



No. IMO-0009-2017

# Briefings of IMO Meeting

## MSC 98 (7 Jun. ~ 16 Jun 2017)

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### **Subject: Newsflash of MSC 98**

The Maritime Safety Committee (hereinafter referred as 'MSC'), its 98th session was held at IMO Headquarter from 7 to 16 Jun 2017. With this regard, please be informed of the main issues and summary of MSC 98 as below.

For your information, the amendments to SOLAS conventions and related codes adopted at this session will enter into force on 1 January 2020, in accordance with the four-year cycle of entry into force of amendments to the SOLAS Convention and related mandatory instruments, except IMSBC Code. Amendments to IMSBC Code adopted at this session will enter into force on 1 January 2019.

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

### **1.1 Amendments to SOLAS Regulation II-2 related to the definition of Vehicle Carrier**

MSC 98 noted that MSC 97 had considered the decisions of the Sub-Committee on Ship Systems and Equipment (SSE) at its third session, that only "pure car and truck carriers" needed to comply with SOLAS regulation II-2/20-1 and that the definition provided in SOLAS regulation II-2/3.56 should be amended accordingly. After all, amendments to SOLAS Regulation II-2/3.56 and 20-1 were adopted at MSC 98. These amendments were adopted to clarify existing definition of vehicle carrier which can be misunderstood as it includes ro-ro cargo ships or container/ro-ro ships and to amend SOLAS regulation II-2/20-1 for consistency with the draft amendments to regulation II-2/3.56.



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Accordingly, Regulation II-2/3.56 and 20-1.2.1 are replaced as follows

Reg. II-2 / 3.56

*.56 Vehicle carrier means a cargo ship which only carries cargo in ro-ro spaces or vehicle spaces, and which is designed for the carriage of unoccupied motor vehicles without cargo, as cargo*

Reg. II-2 / 20-1.2.1

*2.1 In addition to complying with the requirements of regulation 20, as appropriate, vehicle carriers constructed on or after 1 January 2016 intended for the carriage of motor vehicles with compressed hydrogen or compressed natural gas in their tanks for their own propulsion as cargo shall comply with the requirements in paragraphs 3 to 5 of this regulation.*

### **Action to be taken**

**1) PCTC Ship owners/operators** should note above amendments, and apply Reg. II-2/20-1 requirements to applicable ships accordingly.

**2) Shipbuilders** should note the amendments for the ships designed for the carriage of compressed hydrogen or compressed natural gas in their tanks for their own propulsion as cargo when constructing PCTC, and apply relevant requirements accordingly.

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

**4) ROs** should note above amendments and apply Reg. II-2/20-1 only to PCTC, and guide relevant requirements for inquiries from ship owners/operators or ship builders.



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## 1.2 Amendments to SOLAS Regulation II-2 related to the carriage of vehicles with fuel oil tank for their own propulsion as cargo in cargo spaces other than vehicle, special category or ro-ro spaces

On all ships, vehicles with fuel in their tanks for their own propulsion may be carried in cargo spaces other than vehicle, special category or ro-ro spaces, provided that the vehicles do not use their own propulsion, carried in accordance with the IMDG Code and the cargo spaces are in compliance with the appropriate requirements of regulation II-2/19

Accordingly, the existing paragraph under 2.1 of Regulation II-2/20 is numbered as 2.1.1, the following paragraph 2.1.2 is added after the paragraph 2.1.1

Reg. II-2/20

*2.1.2 On all ships, vehicles with fuel in their tanks for their own propulsion may be carried in cargo spaces other than vehicle, special category or ro-ro spaces, provided that all the following conditions are met:*

- .1 the vehicles do not use their own propulsion within the cargo spaces;*
- .2 the cargo spaces are in compliance with the appropriate requirements of regulation 19; and*
- .3 the vehicles are carried in accordance with the IMDG Code, as defined in regulation VII/1.1.*

### **Action to be taken**

**1) Ship owners/operators** should note above amendments in case of the carriage of motor vehicles with fuel in their tanks for their own propulsion in cargo spaces other than vehicle, special category or ro-ro spaces, and apply relevant requirements accordingly.



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**2) Shipbuilders** should note above amendments, and apply relevant requirements in case of construction of applicable ship types accordingly.

