



# Briefings of IMO Meeting

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

No. IMO-0007-2017

BRIEFING STATUS

*Flash*

*Final*

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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. Amendment to IMSBC Code 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**

At this MSC 98, amendments to SOLAS Regulation II-2/3 and 20-1 was adopted. This 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

#### **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**



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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

### **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.

### **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.



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

In order to clarify exemption requirements for rescue boat in high speed crafts of which length is less than 30m (2000 HSC code) and 20m (1994 HSC code), amendments to Regulation 8.10 of 1994 and 2000 HSC Codes were adopted.

### **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 MSC.81(70) were adopted by MSC 98.

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



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## 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.

### 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.

### 1.8.3 Adoption of the amendment to circular on SOLAS Regulation II-1/22

In amendment to SOLAS II-1/22.3, it was included that the Administration shall authorize that a watertight door may be opened during navigation only after careful consideration of the impact on ship operations and survivability taking into account guidance issued by the Organization.

And, by approving MSC.1/Circ.1564 'Revised guidance for watertight doors on passenger ships which may be opened during navigation', operation and maintenance instruction of watertight doors of category B, C, D was described and existing circular(MSC.1/Circ.1380) has been updated to remove the possibility to leave watertight doors open permanently during navigation.

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### 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.

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

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)



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### 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.

### 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.

#### 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

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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, some safety concerns on the proposal were raised during discussion and it was decided that this item is to be discussed further at next SSE 5.

### 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)



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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

Resolution A.1078(28), which intends to magnify existing IMO ship identification number application scope into small-medium ships(including fishing vessels) and the ships not belonged to flag administration on voluntary basis, is to be reviewed by III 4 in detail and reported to A.30 for subsequent 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.





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### **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 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.

### **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)**

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



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