



Briefings of IMO Meeting

MSC 101 (5th Jun. ~ 14th Jun. 2019)

No. IMO-0012-2019

BRIEFING STATUS

Flash

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Subject: News final of MSC 101

The Maritime Safety Committee (hereinafter referred as 'MSC'), its 101st session was held at IMO Headquarter from 5th to 14th June, 2019. With this regard, please be informed of the main issues and summary of MSC 101 as below.

For your information, the amendments to SOLAS, FSS Code, IGF Code and LSA Code adopted at this session will enter into force on 1 January 2024 in accordance with SOLAS 4 year cycle entry into force scheme, and in case of IBC Code, the amendment will enter into force from 1st January 2021 instead of following SOLAS 4 year cycle scheme, because amendments to IBC Code were concurrently adopted by MEPC although the code is subordinated by SOLAS.

Moreover, please pay your attention that 2011 ESP Code consolidated version and amendments to IMSBC Code will enter into force from 1st January 2021.

In addition to the above, amendments to SPS Code will become effective from 1st January 2020 separately.

1. Adoption of amendments to mandatory and non-mandatory instruments (Agenda 3)

1.1 Amendments to appendixes of SOLAS

Inserted footnote "Delete as appropriate" newly in Item 8.1 "Rudder, Propeller, thrust, pitch and operational mode indicator" of Form C(Equipment Record of Cargo ship Safety Certificate), E(Equipment Record of Cargo ship Safety Equipment Certificate), and P(Equipment Record of Passenger ship Safety Certificate) in order to enable it to delete some arrangements, which are not installed on the ship.



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Action to be taken

1) Ship owners/operators should note that relevant convention certificate is to be modified referring to the above amendment.

2) Administrations should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

3) RO should note above amendments and refer that revised certificate is to be issued when renewal of relevant certificate after January 1st, 2024

1.2 Amendments to FSS Code

The term "forward of", which are used in 2.2.3.2.1, 2.2.3.2.6 and 2.2.4.2.1 of FSS Code Chapter 15 was corrected as "downstream."

Action to be taken

1) Ship owners/operators should note the above amendment.

2) Shipbuilders should refer to the above amendment when decide arrangement of non-return devices of inert gas systems for tankers fitted with inert gas systems

3) Administrations should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

4) RO should apply revised requirement to survey for tankers fitted with inert gas systems referring to the above amendment.



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1.3 Major amendments to IGF Code

○ A requirement, which alleviates fuel oil loading conditions in cases where the tank insulation and tank location make the probability very low for the tank contents to be heated up due to an external fire, was added as 6.8.3 in Part A-1.

○ The existing requirement for fuel oil pipe to be protected by secondary enclosure in Part A-1 was divided into the requirements for gaseous fuel oil pipes and liquefied fuel pipes to be protected by secondary enclosure and they were added after 9.5.2.

○ A requirement was added as "exhaust system shall be equipped with explosion relief systems unless designed to accommodate the worst case overpressure due to ignited gas leaks or justified by the safety concept of the engine..." in regulation 10.3 "Regulations for internal combustion engines of piston type" of Part A-1.

○ The requirement "The boundary between spaces containing fuel containment systems shall be either a cofferdam of at least 900 mm or A-60 class division" was deleted in 11.3.3 of Part A-1.

○ The following new regulation 11.3.3.1 was added after regulation 11.3.3 in Part A-1.

"Notwithstanding 11.3.3, for ships constructed on or after 1st January 2024, for type C tanks, the fuel storage hold space may be considered as a cofferdam provided the type C tank is not located directly above machinery spaces of category A or other rooms with high fire risk. When the fuel storage hold space is considered as a cofferdam, the minimum distance to the A-60 boundary from the outer shell of the type C tank or the boundary of the tank connection space, if any, shall be at least 900 mm."



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Action to be taken

1) Ship owners/operators should note the above amendment.

2) Shipbuilders should apply revised requirements at the above when designing gas fuel propelled ships to be constructed after January 1st, 2024.

3) Administrations should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

4) RO should refer to revised requirements at the above when approving relevant drawings of gas propelled ships to be constructed after January 1st, 2024.