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

**4) ROs** should note above amendments, and guide relevant requirements for inquiries from ship owners/operators or ship builders about the case of the carriage of motor vehicles with fuel in their tanks for their own propulsion in cargo spaces other than vehicle, special category or ro-ro spaces.

### 1.3 Amendments to SOLAS Regulation II-2 related to the containment of fire for ships carrying not more than 36 passengers

This amendment is to clarify the requirements in SOLAS chapter II-2 for fire integrity of windows on passenger ships carrying not more than 36 passengers. It clarifies SOLAS regulation II-2/9.4.1.3.3 by separating the text into two paragraphs, the first paragraph with the requirements applicable to passenger ships carrying more than 36 passengers, and the second paragraph with the requirements specific to passenger ships carrying not more than 36 passengers. For ships carrying not more than 36 passengers, windows facing survival craft and escape slide embarkation areas and windows situated below such areas shall have fire integrity at least equal to A-0 class.

Accordingly, the following new paragraphs 4.1.3.4 to 4.1.3.6 are added after the existing paragraph 4.1.3.3:

Reg. II-2/9

*4.1.3.4 4.1.3.3 Notwithstanding the requirement in paragraph 4.1.3.3, the requirements in paragraphs 4.1.3.5 and 4.1.3.6 shall apply to ships constructed on or after 1 January 2020.*



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*4.1.3.5 For ships carrying more than 36 passengers, windows facing survival craft, embarkation and assembly stations, external stairs and open decks used for escape routes, and windows situated below liferaft and escape slide embarkation areas shall have fire integrity as required in table 9.1. Where automatic dedicated sprinkler heads are provided for windows, "A-0" windows may be accepted as equivalent. To be considered under this paragraph, the sprinkler heads must either be:*

*.1 dedicated heads located above the windows, and installed in addition to the conventional ceiling sprinklers; or*

*.2 conventional ceiling sprinkler heads arranged such that the window is protected by an average application rate of at least 5 liter/min per square metre and the additional window area is included in the calculation of the area of coverage; or*

*.3 water-mist nozzles that have been tested and approved in accordance with the Guidelines approved by the Organization\*;* and

*Windows located in the ship's side below the lifeboat embarkation area shall have fire integrity at least equal to "A-0" class.*

*4.1.3.6 For ships carrying not more than 36 passengers, windows facing survival craft and escape slide, embarkation areas and windows situated below such areas shall have fire integrity at least equal to "A-0" class.*

### **Action to be taken**

**1) Passenger ship owners/operators** should note above amendments, and, if there is a passenger ship under construction or to be constructed, apply the above requirements appropriately

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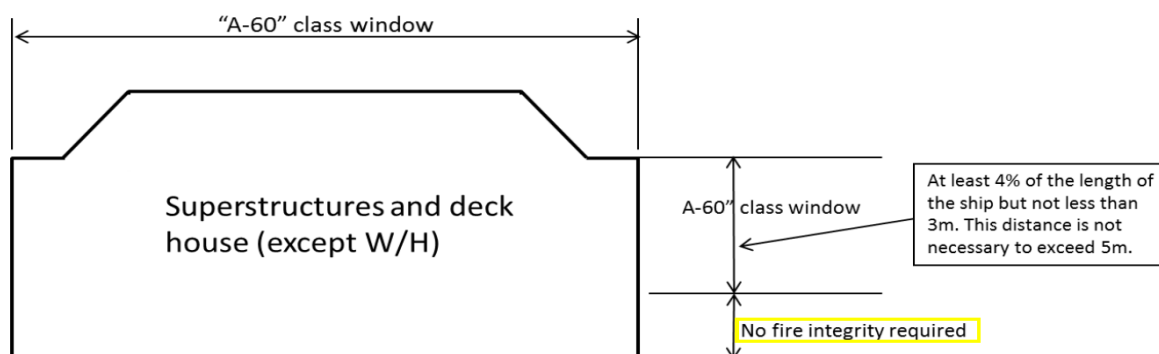
**2) Shipbuilders** should note above amendments, and, if there is a passenger ship under construction or to be constructed, apply the above requirements appropriately

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

**4) ROs** should note above amendments, and guide relevant requirements for inquiries from ship owners/operators or ship builders about insulation requirements of a passenger ship.

