

Summary of MSC 100

December 2018



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Introduction

The Maritime Safety Committee (MSC) met for its 100th session at the headquarters of the International Maritime Organization (IMO) in London from 3rd to 7th December 2018. The principal work of the Committee included amendments to SOLAS, draft amendments to the LSA Code, updates to circulars, the FSS Code and other Codes, fuel safety, Goal-Based Ship (GBS) construction standards, the safe carriage of cargoes, and the regulatory scoping exercise for Maritime Autonomous Surface Ships (MASS). The 100th session of MSC was marked by several commemorative events, including a visit from Her Royal Highness The Princess Royal.

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 draft amendments to the Code of Safety for Special Purpose Ships (SPS Code), including a revised chapter 8 on life-saving appliances, a requirement for SPS to comply with the provisions of Chapter IV of SOLAS, and a revised Form of Safety Certificate for SPS/Record of Equipment for SPS Safety Certificate (Form SPS), to take effect from 1st January 2020.

The Committee discussed the draft amendments to update the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code). However, the Committee decided to hold the draft amendments to the ESP Code in abeyance, in order to make further changes to the text. A revised set of draft amendments will be presented to MSC 101 with a view to adoption.

MASS

The Committee discussed and endorsed a framework for the regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS). The Committee agreed that the analysis of regulations and rules during the scoping exercise should be high level and that the review of mandatory instruments should be the priority. Additionally, the Committee agreed to the development of interim guidelines for MASS trials and invited interested member States and organisations to submit proposals to MSC 101.



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GBS

The Committee discussed Goal-Based Ship (GBS) construction standards. MSC confirmed that the information provided by the classification society Türk Loydu had demonstrated that its rules conformed to the standards required and a revised MSC circular reporting the successful GBS verification of Türk Loydu will be issued.

The Committee also approved the draft circulars on 'Interim guidelines for development and application of the IMO goal-based standards safety level approach' and approved amendments to the 'Revised guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers' (Revised GBS Guidelines).

General

MSC 100 approved the revised 'Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea' for issuance as a new circular on 'Revised Industry Counter-Piracy Guidance', revoking MSC.1/Circ.1339.

The Committee debated the safety issues of low-sulphur fuel oil as a result of the 0.50% global sulphur regulation, entering into force in 2020. The Committee subsequently approved an MSC circular recommending that all member States should take appropriate action to ensure that fuel suppliers under their jurisdiction deliver fuels that comply with the agreed specifications outlined in the 'Guidance on Best Practice for Fuel Oil Purchasers/Users for Assuring the Quality of Fuel Oil Used on Board Ships'. The Committee also agreed to a new output for MSC 101 on fuel safety and requested interested parties to submit proposals on this agenda item next year.

The Committee also discussed safety measures for non-SOLAS ships operating in polar waters, including possible amendments to SOLAS and the Polar Code. However, further discussion and new proposals will continue at MSC 101.



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Approval

The Committee also approved:

- The draft amendments to the IBC Code, with a view to subsequent adoption at MSC 101. The draft amendments include draft revised chapters 17 (summary of minimum requirements), 18 (list of products to which the Code does not apply), 19 (index of products carried in bulk) and 21 (criteria for assigning carriage requirements for products), as well as draft new paragraph 15.15 (on H₂S detection equipment for bulk liquids). This includes corresponding draft amendments to the BCH Code
- the draft amendments to paragraph 6.1.1.3 of the LSA Code (these are focused on the store mechanical power requirements on manually-launched 'rescue boats that are not one of the lifeboats' on cargo ships. They also include a requirement for means to bring the rescue boat against the ship's side and hold it there for safe embarkation). However, the Committee decided on further amendments for additional clarification (including adding an application date and clarifying the use of the painter on the rescue boat). The text will be referred to the SSE sub-committee for changes, with a view to adoption of the redrafted amendments at MSC 101
- the draft amendments to MSC.1/Circ.1430 on 'Revised guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces'. This includes revision of the position of sprinklers or nozzles, to ensure adequate performance and the reliable control of fixed water-based fire-fighting systems
- the draft amendments to paragraph 2.2 of chapter 15 of the FSS Code, with a view to subsequent adoption at MSC 101. They also approved, as an interim solution, the draft amendments to MSC.1/Circ.1582 on 'Unified interpretations of chapter 15 of the FSS Code'
- the draft amendments to the 'Revised guidelines for the development, review and validation of model courses' (MSC-MEPC.2/Circ.15) and instructed other relevant IMO bodies to consider whether their IMO model courses should be updated

- the revised 'IMO Guidelines on Fatigue', which have been thoroughly reviewed and updated. The Committee also approved a corresponding draft circular
- the draft amendments to sections B-V/a, B-V/b, B-V/c, B-V/d, B-V/e, B-V/f and current B-V/g of the STCW Code
- the draft amendments to parts A and A-1 of the IGF Code concerning ships using natural gas as fuel (specifically, fuel containment arrangements and fuel supply). ICS has proposed the inclusion of additional text in order to ensure the applicability of leakage detection requirements for pipes carrying liquefied fuel (paragraph 9.5). Further changes to the amendments are expected before they are adopted at MSC 101
- the draft interim guidelines on the application of high manganese austenitic steel for cryogenic service. These are aimed at ships carrying LNG, by specifying the requirements for the utilisation of high manganese austenitic steel in the design and fabrication of cargo and fuel tanks complying with the IGC and IGF Codes
- the interim guidance for conducting the refined MHB (CR) corrosivity test (as per the draft amendments to section 9.2.3.7.3 of the IMSBC Code concerning tests for metals).



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Future Outputs

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

- A revision of resolution A.949(23) on 'Guidelines on places of refuge for ships in need of assistance'
- a new output to amend and expand SOLAS Regulation II-1/25, requirements for cargo hold water level detectors, by adding a new SOLAS Regulation II-1/25-1 to apply to cargo ships with multiple cargo holds
- a proposal to develop guidance on the management and use of emergency personal radio devices in multiple casualty situations
- a new output to amend the 'Revised guidelines for the development, review and validation of model courses'
- a revision of 'ECDIS – Guidance for good practice' (MSC.1/Circ.1503)
- a revision of MSC.1/Circ.1442 in order to strengthen inspection programmes for cargo transport units (CTUs) carrying dangerous goods
- a new output to address the use of electronic certificates pursuant to the STCW Convention and Code
- updating the resolution on accelerated weathering tests of retroreflective materials on LSA
- a new output on ferry safety and to develop guidance on ferry operations.

MSC is expected to meet for its 101st session from 5th to 14th June 2019.

Harry Harris
 Technical Advisor
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