1.4 Amendments to LSA Code

○ Existing paragraph 4.4.8.1 was revised to that, existing 4.4.8.1(which requires that thole pins, crutches or equivalent arrangements shall be provided for each oar including oar) is not applied in case of a lifeboat equipped with two independent propulsion systems, where the arrangement consists of two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries.

○ Existing paragraph 6.1.1.3 was revised as follows:

"6.1.1.3 On cargo ships equipped with a rescue boat which is not one of the ship's survival craft, having a mass not more than 700 kg in fully equipped condition, with engine, but without the crew, the launching appliance of the boat does not need to be fitted with stored mechanical power. Manual hoisting from the stowed position and turning out to the embarkation position shall be possible by one person. The force on the crank handle shall not exceed 160 N at the maximum crank radius of 350 mm. Means shall be provided for bringing the rescue boat



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against the ship's side and holding it alongside so that persons can be safely embarked."

Action to be taken

1) Ship owners/operators should note that manual launching operation of rescue boats, which is not one of the ship's survival craft, is allowed after January 1st, 2024.

2) Shipbuilders should refer to revised requirement at the above when installing launching appliances for rescue boats in cargo ships.

3) Administrations should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

4) RO should apply revised requirement at the above with noting that manual launching operation of rescue boats, which is not one of the ship's survival craft, is allowed after January 1st, 2024.

1.5 Major amendments to IBC Code

○ The requirement that 'Hydrogen sulphide (H₂S) detection equipment shall be provided on board ships carrying bulk liquids prone to H₂S formation' was added in Chapter 15 "Special requirements".

○ The requirement that 'Where column o in the table of chapter 17 refers to paragraph 16.2.7, the cargo is subject to the prewash requirements in regulation 13.7.1.4 of Annex II of MARPOL' was added in Chapter 16 "Operational requirements."



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○ Except the above, amendments to tables of Summary of minimum requirements for loading dangerous chemicals in chapter 17, List of products to which the Code does not apply in chapter 18 and Criteria for assigning carriage requirements for products subject to the IBC Code in chapter 21 and others were adopted.

Action to be taken

1) Ship owners/operators should have ships carrying bulk liquids prone to H₂S formation equipped with a H₂S detector after January 1st, 2021

2) Administrations should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

3) RO should check if the ship is equipped with a H₂S detector during survey of the ship carrying bulk liquids prone to H₂S formation after January 1st, 2021

1.6 Major amendments to IMSBC Code

Major amendments to IMSBC Code are summarized as follows;

- On Bauxite cargoes
 - Included new test procedure for determining TML(Transportable Moisture Limit) of Bauxite cargoes in Appendix 2
 - Included individual schedule of Bauxite cargoes as Group A newly
 - Existing individual schedule of Bauxite as Group C was revised

- On Seed Cake cargoes
 - New individual schedules for Seed Cake as Group C and Group B(MHB(SH)) addressing oxygen depletion issues



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- Amendments to existing individual schedule for Seed Cake UN 1386(a), UN 1386(b) and Seed Cake UN 2217

- On metal sulphide concentrate
 - New individual schedule for metal sulphide concentrates, self-heating UN 3190 as group A and B cargo
 - Ammonium Nitrate Based fertilizer (non-hazardous) remained classified as Group C with a footnote reference to the information contained in CCC.1/Circ.4 on carriage of Ammonium Nitrate Based fertilizer.

- Others
 - Amendment to the test method concerned with classifying materials producing flammable gases in wet condition

Action to be taken

1) Ship owners/operators should refer to revised individual cargo schedules in IMSBC Code when carrying solid bulk cargoes including bauxite and others after January 1st, 2021

2) Administrations should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

3) RO should proceed with drawing approval of bulk carriers referring revised IMSBC Code after January 1st, 2021

1.7 Amendments to ESP Code



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ESP Code, which had been intended to be adopted as 2011 and 2019 ESP code individually, was adopted as one 2011 ESP Code consolidated version as an outcome of reviewing about administrative burden and other factors by Secretariat.

Action to be taken

1) Ship owners/operators should prepare survey for ESP vessels referring to the above amendments after 1st January 2021.

