



# Briefings of IMO Meeting

## MSC 99 (16 May ~ 25 May 2018)

No. IMO-0007-2018

BRIEFING STATUS

*Flash*

*Final*

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### **Subject: NewsFinal of MSC 99**

The Maritime Safety Committee (hereinafter referred as 'MSC'), its 99th session was held at IMO Headquarter from 16 to 25 May 2018. With this regard, please be informed of the main issues and summary of MSC 99 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. Amendments to IMDG Code adopted at this session will also enter into force on 1 January 2020.

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

### **1.1 Amendments to SOLAS II-1 regarding installation of stability computer to existing passenger ships**

Amendments to SOLAS Regulation II-1/1 and 8-1 was adopted in MSC 99. The Committee agreed that passenger ships constructed before 1 January 2014 shall comply with SOLAS regulation II-1/8-1.3.1, which requires the passenger ships to be equipped with stability computer or shore-based support, not later than the first renewal survey after five years after the date of entry into force of the amendments (i.e. not later than the first renewal survey after 1 January 2025). MSC.1/Circ.1589 'Guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 January 2014' and MSC.1/Circ.1.1532/Rev.1 'Amendments to the revised guidelines on operational information for masters of passenger ships for safe return to port' in relevant to the above.



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Accordingly, Reg.II-1/8-1.3 was amended as follows;

### *3 Operational information after a flooding casualty*

*3.1 For the purpose of providing operational information to the master for safe return to port after a flooding casualty, passenger ships constructed on or after 1 January 2014, as specified in paragraph 1, shall have:*

*.1 onboard stability computer; or*

*.2 shore-based support,*

*based on the guidelines developed by the Organization.\*\**

*3.2 Passenger ships constructed before 1 January 2014 shall comply with the provisions in paragraph 3.1 not later than the first renewal survey after five years after the date of entry into force.*

### **Action to be taken**

**1) Passenger Ship owners/operators** should note above amendments, and prepare to install stability computer or have shore based support for passenger ships constructed before 1 January 2014 not later than the first renewal survey after 1 January 2025.

**2) Shipbuilders** should note the amendments and cooperate with passenger ship owners when inputting data in stability computer of passenger ships constructed before 1 January 2014.

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

**4) Our society** should note above amendments and confirm if the above amendment is reflected on the passenger ship constructed before 1 January 2014



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at the first renewal survey after 1 January 2025 and inform the relevant regulation to customers who have enquires about this amendment.

### 1.2 Amendments to the IBC, BCH, GC, IGC and EGC Code

These amendments to the Certificate of Fitness (CoF) include a paragraph in the CoF clarifying the requirement for an approved loading and stability manual/booklet to be supplied to ships.

"6	That the loading and stability information booklet required by paragraph 2.2.5 of the Code has been supplied to the ship in an approved form.
76	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 and stability information booklet <del>manual referred to in 6 above, stamped and dated ..... and signed by a responsible officer of the Administration, or of an organization recognized by the Administration;</del> or
(ii)*	in accordance with loading conditions verified remotely using an approved means.....; or

### Action to be taken

**1) Chemical tanker and gas carrier owners/operators** should note above amendments and receive Certificate of fitness for existing chemical tankers and gas



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carriers in revised format newly when the relevant certificated is expired on or after 1 January 2020. (Please refer to MSC-MEPC.5/Circ.6)

**2) Shipbuilders** should note the amendments that format of Certificate of fitness for chemical tankers and gas carriers is revised on or after 1 January 2020.

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

**4) Our society** should note above amendments and use revised Certificate of fitness for chemical tanker and gas carriers on or after 1 January 2020. Our society also should inform ship owners to reissue Certificate of fitness for existing ships after expiry date of the existing certificate.

### 1.3 Amendment to FTP Code concerning passenger ships

MSC 98 had approved draft amendments to annex 3 to the 2010 FTP Code, concerning fire protection materials and required approval test methods for passenger ships and high-speed crafts. This amendment is to expand existing requirements in FTP Code from applying only to passenger ships carrying more than 36 passengers to passenger ships carrying not more than 36 passengers.