### 1.4 Amendments to IGF Code 11.3.2 on application of fire integrity to windows in wheel house

Amendments to IGF Code 11.3.2, which aligns the fire integrity requirements for wheelhouse windows specified in paragraph 11.3.2 of the IGF Code with the amendments to paragraph 3.2.5 of the IGC Code adopted at MSC 97 and those in SOLAS chapter II-2, was adopted. Consequently, it becomes possible to exclude application of A-0 class fire integrity from windows in wheelhouse of the ships to which IGF Code applies.



*11.3.2 Any boundary of accommodation spaces, service spaces, control stations, escape routes and machinery spaces, facing fuel tanks on open deck, shall be*



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*shielded by A-60 class divisions. The A-60 class divisions shall extend up to the underside of the deck of the navigation bridge, and any boundaries above that, including navigation bridge windows, shall have A-0 class divisions"*

### **Action to be taken**

**1) Ship owners/operators** should note above amendments, and recognize that A-0 insulation needs not to be applied to wheel house window in case of the gas fueled ships under construction or to be constructed.

**2) Shipbuilders** should note above amendments, and cooperate with ship owners and ROs for discussing whether it is necessary for the gas carriers under construction or to be constructed to apply A-0 insulation to wheel house window. If the procedure to get confirmation from flag administration is necessary, it should be carried out.

**3) Administrations** should recognize the above amendment and spread the news to ship owners, shipbuilders and ROs if necessary. If there is any inquiry from ship owners, shipbuilders or ROs, confirm it that A-0 insulation is not necessary for wheel house window.

**4) ROs** should note above amendments, and confirm it that A-0 insulation is not necessary for wheel house window, if there is any inquiry from ship owners or shipbuilders. If the procedure to get confirmation from flag administration is necessary, it should be carried out.

### **1.5 Amendments to 1994 and 2000 HSC Code to clarify exemption requirements for rescue boat**

This amendments exempt high-speed craft less than 20 m and 30 m in length, respectively, from carrying a rescue boat, provided arrangements are available to allow the craft to maneuver in the worst intended conditions to rescue a person from the water in a near-horizontal body position and that the rescue can be



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observed from the craft's navigating bridge. Taking into account that the amendments are expected to enter into force on January 1, 2020, a new MSC.1/Circ.1569 was approved and invites Member States to take action, which may include early application, pending formal entry into force.

## Action to be taken

**1) Ship owners/operators** should note above amendments, and recognize that carriage of a rescue boat is exempted for high-speed crafts less than 20m and 30m in length accordingly.

**2) Shipbuilders** should note above amendments, and recognize that carriage of a rescue boat is exempted in case of construction of high-speed crafts less than 20m and 30m in length accordingly.

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

**4) ROs** should note above amendments, and guide relevant requirements for inquiries from ship owners/operators or ship builders about rescue boat requirements of high speed crafts.

## **1.6 Amendments to LSA Code and Resolution MSC.81(70) to harmonize the test requirements for winch and winch brakes**

Some discrepancies have been identified between LSA Code and the testing requirements for winches and winch brakes in resolution MSC.81(70). Accordingly, the amendments to modify relevant requirements in LSA Code and resolution MSC.81(70) were adopted by MSC 98.

Accordingly, LSA Code Chapter VI paragraph 6.1.1.5 and 6.1.1.6 are replaced with following





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6.1.1.5 *The launching appliance and its attachments other than winch ~~brakes~~ shall be of sufficient strength to withstand a factory static proof load test of not less than 2.2 times the maximum working load.*

6.1.1.6 ..... *A minimum factor of safety of 4.5 shall be applied to all structural members including winch structural components and a minimum factor of safety of 6 shall be applied to falls, suspension chains, links and blocks.*

### **Action to be taken**

**1) Ship owners/operators** should note above amendments, and refer to the relevant requirements when you prepare survey for launching appliance, winch and its attachments accordingly.

**2) Shipbuilders** should note above amendments, and refer to the relevant requirements when you prepare survey for launching appliances, winch and its attachments for new building ships accordingly.

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

**4) ROs** should note above amendments, and guide relevant requirements for inquiries from ship owners/operators or ship builders about preparation of survey for launching appliance, winch and its attachments.

### **1.7 Amendments to IMSBC Code**

Regarding draft amendments to IMSBC Code, which was agreed at CCC3, the final version was prepared by E&T 26 and was adopted at MSC 98. In this IMSBC Code amendments, addition of new individual cargo schedule and revision of existing cargo schedule, new test method to determine TML(Transport Moisture Limit)of coal with the size of more than 50 mm, revision of coal schedule, addition of new



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cargo item to incoherent cargo list and re-categorization of Bauxite into Group A cargo are included.