2) Administrations should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

3) RO should note above amendments and refer them when surveying ESP ships after 1st January 2021.

1.8 Major amendments to BCH Code

○ The requirement that 'Hydrogen sulphide (H₂S) detection equipment should be provided on board ships carrying bulk liquids prone to H₂S formation' was added in Chapter 4 "Special requirements."

○ The requirement that 'Where column o in the table of chapter 6 refers to paragraph 5.2.7, the cargo is subject to the prewash requirements in regulation 13.7.1.4 of Annex II of MARPOL' was added in Chapter 5 "Operational requirements."

○ "15.15 4.24" and "16.2.7 5.2.7" were added in cross reference of "column o" about IBC/BCH Code requirements in Chapter 6 "Summary of Minimum requirements."



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Action to be taken

Please refer to action to be taken for amendments to IBC Code in 1.5 at the above

1.9 Amendments to SPS Code

MSC 100 adopted amendments to SPS Code, which would be effective from January 1st, 2020, in conjunction with amendment of SOLAS chapter 4 and appendices (certificates) in last session.

Simultaneously, it was recognized that update of SPS Safety Certificate and equipment records of SPS Safety Certificate (i.e. addition of 'SART' and 'AIS-SART' to the list of radio equipment and so on) is needed.

Accordingly, MSC 101 adopted new amendment to SPS Code which reflected items in need of update on.

Action to be taken

1) Ship owners/operators which own or manage special purpose ships should note that relevant convention certificate is revised referring to the above amendment.

2) Administrations should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

3) RO should issue revised certificate when renewal of the certificate after January 1st, 2024 referring the above amendment.

2. Maritime Autonomous Surface Ships (Agenda5)



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The Committee reviewed the agenda documents concerning regulatory scoping exercise (hereinafter referred to as 'RSE') for the use of Maritime Autonomous Surface Ships (hereinafter referred to as 'MASS') and draft interim guidelines for MASS trials submitted by the Secretariat, member states and NGOs. The Committee established a working group (WG) to complete the draft interim guidelines for MASS trials and finalize the preparations for the Intersessional MSC Working Group held in September.

The Working Group shared the initial review of the RSE and determined the report format of first step RSE and Terms of Reference (TOR) for the Intersessional MSC Working Group. Based on the MSC101/5/5 (Interim guidelines for MASS trials) and MSC101/5/6 (Comments on documents MSC 101/5/5 and MSC 101/INF.17) in relation to the interim guidelines for MASS trials, the main requirements were discussed and guidelines reflecting the discussion were finalized.

These guidelines were developed as a goal-based, high-level regulation in accordance with the development principles agreed at MSC 100/WG and have specific objectives such as 'Risk management', 'Compliance with mandatory instruments', 'Manning and qualifications of personnel involved in MASS trials', 'Human element and Human factors', 'Infrastructure for safe conduct of trials', 'Trial awareness', 'Communications and data exchange', 'Reporting requirements and information sharing', 'Scope and objective for each individual trial' and 'Cyber risk management'.

The Intersessional MSC Working Group for MASS RSE to be held in September 2019 will review the results of first step RSE and discuss the work scope of second step.



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3. Goal Based Standards (GBS) (Agenda 6)

Regarding the current status of GBS verification audits, it was noted that the audit report on the rectification of non-conformities audit of Türk Loydu, the re-verification audit of the DNV-GL rules and the maintenance audit of the remaining 11 IACS class societies will all be submitted to MSC 102.

It was informed that the new GISIS functionality for the pool of GBS auditors has been operational and ready to be used by Member States and international organizations for the nomination GBS auditors. The Committee decided to make GBS auditor information in the GISIS module available to all Member States and international organizations, except for certain private data.

The Committee approved the revised Generic Guidelines for Developing IMO Goal-Based Standards (MSC.1/Circ.1394/Rev.2) that includes an example for the development of functional requirements, as new appendix 3, in order to address the uncertainties and misunderstandings on the application of the Generic guidelines for developing goal-based standards (MSC.1/Circ.1394/Rev.1).