MSC 99 adopted proposed amendments to annex 3 to the 2010 FTP Code at this session.

Test method (FTP Code)	Part 1 Non-combustibility	Part 2 Smoke and toxicity	Part 3 A, B and F class divisions	Part 4 Door systems	Part 5 Surface flammability	Part 7 Curtains or Vertically supported textiles	Part 8 Upholstered furniture	Part 9 Bedding components	Part 10 – ISO 9705 (MSC.40(64) and MSC.90(71))	Part 10 – ISO 5660 (MSC.40(64) and MSC.90(71))	Part 11 – A.754(18) (for 2000 HSC Code)	ISO 1716 Calorific potential	Remarks/ Notes	Applicable regulation SOLAS chapter II-2 and HSC Code
Non-combustibility materials	X													5.3.1.2.1
"A" class bulkhead	X		X											3.2.3, 9.2.2.3
"B" class bulkhead	X		X											3.4.1, 9.2.2.3
"C" class bulkhead	X												1	3.10, 9.2.2.3
"A" class deck	X		X											3.2.3, 9.2.2.3
"B" class deck	X		X											3.4.1, 9.2.2.3
"B" class lining	X		X											3.4.1, 9.2.2.3
"B" class ceilings	X		X											3.4.1, 9.2.2.3
"B" class continuous ceilings	X		X											3.4.1, 9.2.2.3.3
"A" class fire door	X		X											3.2.3, 9.4.1.1.2
"B" class fire door	X		X											3.4.1, 9.4.1.2.1
"A" class windows	X		X											3.2.3, 9.4.1.3.1
"B" class windows	X		X											3.2.3, 9.4.1.3.1
Thermal and acoustic insulation materials	X													5.3.1.1

9.2.2.4

9.2.2.4.3



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## **Action to be taken**

**1) Passenger ship owners/operators** should note above amendments and apply it when constructing new passenger ship carrying not more than 36 passengers

**2) Shipbuilders** should note the amendments and use insulation materials approved based on newly revised FTP Code when constructing passenger ships carrying not more than 36 passengers on or after 1 January 2020.

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

**4) Our society** should note above amendments and apply it to survey during construction for new passenger ships carrying not more than 36 passengers on or after 1 January 2020 and inform it to ship owners and shipbuilders if necessary.

## **1.4 Amendments to SOLAS Chapter IV and relevant codes by introduction of new maritime mobile satellite service**

MSC 99 recalled that MSC 98 had approved draft amendments to chapter IV of, and the appendix to, the 1974 SOLAS Convention, replacing all references to "Inmarsat" with references to a "recognized mobile satellite service".

This means GMDSS communication service, which is monopolized by Inmarsat, is open to any other maritime mobile satellite service recognized by IMO from the entry into force of the requirements.

Accordingly, not only HSC Code 1994 and 2000 and relevant codes but all certificates (Passenger ship certificate, Cargo ship Safety Radio certificate and others) which references to Inmarsat were amended.



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RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY RADIO (FORM R)	
RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED	
<b>1 Particulars of ship</b>	
Name of ship .....	.....
Distinctive number or letters .....	.....
Minimum number of persons with required qualifications to operate the radio installations .....	.....

1.3.3 Radiotelephony	.....
1.3.4 Direct-printing telegraphy	.....
1.4 <del>Inmarsat ship earth station</del> Recognized mobile satellite service ship earth station	.....

### Action to be taken

**1) Ship owners/operators** should note above amendments that the mobile satellite service, which is recognized by IMO, is available in GMDSS of ships instead of Inmarsat on or after 1 January 2020.

**2) Shipbuilders** should note that mobile satellite service, which is recognized by IMO, excluding Inmarsat can be installed on new building ships constructed on or after 1 January 2020.

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

**4) Our society** should note above amendments and consider it when surveying ships on or after 1 January 2020, and inform it to ship owners and shipbuilders if necessary.



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### 1.5 Amendments to IMDG Code

CCC 4 and E&T 28 reviewed proposed amendments to IMDG Code and reported to MSC 99. MSC 99 considered the proposed amendments with a view to adoption and the proposed amendments were adopted during this session.