## Action to be taken

### **1) Ship owners/operators who carries bulk cargoes applied by IMSBC Code**

should note above amendments, and refer to the relevant requirements when bulk carriers are engaged in transportation of cargoes with modified schedule in the code accordingly.

**2) Shipbuilders** should note above amendments, and understand relevant requirements accordingly.

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

**4) ROs** should note above amendments, and guide relevant requirements for inquiries from ship owners/operators or ship builders about IMSBC Code amendments.

## **1.8 Adoption of amendments to SOLAS II-1**

### **1.8.1 Allowance to use of butterfly valves at pipes which penetrates collision bulkhead in cargo ships**

Amendment to SOLAS Regulation II-1/12.6.1, which allows use of butterfly valve for the pipes penetrating collision bulkhead of cargo ships, was adopted and relevant "notification of amendment circular" was approved together.

*6.1 Except as provided in paragraph ~~5.2~~ 6.2, the collision bulkhead may be pierced below the bulkhead deck of passenger ships and the freeboard deck of cargo ships by not more than one pipe for dealing with fluid in the forepeak tank, provided*



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*that the pipe is fitted with a screw-down valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships, the valve ~~chest-being-secured~~ being located inside the forepeak ~~to~~ at the collision bulkhead. The Administration may, however, authorize the fitting of this valve on the after side of the collision bulkhead provided that the valve is readily accessible under all service conditions and the space in which it is located is not a cargo space. Alternatively, for cargo ships, the pipe may be fitted with a butterfly valve suitably supported by a seat or flanges and capable of being operated from above the freeboard deck. ....*

### 1.8.2 Inclusion of requirements for the test against watertight hatches

Watertight test, which has been required on watertight door only, was expanded to watertight hatch by adoption of the amendment to SOLAS Regulation II-1/16.

Accordingly, existing paragraphs are revised as following

*Regulation 16 – Construction and initial tests of watertight closures*

*1.1 The design, materials and construction of all watertight closures such as doors, hatches, sidescuttles, gangway and cargo ports, valves, pipes, ash-chutes and rubbish-chutes referred to in these regulations shall be to the satisfaction of the Administration.*

*1.2 Such valves, doors, hatches, and mechanisms shall be suitably marked to ensure that they may be properly used to provide maximum safety.*

*1.3 .....*

*2. ~~In passenger ships and cargo ships~~ watertight doors and hatches shall be tested by water pressure to the maximum head of water they might sustain in a final or*



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*intermediate stage of flooding. For cargo ships not covered by damage stability requirements, watertight doors and hatches shall be tested by water pressure to a head of water measured from the lower edge of the opening to one metre above the freeboard deck.....*

### 1.8.3 Adoption of the amendment to SOLAS Regulation II-1/22 and approval of the relevant circular

The Committee decided that the authorization by the Administration and inclusion of door categories in the stability information should be reflected in SOLAS regulation II-1/22.3 by replacing existing paragraph with following sentences

*.3 A watertight door may be opened during navigation to permit the passage of passengers or crew, or when work in the immediate vicinity of the door necessitates it being opened. The door must be immediately closed when transit through the door is complete or when the task which necessitated it being open is finished. The Administration shall authorize that such a watertight door may be opened during navigation such doors only after careful consideration of the impact on ship operations and survivability taking into account guidance issued by the Organization\*. A watertight door permitted to be opened during navigation shall be clearly indicated in the ship's stability information and shall always be ready to be immediately closed.*

*\* Refer to the Revised guidance for watertight doors on passenger ships which may be opened during navigation (MSC.1/Circ.1564)*

By approving MSC.1/Circ.1564 'Revised guidance for watertight doors on passenger ships which may be opened during navigation' associated with adopted



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amendments to SOLAS Chapter II-1 above, these amendments will remove the current possibility to leave watertight door open on passenger ships, provided that the Flag administration have agreed that it is necessary and will not affect ship safety. IMO had issued circular MSC.1/Circ.1380 which provides guidance on the circumstances under which watertight doors could be left open. The annex to this existing circular has been updated to take account of the fact that watertight doors will no longer be permitted to be left permanently open.