4. Discussion on Safety Measures for Non-SOLAS Ships operating in Polar Water (Agenda 7)

MSC 101 agreed to include in the provisional agenda for NCSR 7 existing output on "Safety measures for non-SOLAS ships operating in polar waters. The Committee also agreed to instruct NCSR to consider consequences and feasibilities of applying chapters 9 and 11 of the Polar Code to non-SOLAS ships and how best to enhance the safety of non-SOLAS ships, including possible development of amendments to SOLAS and/or the Polar Code. Finally, the Committee decided to request NCSR 7



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to take into account the outcome of the 2019 Torremolinos Conference on the Safety of Fishing Vessel.

5. Development of Further Measures To Enhance the Safety Of Ships Relating to the Use of Fuel Oil (Agenda 8)

MSC 101 convened a working group for dealing with safety issues which can be occurred by use of fuel oil that does not comply with minimum flashpoint requirements of SOLAS. During the session, the working group discussed about documentation and reporting non-compliance of flashpoint requirements, actions against oil fuel suppliers that have been found to deliver oil fuel that does not comply with minimum flashpoint requirements, guidelines for ships to address situations where independent test results indicate that non-compliant oil fuel was delivered and development of GISIS module for reporting non-compliance of flashpoint requirements. In addition, the group prepared a draft MSC resolution on urgent guidance to enhance the safety of ships relating to the use of oil fuel.

Accordingly, MSC 101 adopted the above draft MSC resolution on "Recommended interim measures to enhance the safety of ships relating to the use of oil fuel" and agreed to develop a platform on GISIS for reporting of non-compliance of flashpoint requirements.

Finally, It was decided by MSC 101 that a correspondence group is established to consider the development of mandatory requirements regarding the reporting of confirmed cases where oil fuel suppliers have failed to meet the flashpoint requirements of the Organization including the development of mandatory requirements to ensure parties take action as appropriate against oil fuel suppliers in confirmed cases of deliveries of oil fuel that does not comply with the requirements specified in SOLAS regulation II-2/4.2.1, taking into account regulation 18.9.4 of MARPOL Annex VI and others.



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6. Report of the Sub-committees (Agenda 9 ~ 14)

6.1 Approval of draft amendments to SOLAS II-1/3-8 relevant Circulars (Agenda 12, SDC 6)

Draft amendment to SOLAS II-1/3-8 was approved by MSC 101. It provides that, for ship equal to or more than 3,000 GT, design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring shall be based on the instruction developed by the organization and, for ships less than 3,000 GT, it shall be based on the guidelines developed by the organization within flag administration.

The above draft amendments require mooring equipment including lines shall be maintained in appropriate condition for inspection and its original purpose also.

In addition to the above, the draft Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring and the draft Guidelines for inspection and maintenance of mooring equipment including lines were approved with in principle a view to final approval in conjunction with the adoption of the draft amendments to SOLAS regulation II-1/3-8 at MSC 102. The Guidelines are expected to take effect on 1 January 2024 upon entry into force of the associated SOLAS amendments.

6.2 Relaxation of valve requirement used for forward collision bulkhead of Passenger ships (Agenda 12, SDC 6)

New draft amendment on use of valve in collision bulkhead was approved during MSC 101. In the draft amendment to be entered into force in 2024, use of butterfly valve in forward collision bulkhead, which will be allowed only to cargo ships by



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SOLAS amendments entering into force Jan. 1, 2020, was extended to passenger ships.

6.3 Ships carrying Industrial Persons more than 12 (Agenda 12, SDC 6)

Application criteria of SOLAS Chapter 15(IP Code) was confirmed again and it was decided to reflect it on draft SOLAS amendment at SDC 7 (February, 2020). Application criteria is aggregate number of industrial personnel, special personnel and passengers, all member states agreed with the proposal to apply IP Code to the ship which carries more than total number of 12 industrial persons including special personnel and passengers.

6.4 Approval of various unified interpretations (Agenda 12, SDC 6)

Following unified interpretations (UIs), developed or revised by SDC Sub-committee, were approved at this session;

(1) Revised Unified interpretations of the 2008 IS Code (MSC.1/Circ.1537) and the associated draft MSC circular, for dissemination as MSC.1/Circ.1537/Rev.1

2.23 Definition of the term "lightship"

The weight of mediums on board for the fixed fire-fighting systems (e.g. freshwater, CO₂, dry chemical powder, foam concentrate, etc.) should be included in the lightweight and lightship condition.