This amendments include as follows;

- A new provision (2.06) which includes articles that may include lithium batteries
- Special provisions for vehicles powered by a fuel cell engine which include hybrid electric vehicles powered by both a fuel cell and an internal combustion engine with wet batteries, sodium batteries, lithium metal batteries or lithium ion batteries, transported with the batteries installed
- With regard to loading Inflammable liquid and inflammable gas away from potential source of ignition, revised relevant provisions to prohibit containers which included the above dangerous cargoes from being located vertical to potential source of ignition
- Reflected the results after reviewing provisions for loading class 1 explosives substances and articles on or under the deck using enclosed type container

#### **Action to be taken**

**1) Ship owners/operators who carries cargoes applied by IMDG Code** should note above amendments, and refer to the relevant requirements when ships are engaged in transportation of cargoes with modified or additional provision in the code accordingly.

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



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

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

## 2. Maritime Autonomous Surface Ships (Agenda5)

MSC 98 had agreed to include in its 2018-2019 biennial agenda and the provisional agenda for MSC 99 an output on "Regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS)", with a target completion year of 2020. MSC 99 established the Working Group on MASS and instructed it to develop a framework for the regulatory scoping exercise, including aims, objectives, methodology, instruments, type and size of ships, provisional definitions and different types and concepts of autonomy, automation, operation and manning to be considered. MSC 99 also instructed Working Group to consider the need to establish a mechanism for sharing information and lessons learned and liaison with other international organizations to share up-to-date information on MASS, and advise, as appropriate.

Working Group organized the objectives into two parts, a first step for the identification of provisions in IMO instruments and a second step for the subsequent analysis. The Group agreed also that consideration of the human element was vital, in particular for the second step when conducting the analysis of the most appropriate way of addressing MASS operations.

The Group considered different degrees of autonomy and noted that the use of the terms "shipboard systems and functions" would not only encompass navigation and engine control, but also other operations including cargo handling and control, emergency situations, and others





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In the framework for the regulatory scoping exercise, degrees of autonomy are organized into four categories, 1) Ship with automated processes and decision support, 2) Remotely controlled ship with seafarers on board, 3) Remotely controlled ship without seafarers on board and 4) Fully autonomous ship.

The preliminary list of mandatory instruments related to maritime safety and security to be considered as part of the regulatory scoping exercise is International Regulations for Preventing Collisions at Sea, 1972, International Convention on Load Lines, 1966, International Convention on Maritime Search and Rescue, 1979, SOLAS 1974, STCW 1978, International Convention on Tonnage Measurement of Ships, 1969 and so on.

Additionally, Methodology for regulatory scoping exercise, Plan of work and others were considered in Working Group and Correspondence Group chaired by Finland was established targeting submission of a report to MSC 100.

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

MSC 98 had concluded that the rectification of the identified non-conformities had been duly accomplished and that the whole process of the initial verification audit had been successfully completed in accordance with the Guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers (GBS Verification Guidelines)

After successful completion of the initial GBS verification audit, IACS and the 12 ROs had submitted their request for the first GBS maintenance of verification audit in accordance with the revised timetable and schedule of activities for the implementation of the GBS verification scheme.

MSC 99 established the Working Group on Goal-based Standards and the Working Group confirmed the three-year cycle of maintenance audits in principle but elaborated on how to provide for flexibility by applying a qualitative approach,



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based on the impact of the rule changes, that would replace the current 10% quantitative criteria of auditable rule change

MSC 99 approved the draft MSC resolution on Revised guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers, with a view to subsequent adoption at MSC 100.

## 4. Report of the Sub-committees (Agenda 8 ~ 12)

### 4.1 Amendments to SOLAS regulation II-1/8-1 on the availability of passenger ships' electrical power supply in cases of flooding from side raking damage (Agenda 10, SDC 5)

MSC 99 noted information regarding the discussion at SDC 5 on the scope of the output on "Amendments to SOLAS regulation II-1/8-1 on the availability of passenger ships' electrical power supply in cases of flooding from side raking damage" and, in particular, whether this matter should be solved by applying electrical engineering solutions, rather than naval architectural solutions

MSC 99 agreed that no further action was required under this output and decided to delete this agenda from the provisional agenda item of SDC 6 which will be held next year.