### 1.8.4 Adoption of other SOLAS II-1 amendments

Regarding Single GM Limit Curve (which indicated minimum required GM value for satisfying stability in individual draft as a curve), the manner was accepted that calculation can be possible based on various trims in individual draft.

In addition, definition of length, which can be a base when determining exemption of inclining experiment, was changed to the length in International Load Line Convention instead of subdivision length.

Regarding to double bottom requirement, the height of small well has been required to be more than 500mm in any condition in the past, however it was adopted that other wells (e.g. for lubricating oil under main engines) may be permitted by the Administration if such other wells satisfy that the arrangements give protection equivalent to that afforded by a double bottom complying with regulation 9.8.

Except above changes, a lot of amendments were adopted in SOLAS II-1 by MSC 98.

### Action to be taken

**1) Ship owners/operators** should note above amendments, and confirm that relevant requirements are applied to the ships under construction or to be



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constructed, if applicable. And, in case of passenger ships, the owners/operators should update stability information after reviewing the requirements

**2) Shipbuilders** should note above amendments, apply relevant requirements to the ships for which the building contract is placed on or after 1 January 2020 or; in the absence of a building contract, the keel of which is laid or which are at a similar stage of construction on or after 1 July 2020; or the delivery of which is on or after 1 January 2024, if applicable.

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

**4) ROs** should note above amendments, and guide relevant requirements for inquiries from ship owners/operators or ship builders. ROs should review whether relevant requirements are applied properly during drawing approval procedure also.

## 2. Cyber risk assessment included in safety management system of ISM Code (Agenda5)

MSC 96 approved MSC.1/Circ.1526 'Interim guideline on maritime cyber risk management' first. After then, at MSC 97, Iran proposed the development of a mandatory instrument to ensure consistent application of cybersecurity measures and procedures on board ships and on shore-based systems interfacing with ships. MSC 97 had agreed to wait for FAL 41 to complete the work on facilitation aspects before giving any further consideration to a possible mandatory nature of cyber risk management at that time. FAL 41 had agreed to approve a joint MSC-FAL.3 'Circular on Guidelines on maritime cyber risk management', using the same text of the interim guidelines, subject to concurrent decision of MSC 98 and MSC 98 approved the circular.

Regarding the implementation of maritime cyber risk management, the Committee, noting that cyber risks could be addressed as part of the existing provisions of the



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International Ship and Port Facility Security (ISPS) Code and of the International Safety Management (ISM) Code and that some delegations were of the view that the mandatory implementation of maritime cyber risk management was an issue, agreed that this would require further consideration after gaining more experience from the use of the guidelines.

U.S. suggested to incorporate management of cyber risks into safety management system of ISM Code. Accordingly, MSC 98 adopted a MSC resolution that administrations are encouraged to ensure that cyber risks are appropriately addressed in safety management systems no later than the first annual verification of the company's Document of Compliance after 1 January 2021. (This resolution is recommendatory in nature)

Regarding its facilitation activity, Singapore and BIMCO had developed cyber risk management posters for distribution to ships to raise crew awareness of cyber issues; and that version 2.0 of the industry cyber guidelines would be released shortly. ISO had started its work on Cyber Risk Safety Assessment with a focus on cybersecurity on board ships also.

### 3. Goal Based Standard (GBS) (Agenda 6)

GBS working group began discussion on improvement of the guideline from MSC 97, and missing items in MSC 97 were discussed intensively in MSC 98. Additional discussion will be proceeded continuously in MSC 99 (work on amendment to GBS verification guideline will be continued until MSC 100). Moreover, opinions on the draft interim guideline on GBS-SLA and proposal on examples of GBS-SLA application were requested, and, accordingly, outputs of work by SSE Sub-committee related to functional requirement development of SOLAS III were reviewed during this session. Finally, road map for developing SLA approach was discussed by MSC 98.



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## 4. Report of the Sub-committee (Agenda 7 ~ 11)

### 4.1 Approval of OSV Chemical Code (Agenda 8, PPR4)

Draft OSV Chemical Code was amended after being prepared by correspondence group between PPR 1 and 3. PPR 4 organized working group for "OSV Chemical Code development" and completed amendment to the draft code. Because PPR 4 requested approval of the code to MSC 98 and MEPC 71 together for adoption in Assembly, MSC 98 approved it prior to MEPC 71.