Part A – Mandatory criteria



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2.3 Severe wind and rolling criterion (weather criterion)

In applying Φ_f , openings which cannot be or are incapable of being closed weathertight include ventilators (complying with regulation 19(4) of the International Convention on Load Lines, 1966) that for operational reasons have to remain open to supply air to the engine-room, emergency generator room or closed ro-ro and vehicle spaces (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship. Where it is not technically feasible to treat some closed ro-ro and vehicle space ventilators as unprotected openings, Administrations may allow an alternative arrangement that provides an equivalent level of safety.

(2) Revised Unified interpretations relating to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (MSC.1/Circ.1535) and the associated draft MSC circular, for dissemination as MSC.1/Circ.1535/Rev.1

Regulation 13 – Position of hatchways, doorways and ventilators

1 For the purpose of these regulations, two positions of hatchways, doorways and ventilators are defined as follows:

Position 1 – Upon freeboard decks and raised quarterdecks, or other exposed decks* lower than one standard height of superstructure above the freeboard deck, and upon exposed decks* situated forward of a point located a quarter of the ship's length from the forward perpendicular that are located lower than two standard heights of superstructure above the freeboard deck.

Position 2 – Upon exposed decks* situated abaft a quarter of the ship's length from the forward perpendicular and located at least one standard height of



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superstructure above the freeboard deck and lower than two standard heights of superstructure above the freeboard deck.

Upon exposed decks* situated forward of a point located a quarter of the ship's length from the forward perpendicular and located at least two standard heights of superstructure above the freeboard deck and lower than three standard heights of superstructure above the freeboard deck.

Regulation 20 – Air pipes

2 Where air pipes to ballast and other tanks extend above:

.1 the freeboard deck; or

.2 other exposed decks* lower than two standard heights of superstructure above the freeboard deck,

the exposed parts of the pipes should be of substantial construction, and the height from the deck to the point where water may have access below should be at least:

.1 760 mm on the freeboard deck or other exposed decks* lower than one standard height of superstructure above the freeboard deck; and

.2 450 mm on other exposed decks* lower than two standard heights of superstructure above freeboard deck.

*"Exposed decks" include top decks of superstructures, deckhouses, companionways and other similar deck structures.



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Note: Flush bolted access covers, which are of substantial construction and are secured by gaskets and closely spaced bolts to maintain water tightness, are not subject to the minimum sill height requirements.

Regulation 27 – Types of ships

Regulation 27(13)(e)

3 Unprotected openings include ventilators (complying with regulation 19(4) of the International Convention on Load Lines, 1966) that for operational reasons have to remain open to supply air to the engine-room, emergency generator room or closed ro-ro and vehicle spaces (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship. Where it is not technically feasible to treat some closed ro-ro and vehicle space ventilators as unprotected openings, Administrations may allow an alternative arrangement that provides an equivalent level of safety.

6.5 Amendments to the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212) (Agenda 14, SSE 6)

The amendments to the "Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III" was approved as MSC.1/Circ.1212/Rev.1 at this session. The guidelines have served to outline the methodology for the engineering analysis required by SOLAS regulations II-1/55 and III/38 on alternative design and arrangements, applying to a specific engineering or life-saving system, design or arrangements for which the approval of an alternative design deviating from the prescriptive requirements of SOLAS chapters II-1 and III is sought. At this amendments, the goals, functional requirements and expected performance criteria for SOLAS chapter III were added as Appendix 5 to the guidelines.



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6.6 Interim guidelines on life-saving appliances and arrangements for ship operating in polar waters (Agenda 14, SSE 6)

As a consequential work related to the Polar Code, the interim guidelines on life-saving appliances and arrangements for ships operating in polar waters were approved at this session. This interim guidelines was developed to provide interim guidance outlining possible means of mitigating hazards in order to comply with section 8.3 of part I-A (life-saving appliances and arrangements) of the International Code for Ships Operating in Polar Waters (Polar Code).

