

Summary of MSC 101

June 2019



Image attributed to IMO via Flickr, published under Creative Commons BY 2.0

Contents

| | |
|--|---|
| Introduction | 2 |
| Carriage of cargoes and containers | 3 |
| Ship design and construction | 3 |
| Ship systems and equipment | 4 |
| Navigation, communications and search and rescue | 4 |
| General..... | 5 |
| Future outputs..... | 5 |

Introduction

From 5th–14th June 2019, the Maritime Safety Committee (MSC) met for its 101st session at the headquarters of the International Maritime Organization (IMO) in London.

Key topics discussed included amendments to the SOLAS Convention and Codes, Maritime Autonomous Surface Ships (MASS), safety circulars (including for ships in polar waters and for e-navigation) and fuel oil safety. The Committee also approved a record number of future outputs.

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:

- Draft amendments to the SOLAS Convention, specifically to the appendix of certificates and the record of equipment, relating to rudder, propeller, thrust, pitch and the operational mode indicator.
- draft amendments to the FSS Code, relating to inert gas systems (instruments and lines)
- draft amendments to the LSA Code, relating to general requirements for lifeboats and launching and embarkation appliances (specifically relating to stored mechanical power requirements and, for rescue boats that are not survival craft, the option for gravity/manual hoisting)
- draft amendments to the IBC Code, including the 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 subject to the IBC Code). Corresponding draft amendments to the BCH Code were also adopted
- a draft consolidated version of the ESP Code, as amendments to the 2011 ESP Code, without further pursuing the adoption of a new consolidated 2019 ESP Code
- a draft consolidated edition of the IMSBC Code, incorporating amendment 05-19. The 2019 amendments include updates to various schedules (such as a new individual schedule for BAUXITE FINES as a Group A cargo), as well as editorial amendments. The amendments are incorporated into a consolidated IMSBC Code. MSC also approved a related draft MSC circular
- draft amendments to the SPS Code to update the Record of Equipment for the SPS Safety Certificate.

Maritime Autonomous Surface Ships (MASS)

The Committee discussed and approved interim guidelines for Maritime Autonomous Surface Ships (MASS) trials. These guidelines require trials to be carried out in a safe and secure manner and for personnel involved in the trials to be suitably qualified. They also state that appropriate cyber risk management should be in place for the systems and infrastructure used. The Committee agreed terms of reference for an intersessional working group to be held in September 2019, with a view to presenting a report on MASS to MSC 102.



Image attributed to IMO via Flickr, published under Creative Commons BY 2.0

Fuel Oil Safety

The Committee approved the draft MSC-MEPC circular on the delivery of compliant fuel oil by suppliers (noting that it has been already approved by MEPC 74).

The Committee discussed and adopted a resolution providing recommended interim measures to enhance the safety of ships relating to the use of oil fuel. MSC 101 also endorsed an action plan to consider measures relating to the flashpoint of oil fuel, with a view to finalising such measures by MSC 104 in 2021.

The Committee established a Correspondence Group on Oil Fuel Safety to present a report to MSC 102, which will consider instances of flashpoint requirement failures from fuel oil suppliers, as well as developing related requirements and guidelines.

The Committee approved the draft MSC-MEPC circular on the '2019 Guidelines for the carriage of blends of biofuels and MARPOL Annex 1 cargoes.'



Image attributed to IMO via Flickr, published under Creative Commons BY 2.0

Carriage of cargoes and containers

The Committee discussed and approved:

- The draft amendments to paragraph 6.7.1.1 and chapter 11 of the IGF Code
- the draft amendments to the IGC Code and IGF Code concerning tensile tests for materials other than aluminium alloys, with a view to adoption at MSC 102
- the draft MSC circular on the carriage of chapter 19 products (as listed in the amended IGC Code) on ships built after 1st July 1986 and before 1st July 2016.