Because of its concurrent approval by MEPC 71 in July 2017, the Code will be submitted to the 30th Session of the Assembly for adoption in December 2017 and, if adopted, will recommend application to OSVs with keel laying date on or after July 1, 2018.

This new Code supersedes the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels contained in resolution A.673(16).

This code does not contain a specific cargo list, as had been provided by resolution A.673(16), but allows OSVs to carry the following products and any mixtures of them:

- only those offshore-related products listed in chapters 17 or 18 of the IBC Code and the latest edition of the MEPC.2/Circular and their related references to chapters 15 and 19
- oil-based/water-based mud containing mixtures of products listed in chapters 17 and 18 of the IBC Code and the MEPC.2/Circular
- liquid carbon dioxide (high purity and reclaimed quality) and liquid nitrogen
- contaminated backloads





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## 4.2 Discussion on loading computer in case of flooding in existing passenger ship (Agenda 10, SDC 4)

There has been no requirement for loading computer for helping stability calculation in case of flooding in existing passenger ships until now. However, amendments to SOLAS Regulation II-1/1 and 8-1 were approved in MSC 98 for retroactive application of the requirement to existing passenger ships. (It will be adopted at MSC 99)

## 4.3 Instruction on use of FRP in ship structure (Agenda 10, SDC 4)

Regarding to the interim guideline on use of FRP (Fibre Reinforced Plastic) in ship structures, a draft guideline, on which fire safety goal and functional requirements of SOLAS II-2 were reflected, was prepared and approved. (MSC.1/Circ.1574)

## 4.4 Unified implementation of LSA Code 6.1.1.3 (Agenda 12, SSE 4)

Regarding to amendments to LSA Code for allowing manual launching in cargo ships, which is restricted to rescue boats not survival crafts, an amendment to LSA code 6.1.1.3 was proposed. The amendment is originated from that manual launching simplifies system of launching facility and improves reliability of the system. However, if this amendment was approved, a manual launching arrangement of a rescue boat without the operating crew on board would be acceptable compared to the current situation where a fully loaded and equipped rescue boat is launched by means of a gravity or stored power mechanism and the operating crew will be required to board the rescue boat after it has been swung outboard, which introduces a new safety hazard. And other problems including that



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the date of application of the amendment should be based on the installation date of the equipment were disclosed during discussion.

After an in-depth discussion, the Committee agreed to instruct SSE 5 to further consider the draft amendment to paragraph 6.1.1.3 of the LSA Code, taking into account the above-mentioned comments.

## **4.5 Amendments to requirements for escape route signs and equipment location markings in SOLAS and relative standards (Agenda 12, SSE 4)**

Considering ISO 24409 series, the draft resolution, which intends to reflect ISO standards on IMO resolutions, was approved for subsequent adoption at A.30 in order to unify requirements in SOLAS Chapter II-2 and III.

## **4.6 Unified interpretation on application of SOLAS II-2/9.2.4.2 regarding space within cargo area of tankers (Agenda 12, SSE 4)**

The Committee, in considering the draft MSC circular on Unified interpretations of SOLAS chapter II-2, noted that SOLAS provides clear restrictions on which spaces can be located within the cargo area and agreed that the text corresponding to the draft unified interpretation of SOLAS regulation II-2/9.2.4.2 could contradict the provisions in the Convention. In this context, the Committee instructed SSE 5 to further consider the above-mentioned draft unified interpretation, and advise the Committee at its next session.

## **5. Others**

### **5.1 Amendments to Resolution A.1078(28) on IMO ship identification number system**



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MSC 92 had adopted resolution A.1078(28) on IMO Ship Identification Number Scheme, in order to allow its voluntary application to ships of 100 gross tonnage and above, including fishing vessels

MSC 98 considered amendments to resolution A.1078(28) to extend the non-mandatory application of the IMO Ship Identification Number Scheme to fleets of passenger ships of less than 100 gross tonnage, high-speed passenger craft, and mobile drilling units; fishing vessels of non-steel hull construction of 100 gross tonnage and above; and all motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA)

After some discussion, the Committee instructed III 4 to consider in detail the proposal and to finalize a draft Assembly resolution to revoke resolution A.1078(28) for reporting directly to A 30 with a view to adoption.

