and undecked vessels

Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Types of emergencies that can occur, fire collision, grounding, capsizing and injury.	Explains actions taken in each event.	Sequence of actions taken on reporting and reacting to the event is appropriate.
Knows the types of emergency equipment available onboard.	Explains what various types of equipment are used for.	Can identify and state what safety equipment is used for and in what circumstances.
Knows the use of a lifejacket, immersion suit (as appropriate) and or flotation aid.	Can demonstrate how to don a lifejacket, immersion suit (as appropriate) and or flotation aid and how to remain afloat and move in the water with and without aids.	Practical demonstration in water that indicates proof of competence.
Knows the use of fire extinguishers and hoses.	Understands the types of fire extinguishers and what types of fire they are used on. Understands the use of jet and spray nozzles.	Practical demonstration extinguishing fires using hoses and extinguishers.
Knows the use of all types of visual distress signalling equipment.	Understands the difference between day and night equipment. When to use the various equipment. Where the equipment is to be found.	Practical demonstration on the use of different types of pyrotechnics. Identify visual distress signals
Understands the dangers associated with the consumption of alcohol and drugs.	Identifies the dangers of consuming alcohol or drugs when going to sea.	Understanding that it is dangerous and illegal to use alcohol and drugs before going to and at sea.
Understands the basic first aid steps to be taken on encountering an accident.	Explains sequence of events and what steps to take prior to the arrival of a qualified person.	Demonstrates how to position a casualty and stop bleeding.

Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Knowledge of common nautical terms.	Understands basic terminology of; direction (north south, port starboard, astern abeam, etc.), parts of a boat, items of equipment, ropes and knots.	Demonstrates ability to point out parts of a boat, direction and items of equipment.
Knowledge of the causes and effects of hypothermia and what precautions can be taken to prevent the onset.	Understands what actions to be taken on finding himself in the water and what equipment is available to prevent the onset of hypothermia.	Explains that he should climb onto an upturned hull, dry out his clothes and use the space blanket found in the capsized bottle.
Knowledge of the requirement that the skipper has to leave personnel and voyage particulars behind with a competent person.	Understands the necessity for leaving contact details ashore before proceeding to sea.	Conveys that he would tell the skipper his name, identity number, next of kin and contact numbers for inclusion on the crew list.
Understands basic safety awareness for work on board vessels.	Explains risks and actions to be taken as concerns social, environmental and living conditions, working environment and safety on deck.	Can identify major risks and actions to be taken to protect safety and health.

It is recommended that when designing training programmes for basic pre-sea safety training, the following should be consulted, as appropriate: the FAO/ILO/IMO Document for Guidance on Training and Certification of Vessel Personnel, in particular Part A – General matters, and Part B – Small vessels. See also IMO model course 1.33, Safety of Fishing Operations (Support Level), 2005 edition.