### 4.2 Carriage of more than 12 industrial personnel on board vessels engaged on international voyages (Agenda 10, SDC 5)

MSC 99 noted the principles that had been considered by SDC 5 as basis for the development of the draft new SOLAS chapter XV and the draft new code addressing safety standards for the carriage of more than 12 industrial personnel on board vessels engaged on international voyages. In MSC 99, Bahamas submitted



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a paper expressing concerns that the current basis of the work (i.e. application to international voyages) was not sustainable and advising that either the nature of voyages must be specially described in the proposed new SOLAS chapter [XV] or the scope of work be redefined with a view to developing a recommendatory code with a view to developing a recommendatory code. Above else the paper prepared by Marshall Islands and others to consider several important issues that emerged at SDC 5 requiring policy decisions from the Committee was discussed. In discussing the application of the new code, the Committee, having noted differing views on the matter, agreed to keep this issue open for future consideration.

### 4.3 Guidelines for wing-in-ground craft (Agenda 10, SDC 5)

Having considered the consolidated text of the draft Guidelines for wing-in-ground craft, prepared by SDC 5, MSC 99 approved MSC Circular on Guidelines for wing-in-ground craft.

### 4.4 Recognition of the Iridium mobile satellite system for use in the GMDSS (Agenda 12, NCSR 5)

In MSC 99, there was general support for the recognition of Iridium as a GMDSS satellite service provider, having satisfactorily complied with the criteria set out in Criteria for the provision of mobile satellite communication systems in the Global Maritime Distress and Safety System (GMDSS) (resolution A.1001(25))

In this regard, MSC 99 recognized the maritime mobile satellite services provided by the Iridium Safety Voice, Short-Burst Data and enhanced group calling services, for use in the GMDSS. And, MSC 99 adopted MSC resolution "Statement of Recognition of the Maritime Mobile Satellite Services provided by Iridium Satellite LLC" accordingly.



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### 4.5 Development of goals and functional requirements for onboard lifting appliances and anchor handling winches (OLAW) (Agenda 13, SSE 5)

MSC 99 considered urgent matters emanating from the fifth session of the Sub-Committee on Ship Systems and Equipment (SSE) and took actions. MSC 99 noted the progress made on the development of goals and functional requirements for onboard lifting appliances and anchor handling winches (OLAW) and, in particular, the views expressed at SSE 5 on how to address training and certification of crews and shore-based personnel using OLAW.

### 4.6 Development of a draft unified interpretation of SOLAS regulation II-2/9.2.4.2

MSC 99, having recalled that MSC 98 had instructed SSE 5 to further consider the draft unified interpretation of SOLAS regulation II-2/9.2.4.2 related to the fire integrity of bulkheads and decks of tankers, noted the decision of SSE 5 to consider matters related to the development of a pertinent draft unified interpretation at a future session, when additional information has been made available.

## 5. Others

### 5.1 Revision of the lowering speed of survival craft and rescue boats

MSC 99 considered document MSC 99/20/2 (Japan), proposing amendments to the LSA Code to prevent excessive lowering speed of survival craft and rescue boats. MSC agreed to include in the post-biennial agenda of SSE Sub-committee, an output on "Development of amendments to the LSA Code to revise the lowering



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speed of survival craft and rescue boats for cargo ships", with two sessions needed to complete the item.

### 5.2 Proposal for a new output to amend the definition of 'Group A' in the IMSBC Code

MSC 99 considered the document of MSC 99/20/7 (Australia et al.), proposing to amend the definition of 'Group A' in the IMSBC Code to include phenomena other than "liquefaction" and, taking into account that there was already an existing output for considering amendments to the IMSBC Code on the 2018-2019 biennial agenda of the CCC Sub-Committee and the provisional agenda for CCC 5, agreed to instruct CCC 5 to consider the proposed amendment referred to in document MSC 99/20/7 under its existing agenda item on "Amendments to the IMSBC Code and supplements".

