



Briefings of IMO Meeting

MSC 99 (16 May ~ 25 May 2018)

No. IMO-0006-2018

BRIEFING STATUS

Flash

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Subject: Newsflash 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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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.

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.

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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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;

- Amendments regarding fish meal and in particular the removal of the restriction of 3,000 kg in SP 308
- A new provision 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

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.

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.



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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, 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)



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BRIEFING STATUS

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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 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.



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MSC 99 (16 May ~ 25 May 2018)

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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.

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.



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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 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



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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

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))

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.



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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.

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 '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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