Ship design and construction

The Committee discussed and approved:

- Draft amendments to SOLAS regulation II-1/3-8 (concerning towing and mooring equipment), with a view to adoption at MSC 102
- the draft MSC circulars on 'Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring' and 'Guidelines for inspection and maintenance of mooring equipment including lines', in conjunction with the adoption of the draft amendments to SOLAS regulation II-1/3-8
- the revised 'Guidance on shipboard towing and mooring equipment' (MSC.1/Circ.1175) and the associated draft revised MSC circular, including replacing the words 'not exceed' with 'equal to' for towing load marking, as well as adding a note on minimum strength of mooring lines (MBLSD)
- the draft amendments to SOLAS regulation II-1/7-2.5 (with respect to watertight integrity between parts B-2 to B-4 in SOLAS chapter II-1) and the draft amendments to parts B-1 to B-4 of SOLAS chapter II-1, with a view to adoption at MSC 102
- the draft International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, 2019 (2019 ESP Code) and the associated draft A resolution
- the revised *Guidelines for wing-in-ground craft* (MSC.1/Circ.1592) and the associated draft MSC circular.

Ship systems and equipment

The Committee discussed and approved:

- the draft MSC circular on revised *'Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III'* (these relate to the habitability of survival craft).
- the draft MSC circular on *'Interim guidelines on life-saving appliances and arrangements for ships operating in polar waters'* (including some minor amendments)
- the draft MSC circular on *'Interim guidelines for minimizing the incidence and consequences of fires in ro-ro spaces and special category spaces of new and existing ro-ro passenger ships'*.
- the draft MSC circular on revised *'Guidelines for developing operation and maintenance manuals for lifeboat systems'* (MSC.1/Circ.1205).

The Committee also discussed and approved the draft Assembly resolution on amendments to resolution A.658(16) on the *'Use and fitting of retro-reflective materials on life-saving appliances'*.

Navigation, communications and search and rescue

The Committee:

- Adopted draft amendments to the recommendations on navigation through the English Channel and the Dover Strait (resolution A.475(XII), as amended), to be implemented six months after adoption
- adopted new TSS and new precautionary areas in the Sunda and Lombok Straits, with recommended directions of traffic flow, to be implemented one year after adoption
- discussed and endorsed the action to update the SN.1/Circ.232/Add.2 circular on *'Traffic separation scheme off Ushant, associated inshore traffic zone, and Passage de Fromveur, Chenal du Four, Chenal de la Helle and Raz de Sein'*, noting that the Passage due Fromveur, Chenal du Four, Chenal de la Helle and Raz de Sein remained dangerous for navigators and unsuitable for international traffic
- approved the draft MSC circular on *'Procedure for the submission of documents containing proposals for the establishment of, or amendments to, ships' routeing systems or ship reporting systems'*
- approved the draft MSC circular on *'Principles and guidelines relating to the review and audit of the performance of LRIT Data Centres and the International LRIT Data Exchange for circulation'*
- approved the draft MSC circular on *'Guidelines for the standardization of user interface design for navigation equipment'* (also known as S-Mode). These guidelines relate to the standardisation of the user interface and information used by seafarers for navigational tasks. The guidelines, including icons, apply to Integrated Navigation Systems (INS), ECDIS and Radar equipment, and they may be applied to other electronic navigation equipment as applicable
- approved the draft safety of navigation circular on *'Guidelines for the presentation of navigation-related symbols, terms and abbreviations for circulation'* as SN.1/Circ.243/Rev.2
- adopted the draft MSC resolution on *'Amendments to the Performance standards for the presentation of navigation-related information on shipborne navigational displays'*. The implementation date of the revised standard for shipborne navigational displays for radar equipment, ECDIS and INS should be 1st January 2024, and for all other navigational displays on the bridge of a ship, 1st July 2025
- adopted the draft MSC resolution on *'Guidance on the definition and harmonization of the format and structure of Maritime Services in the context of e-navigation'*
- approved the draft MSC circular on *'Initial descriptions of Maritime Services in the context of e-navigation'*
- approved the draft MSC circular on *'Amendments to the Revised International SafetyNET Manual'*
- approved the draft MSC circular on *'Interim guidance on technical requirements for Fleet Safety'*
- discussed and adopted three draft MSC resolutions on Maritime Safety Information, the World-Wide Navigational Warning Service and the IMO/WMO World-Wide Met-Ocean Information and Warning Service, respectively
- approved the draft MSC circular on *'Guidance for navigation and communication equipment intended for use on ships operating in polar waters'*
- adopted the draft MSC resolution on *'Performance standards for float free emergency position-indicating radio beacons (EPIRBs) operating on 406 MHz'*, applicable to float-free EPIRBs operating on the frequency 406 MHz, installed on or after three years from the date of adoption. The performance standards include requirements for EPIRBs to be provided with an AIS locating signal and consolidate type approval provisions
- approved the draft amendments to the *'Guidelines on annual testing of voyage data recorders (VDR) and simplified voyage data recorders (S-VDR)'* for circulation as MSC.1/Circ.1222/Rev.