### 5.3 SAFETY MEASURES FOR NON-SOLAS SHIPS OPERATING IN POLAR WATERS

MSC 99 noted that accidents involving non-SOLAS ships operating in polar waters, particularly in the Antarctic area, had continued to pose a significant risk to the safety of lives at sea and a threat to the marine environment and urgent action needed to be taken now rather than waiting for experience to be gained with the implementation of the Polar Code. The Committee established a Working Group on Safety Measures for Non-SOLAS Ships Operating in Polar Waters instructed it to consider the matter. MSC endorsed the Group's recommendation to include the output on "Safety measures for non-SOLAS ships operating in polar waters" in the biennial agenda of SDC Sub-Committee and the provisional agenda of SDC 6 "Safety measures for non-SOLAS ships operating in polar waters to be considered in SDC Sub-Committee is expected to be recommendatory nature. However, further discussion on mandatory measures will be followed up at MSC 100

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## 6. Unified Interpretation and Circular.

### 6.1 MSC.1/Circ.1590 Unified interpretation paragraph 13.3.5 of the IGC Code (as amended by Res. MSC 370(93))

The 'level indicator' required by 13.3.2 of the IGC Code is understood to be required for the purposes of indicating an alarm status only; a level switch (float switch) is an instrument example considered to meet this requirement.

Interpretation of the term 'each dry docking'

: for cargo ships, the survey of the outside of the ship's bottom required for the renewal of the Cargo Ship Safety Construction Certificate and/or the Cargo Ship Safety Certificate.

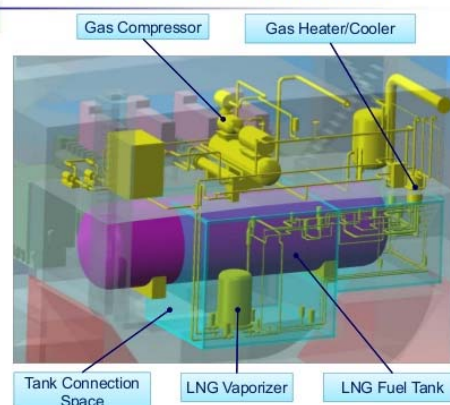
### 6.2 MSC.1/Circ.1591 Unified Interpretation of the IGF Code

: The 'level indicator' required by 15.3.2 of the IGF Code is understood to be required for the purposes of indicating an alarm status only; a level switch (float switch) is an instrument example considered to meet this requirement.

15.3.2 A bilge well in each tank connection space of an independent liquefied gas storage tank shall be provided with both a level indicator and a temperature sensor.

<Tank connection space>

5.5 LNG Fuel Supply System





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The alternative loading limit option given under 6.8.2 is understood to be an alternative to 6.8.1 and should only be applicable when the calculated loading limit using the formulae in 6.8.1 gives a lower value than 95%

Description of 'other rooms' which includes service spaces (galleys, pantries, saunas, paint lockers and store rooms); cargo spaces except cargo tanks; and accommodation spaces of greater fire risk (sale shops; barber shops and beauty parlours)

Except the above, it includes Interpretation of 'level indicator' and 'each dry docking'

### **6.3 CCC.1/Circ.2/Rev.1 Carriage of Bauxite which may liquefy**

This circular notes that some Bauxite cargoes should be classified as Group A.

### **6.4 CCC.1/Circ.4 Carriage of AMMONIUM NITRATE BASED FERTILIZER(non-hazardous)**

AMMONIUM NITRATE BASED FERTILIZER(non-hazardous) is classified as Group C but there are concerns that some properties may require its classification as MHB(OH) Group B cargo. Until discussions are concluded on the properties of the cargo it is deemed necessary to raise awareness of the risk of cargo decomposition.



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**General Manager of  
Convention & Legislation Service Team**

P.I.C:

Heo Kang-Yi / Senior surveyor

Convention & Legislation Service Team

Tel: +82 70 8799 8322

Fax: +82 70 8799 8339

E-mail: [convention@krs.co.kr](mailto:convention@krs.co.kr)

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