

Summary of MSC 99 May 2018



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Introduction

The Maritime Safety Committee (MSC) met for its 99th session at the headquarters of the International Maritime Organization (IMO) in London from 16th to 25th May 2018.

The principal work of the Committee included amendments to SOLAS and various IMO Codes, Goal-Based Ship (GBS) construction standards, the safe carriage of cargoes, adoption of new Traffic Separation Schemes (TSS), recognition of the Iridium mobile satellite system, measures to enhance maritime security, and unsafe mixed migration at sea. MSC also discussed safety measures for non-SOLAS ships operating in polar waters and carried out a regulatory scoping exercise for Maritime Autonomous Surface Ships (MASS).

An overview of events is provided here, but definitive information should be sought from the final report of the Committee.

Amendments adopted

The Committee adopted the draught resolutions on:

- Amendments to the 1974 SOLAS Convention, as amended (paragraph 10 and annex 1), regarding computerised stability support for the Master in the event of flooding on existing passenger ships and replacement of 'Inmarsat' with 'a recognized mobile satellite service'
- amendments to the 2010 FTP Code (paragraph 11 and annex 2), regarding fire protection materials and approved testing
- amendments to the 1994 and 2000 HSC Codes and amendment to the 2008 SPS Code (paragraph 19 and annex 10), regarding replacement of 'Inmarsat' with 'a recognized mobile satellite service'
- amendment to the IBC Code (paragraph 14 and annex 5), amendment to the IGC Code (paragraph 15 and annex 6), amendment to the BCH Code (paragraph 20 and annex 11), amendment to the GC Code (paragraph 21 and annex 12) and amendment to the EGC Code (paragraph 22 and annex 13), regarding changes to the model form of 'International Certificate of Fitness for the Carriage of Dangerous Chemicals' and the model form of the 'International Certificate for the Carriage of Liquefied Gases'
- amendments to the IMDG Code (amendment 39-18) (paragraph 16 and annex 7), regarding amendments for IMO type 9 goods, a set of new abbreviations for segregation groups, and special provisions for the carriage of lithium batteries and of vehicles powered by flammable liquid or gas
- amendment, regarding deletion of the footnote, to part A of the 2008 IS Code (mandatory under the 1974 SOLAS Convention) (paragraph 17 and annex 8) and to part A of the 2008 IS Code (mandatory under the 1988 Load Lines Protocol) (paragraph 18 and annex 9).

The Polar Code

The Committee established a working group to discuss safety measures for non-SOLAS ships operating in polar waters, with reference to fishing vessels, pleasure yachts above 300 gt not engaged in trade, and cargo ships below 500 gt down to 300 gt. The Committee agreed to the need to create measures that were recommendatory in nature, such as guidelines, at the next meeting of the Sub-Committee on Ship Design and Construction (SDC). Mandatory measures would be subject to further development at MSC 100 and beyond. As such, the Committee agreed to establish a working group at MSC 100 to further consider outstanding issues.



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MASS

A regulatory scoping exercise for Maritime Autonomous Surface Ships (MASS) was carried out. The Committee considered the definitions of MASS and levels of potential autonomy. It was decided that the objective of MASS regulatory development should be in two parts, ie identification of provisions in IMO instruments and subsequent analysis.

The Committee agreed on four separate levels of autonomy and the methodology/plan of work, with an agreement to establish a correspondence group to test the framework and the methodology for the regulatory scoping exercise (to present a report at MSC 100). The Committee also invited interested Member States and NGOs to submit proposals to MSC 100 related to the development of interim guidelines for MASS trials.

General

The Committee adopted two new TSS, the first 'In Dangan Channel' and the second 'In the vicinity of Kattegat', with entry into force on 01/07/2020.

The Committee agreed, by issuing a resolution, that Iridium had satisfied the criteria established to receive recognition as a mobile satellite communication service provider in the GMDSS.

Approval

The Committee approved the draught 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.

The Committee also approved the following circulars:

- The draught MSC circular (MSC.1/Circ.1589) on 'Guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 January 2014'
- the draught revised circular (CCC.1/Circ.2/Rev.1) on 'Carriage of Bauxite which may liquefy'
- the draught revised circular (CCC.1/Circ.4) on 'Carriage of Ammonium Nitrate Based Fertiliser (non-hazardous)'
- the draught MSC circulars (MSC.1/Circ.1590 and MSC.1/Circ.1591) on the draught unified interpretations of the IGF and IGC Codes
- the draught MSC circular (MSC.1/Circ.1592) on 'Guidelines for wing-in-ground craft' (paragraph 11.10 and annex 3)
- the draught MSC circular (MSC.1/Circ.1593) on 'Interim guidelines for the harmonized display of navigation information received via communication equipment'
- the draught MSC circular (MSC.1/Circ.1594) on 'Amendments to the IAMSAR Manual', taking into account ICAO's concurrence with the inclusion of the proposed amendments to the Manual, for inclusion in the 2019 edition
- the draught MSC circular (MSC.1/Circ.1595) on 'E-Navigation Strategy Implementation Plan – Update 1'
- the draught MSC circular (MSC.1/Circ.1065/Rev.1) on 'IALA Standards for training and certification of VTS personnel'.



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Future Outputs

The Committee approved several new outputs for future work, including:

- Amendments to the LSA Code to incorporate a revision of the lowering speed of survival craft and rescue boats
- a revision of resolution A.857(20) on 'Guidelines for Vessel Traffic Services'
- amendments to the liferaft requirements of the SOLAS Convention, concerning whether all passenger and cargo ships should be equipped with automatically self-righting or canopied reversible liferafts (except for liferafts with a capacity of no more than six persons) and, consequentially, to amend regulations 21, 26 and 31 of chapter III of SOLAS and paragraphs 4.2 and 4.3 of chapter IV of the LSA Code
- amendments to paragraph 4.4.7.6 of the LSA Code concerning single fall survival craft systems, specifically that single fall systems should have the same level of safety provisions applicable to twin fall systems, including protection against accidental release
- a revision of the 'Standardized life-saving appliance evaluation and test report forms'
- recognition of the Japanese regional navigation satellite system Quasi-Zenith Satellite System (QZSS) and the development of performance standards for shipborne satellite navigation system receiver equipment.

MSC is expected to meet for its 100th session from 3rd to 7th December 2018.

Harry Harris

Technical Advisor

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