6.7 Interim guidelines for minimizing the incidence and consequences of fires in ro-ro spaces and special category spaces of new and existing ro-ro passenger ships (Agenda 14, SSE 6)

As an output from the "Review SOLAS chapter II-2 and associated codes to minimize the incidence and consequences of fires on ro-ro spaces and special category spaces of new and existing ro-ro passenger ships" of last several years, the "Interim guidelines for minimizing the incidence and consequences of fires in ro-ro spaces and special category spaces of new and existing ro-ro passenger ships" were approved at this session.

6.8 Approval of various unified interpretations (Agenda 14, SSE 6)

Following unified interpretations (UIs), developed by SSE Sub-committee, were approved at this session;

(1) UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2 (MSC.1/Circ.1616)



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Regulation 9.2 – Containment of fire, thermal and structural boundaries

In cases where urea or sodium hydroxide solution tanks for selective catalytic reduction (SCR) systems, exhaust gas recirculation (EGR) systems or exhaust gas cleaning systems (EGCS) are installed in a space separated from the engine-room, in determining fire integrity of divisions, the solution tank space should be considered as "similar spaces" in the definition of "machinery spaces" in regulation 3.30 and should be categorized as:

"(10) Tanks, voids and auxiliary machinery spaces having little or no fire risk" in regulation 9.2.2.3.2.2, for ships carrying more than 36 passengers; or

"(7) Other machinery spaces" in regulations 9.2.2.4.2.2, 9.2.3.3.2.2 or 9.2.4.2.2.2, for ships carrying not more than 36 passengers and cargo ships.

The division between the engine-room and the solution tank space should have a fire integrity of at least "A-0" class.

Regulation 9.7.5 – Containment of fire, Ventilation systems, Exhaust ducts from galley ranges

The reference to ISO 15371:2009 in the footnote to both regulations 9.7.5.1.1.3 and 9.7.5.2.4 is given as an example of a suitable performance standard for pre-engineered galley duct fixed fire-extinguishing systems.

CO₂ fire-extinguishing systems, which are not pre-engineered fixed fire-extinguishing systems, should be designed according to the requirements set out in regulation 10.6.3.1.1 (spaces containing flammable liquids) or another suitable standard acceptable to the Administration.



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Regulation 10.10.4 – Fire-fighting, Fire-fighter's outfits, Fire-fighter's communication

Two-way portable radiotelephone apparatus for fire-fighter's communication required by regulation 10.10.4 should be of certified safe type suitable for use in zone 1 hazardous areas, as defined in IEC Publication 60079.

The minimum requirements in respect to the apparatus group and temperature class are to be consistent with the most restrictive requirements for the hazardous area zone on board which is accessible to fire party.

[\(2\) UNIFIED INTERPRETATIONS OF IGC CODE \(MSC.1/Circ.1617\)](#)

Paragraph 11.3.6 – Fire protection and extinction, Water-spray system

Where "F.O. tanks" are installed at the after end of the aftermost hold space or at the forward end of the forwardmost hold space instead of cofferdams as allowed for in paragraphs 3.1.2 and 3.1.3 of the IGC Code, the weather deck area above these tanks should be regarded as a "cargo area" for the purpose of applying paragraph 11.3.6.

Paragraph 11.4.8 – Fire protection and extinction, Dry chemical powder fire-extinguishing systems

Testing arrangements should involve the discharge using dry chemical powder from all monitors and hand hose lines on board but it is not required that there is a full discharge of the installed quantity of dry powder. This testing can also be used to satisfy the requirement that the piping is free of obstructions, in lieu of blowing through with dry air all the distribution piping. However, after the completion of this testing, the system, including all monitors and hand hose lines, should be



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blown through with dry air but only for the purpose of the system subsequently being clear from any residues of dry chemical powder.

(3) UNIFIED INTERPRETATIONS OF SOLAS CHAPTER III (MSC.1/Circ.1618)

Regulation 20.11 – Operational readiness, maintenance and inspections, maintenance, thorough examination, operational testing, overhaul and repair of lifeboats, rescue boats and fast rescue boats, launching appliances and release gear

The thorough examinations, overhauls and operational tests, carried out at intervals of at least once every five years, should be done in the presence of a surveyor.