### 5.2 Opinions on review of safety about 0.5% Sulphur fuel oil ignition point

MSC 98 reiterated that the use of oil fuel with a flashpoint below 60°C is limited to ships that comply with the IGF Code and encouraged meeting participants to submit proposals to the CCC Sub-Committee with a view to developing specific requirements for low-flashpoint oil fuel, within the context of the IGF Code only. MSC 98 invited MEPC 71 considerations on the safety implications relating to the option of blending fuels in order to meet the 0.50% m/m sulphur limit that is due to take effect on 1 January 2020 and instructed the PPR Sub-Committee to report to the Committee regarding any safety issues that may be identified with regard to low-sulphur oil fuel, subject to the aforementioned proposed output being approved by MEPC 71.

### 5.3 Unified Interpretations of SOLAS chapters II-1 and XII, of the technical provisions for means of access for inspections (resolution MSC.158(78)) and of



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### **the performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (resolution MSC.188(79)) (MSC.1/Circ.1572)**

Various interpretations on means of access (such as Application of Means of Access in MSC.158(78) to independent cargo oil tanks, Exemption of application of FPSO/FSU to regulation II-1/3-6, Periodic inspection on means of access arrangement by crews or competent inspectors, ship structure access manual and others), Doors in watertight bulkheads of passenger ships and cargo ships, Dead ship condition for the purpose of regulation II-1/26.4, Essential services and arrangements of sources of power, supply, control and monitoring to the different categories of essential services, performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers and others were approved.

### **5.4 Unified Interpretation of SOLAS regulations II-1/2.20 and II-2/3.21(MSC.1/Circ.1573)**

Interpretation of deadweight in Regulation II-1/2.20 and II-2/3.21 was approved.

Deadweight to be stated on certificates

Even-keel hydrostatics should be used to determine the regulatory deadweight to be entered on relevant statutory certificates.

### **5.5 Unified Interpretation of the provisions of SOLAS relating to the annual testing of the VDR, S-VDR, AIS and EPIRB (MSC.1/Circ.1576)**



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Unified Interpretation on annual performance test of VDR, AIS, EPIRB was approved.

The annual performance test of VDR (or S-VDR) and AIS shall be carried out within the "time window" of the annual / periodical / renewal survey under the Harmonized System of Survey and Certification (HSSC), but not later than the date of completion of the survey for endorsement / renewal of the relevant Certificate.

The annual test of the EPIRBs shall be carried out within the "time window" of the prescribed survey, but not later than the date of completion of the survey for endorsement / renewal of the relevant Certificate.

## **5.6 Guidance on completing the certificate of fitness under the IBC, BCH, IGC, GC and EGC Codes**

MEPC 66 adopted amendments to MARPOL Annex I, IBC Code, BCH Code. These amendments introduced changes to the Form of IOPP Certificate and Supplements the Model form of International Certificate of Fitness of Carriage of Dangerous Chemicals in Bulk to reflect the requirements for a stability instrument capable of verifying compliance with intact and damage stability requirements.

MSC 93 adopted the same amendments to the IBC and BCH Codes as above together with IGC Code, GC Code and EGC Code. However, there are circumstances in which a ship constructed before 1 January 2016 may need to have its Certificate of Fitness reissued on or after 1 January 2016 but before 1 January 2021 and before the ship's first scheduled renewal survey in the aforementioned 5-year period (e.g. at a change of flag or when the cargoes to be carried are changed).

Given that the date of compliance with the requirement for having been fitted with an approved stability instrument will not have been reached yet for that particular



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ship, the ship may not be fitted with an approved stability instrument. Consequently, the Certificate of Fitness under the IBC, BCH, IGC, GC and EGC Codes, as applicable, should be issued with certain lines struck through as shown below, in addition to striking through the options that do not apply.

That the ship must be loaded:

~~.1\* only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.6 of the Code;~~

~~.2\* where a waiver permitted by paragraph 2.2.7 of the Code is granted and the approved stability instrument required by paragraph 2.2.6 of the Code is not fitted, loading shall be made in accordance with one or more of the following approved methods:~~

~~(i) \* in accordance with the loading conditions provided in the approved loading manual, stamped and dated ..... and signed by a responsible officer of the Administration, or of an organization recognized by the Administration; or~~

~~(ii) \* in accordance with loading conditions verified remotely using an approved means .....; or~~

~~(iii) \* in accordance with a loading condition which lies within an approved range of conditions defined in the approved loading manual referred to in (i) above; or ;~~



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