General

The Committee also discussed measures to enhance maritime security. The recent attacks on merchant ships in the Gulf of Oman were highlighted as a worrying development.

The maritime industry emphasised the 3rd version of the *'Industry Guidelines on cyber security on board ships'* to the Committee.

The Committee was informed of the decisions related to the review and revision of the High-Risk Area (HRA), which is within the UKMTO designated Voluntary Reporting Area (VRA). Based on findings and discussions, the HRA has been adjusted as of 1st May 2019.

The Committee discussed and approved the resolution on *'Interim safety measures for ships not certified under the SOLAS Convention operating in Polar water'*. This resolution urges member States, on a voluntary basis, to implement the safety measures of the Polar Code, for ships not certified under the SOLAS Convention operating in polar waters, including for fishing vessels of 24m in length and over and pleasure yachts of 300gt and above not engaged in trade. The draft resolution will be submitted to the IMO Assembly in late 2019 for adoption.



Image attributed to IMO via Flickr, published under Creative Commons BY 2.0

Future outputs

The Committee approved a record number of new outputs for future work, including:

- Adoption of measures to ensure quality of onboard training as part of the mandatory seagoing service required in the STCW Convention
- fire protection of control stations on cargo ships (including tankers). The aim of the proposal is to introduce the requirement for fire detection and alarm systems in control stations into SOLAS Chapter II-2
- an amendment to MSC.1/Circ.1318 to clarify the hydrostatic testing regime for high-pressure CO₂ cylinders, based on several MAIB investigations into accidental release of cylinders into machinery spaces
- reviewing the LSA Code and resolution MSC.81(70) to address the in-water performance of SOLAS lifejackets. This is due to recent research which found that design and testing requirements for SOLAS lifejackets do not provide adequate righting testing; an incident in July 2017, in which 3 seafarers drowned face-down, despite wearing SOLAS lifejackets in calm conditions, was highlighted
- amending the 1994 and 2000 HSC Codes to harmonise the lifejacket carriage requirements in the HSC Codes with SOLAS Chapter III
- addressing the issue of assessment and testing of solid bulk cargoes for the MHB (CR) hazard (materials hazardous only in bulk with a corrosive reactivity), with a view to amending section 9 of the IMSBC Code
- developing design and prototype test requirements for the arrangements used in the operational testing of free-fall lifeboat release systems without launching the lifeboat (equipment used in the simulated launching of free-fall lifeboats)

- refining resolution A.1050(27) on *'Revised recommendations for entering enclosed spaces aboard ships regarding its application to gas carriers'*. This is because the current resolution defines an 'enclosed space' as having specific characteristics that would include the cargo compressor room as an example of an enclosed space on board
- amending the International Code for the Safe Carriage of Grain in Bulk, in order to introduce a new class of loading conditions for "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" and specify the requirements under which grain may be safely carried in such compartments
- reviewing implementation of the performance standards for electronic inclinometers as compulsory equipment for container vessels and for bulk cargo vessels
- reviewing the mandatory requirements in the SOLAS, MARPOL and Load Line Conventions and the IBC and IGC Codes regarding watertight doors on cargo ships, to address the inconsistencies that currently exist
- amending the SOLAS requirements regarding prohibited substances for fire fighting on ships. This would include specifically prohibiting the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS)
- examining mandatory seagoing service for candidates for certification, in accordance with STCW, with the aim of facilitating their onboard training
- revising resolution A.1001(25) on *'Criteria for the provision of mobile satellite communication systems in the GMDSS'*
- developing measures to improve domestic ferry safety.

Harry Harris

Technical Advisor

June 2019