Regulation 22.1.1 – Personal life saving appliances, lifebuoys

When considering the minimum number and distribution of lifebuoys as required by regulations 22.1.1 or 32.1.1, as applicable, a lifebuoy, fitted with both a light and a lifeline as per MSC.1/Circular.1331 for compliance with SOLAS regulation II-1/3-9.2, should not be taken into account.

7. Others (Work Programmes)

7.1 Fire protection of control stations on cargo ships

The Committee considered document proposing to introduce a requirement for fire detection and alarm systems in control stations on cargo ships, including tankers, in SOLAS chapter II-2; and agreed to include in the post-biennial agenda of the Committee an output on "Development of amendments to SOLAS chapter II-2 and MSC.1/Circ.1456 addressing fire protection of control stations on cargo ships", with two sessions needed to complete the item, assigning the SSE Sub-Committee as the coordinating organ. In this regard, the Committee instructed the



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Sub-Committee to also investigate the need to expand the scope of the work to include remotely located service spaces.

7.2 Clarification of the hydrostatic testing regime for high-pressure CO2 cylinders

The Committee considered document proposing to amend the Guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (MSC.1/Circ.1318) to clarify the hydrostatic testing regime for high-pressure CO2 cylinders; and agreed to include in the biennial agenda of the SSE Sub-Committee for 2020-2021 and the provisional agenda for SSE 7 an output on "Revision of the Guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (MSC.1/Circ.1318)", with a target completion year of 2020.

7.3 In-water performance of SOLAS lifejackets

The Committee considered documents proposing to review the LSA Code and resolution MSC.81(70) in respect of the in-water performance of SOLAS lifejackets; and agreed to include in the post-biennial agenda of SSE Sub-committee an output on "Development of amendments to the LSA Code and resolution MSC.81(70) to address the in-water performance of SOLAS lifejackets."

7.4 Operational testing of free-fall lifeboat release systems without launching the lifeboat

The Committee considered document proposing the development of design and prototype test requirements for the arrangements used in the operational testing of free-fall lifeboat release systems without launching the lifeboat, i.e. equipment used in the simulated launching of free-fall lifeboats; and agreed to include in the



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post-biennial agenda of the Committee an output on "Development of design and prototype test requirements for the arrangements used in the operational testing of free-fall lifeboat release systems without launching the lifeboat", with two sessions needed to complete the item, assigning the SSE Sub-Committee as the coordinating organ.

7.5 Performance standards for electronic inclinometers

The Committee considered documents proposing the development of SOLAS amendments to make installment of electronic inclinometers following the Performance standards for electronic inclinometers (resolution MSC.363(92)) compulsory for container ships and bulk carriers; and agreed to include in the post-biennial agenda of NCSR Sub-Committee an output on "Development of SOLAS amendments for mandatory carriage of electronic inclinometers on container ships and bulk carriers."

7.6 Voyage data recorder and related performance standards

The Committee considered document proposing the development of amendments to SOLAS regulation V/20 on Voyage Data Recorders (VDRs) to require that all new VDRs and Simplified Voyage Data Recorder (S-VDRs) installations be float free and resolutions MSC.333(90) on Adoption of revised performance standards for shipborne voyage data recorders (VDRS), and MSC.163(78), on Performance standards for shipborne simplified voyage data recorders (S-VDRs) to include the recording of all communications between control stations and both sides of all communications with the bridge, and agreed to include in the post-biennial agenda of NCSR Sub-committee.



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7.7 Launch of free-fall lifeboats with the ship making headway at speeds up to 5 knots

Committee considered a proposal for a new output by SSE 6 to develop appropriate amendments to relevant provisions of SOLAS chapter III, the LSA Code and resolution MSC.81(70) on the application of the requirement to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water; and agreed to include in the biennial agenda of the SSE Sub-Committee for 2020-2021 and the provisional agenda for SSE 7 an output on "Amendments to SOLAS chapter III, LSA Code and resolution MSC.81(70) to remove the applicability of the requirements to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water", with a target completion year of 2020.


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