



TECHNICAL CIRCULAR

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TO SHIP OWNER/SHIP MANAGER/INTERESTED PARTIES

Key Points of the IMO MSC 102 Outcome

The 102nd session of IMO's Maritime Safety Committee (MSC 102) took place remotely on 04-11 November 2020. This news summarizes the most relevant updates to the SOLAS Convention and other IMO instruments on maritime safety. The MSC 102 also considered the impact of the Covid-19 pandemic on seafarers and the session agreed on measures to make information that may facilitate safe crew changes available to all affected parties.

1. Adopted Mandatory Requirements

Mandatory requirements adopted at MSC 102 were as follows:

(a) Amendments to SOLAS regulation II-1/3-8 relevant to mooring equipment

MSC 101 approved new "Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring" and new "Guidelines for inspection and maintenance of mooring equipment including lines". Accordingly, MSC 102 further adopted amendments to SOLAS regulation II-1/3-8 to refer to those Guidelines.

Application from 01 January 2024.

(b) Amendments to B-1 to B-4 of SOLAS chapter II-1 to ensure consistency with regard to watertight integrity

Watertight integrity: Amendments to SOLAS Chapter II-1 align the design criteria for watertight integrity in parts B-2 to B-4 with the probabilistic damage stability approach in parts B and B-1. The amendments address inter alia assumptions regarding progressive flooding, valves in the collision bulkhead and watertight doors.

The amendments will enter into force on 01 January 2024, with voluntary early implementation of Regulation 12 on collision bulkhead valves.

(c) Amendments to IGF Code

Three (3) amendments to the IGF Code as listed below were adopted.

1. In paragraph 6.7.1.1, to remove tank cofferdams from the scope of requirement of pressure relief system.
2. To add new paragraph 11.8, in order to require fixed fire-extinguishing system for fuel preparation rooms.
3. To modify paragraph 16.3.3.5.1 concerning tensile tests for materials such as aluminium alloys.

Application from 01 January 2024.

(d) Amendments to IGC Code

As well as the amendments to the IGF Code as mentioned in above 1.(3), amendments to paragraph 6.5.3.5.1 of the IGC Code concerning tensile tests for materials such as aluminium alloys were adopted.

Application from 01 January 2024.

(e) Amendments to IMDG Code

40th amendments to IMDG Code were adopted, to reflect the biennial amendments to "United Nations Recommendations on the Transport of Dangerous Goods".

Application from 01 January 2022 (Administrations may apply it on a voluntary basis as from 01 January 2021).

2. Approved Mandatory Requirements

The following draft amendments were approved at this session, and are expected to be adopted at MSC 103 which to be held in May 2021.

(a) Amendments to SOLAS chapter III, LSA Code and resolution MSC.81(70)

Amendments to SOLAS regulation III/33, paragraph 4.4.1.3 of LSA Code and the "Revised recommendation on testing of life-saving appliances" (resolution MSC.81(70), as amended), to remove the applicability of the requirements to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water, were approved.

(b) Amendments to 2011 ESP Code

The MSC 102 approved draft amendments to the 2011 ESP Code so that thickness measurements need only be taken of "suspect areas" at the first renewal survey of double-hull oil tankers. This will align the thickness measurement requirements for oil tankers with those for bulk carriers. The amendments will be submitted to MSC 103 for adoption.

(c) Amendments for watertight doors on cargo ships to LL, IBC Code and IGC Code

The MSC 102 approved, subject to concurrent approval by the MEPC 76, draft amendments to the MARPOL and Load Lines Convention and to the IBC and IGC Codes. The aim is to address inconsistencies between these IMO instruments and SOLAS when it comes to the consideration of watertight doors in damage stability calculations.

The draft amendments will enter into force on 01 January 2024, subject to adoption by MSC 103, and have no impact on existing ships

(d) Amendments to chapter 9 of the FSS Code

Amendments to chapter 9 of the FSS Code in respect of fault isolation requirements for cargo ships and passenger ship cabin balconies fitted with individually identifiable fire detector systems, were approved.

3. Approved Unified Interpretations, Etc.

The following unified interpretations (UIs), guidelines, and guidance etc. were approved during MSC 102. IACS UIs referred to as below are available on IACS website (<http://www.iacs.org.uk/>).

(a) Unified interpretation of the IGC Code

The interpretation which clarifies that, for example, paragraph 4.20.1.2 of the IGC Code where tee welds could be accepted in type A or type B independent tanks, and the paragraph is applicable to type C independent bi-lobe tank with centreline bulkhead, and includes interpretations of other miscellaneous paragraphs of the Code was approved, to facilitate the consistent and global implementation of the Code. (UI GC20, GC21, GC22, GC25, GC26, GC27, GC28, GC29)

Unified interpretation regarding the outer duct in gas fuel piping systems, as referred to in paragraphs 5.4.4 and 5.13.2.4 of the IGC Code will be reconsidered at CCC Sub-Committee.

(b) Unified interpretation of the IMDG Code

The interpretation of paragraph 7.1.4.4.2 of the IMDG Code was approved to clarify the target of term "life-saving appliances".

(c) Unified interpretation of SOLAS Chapter II-2

The interpretation to clarify "Isolated pantries containing no cooking appliances in accommodation spaces" under SOLAS Regulation II-2/9.2.2.3.2.2(9), was approved.

(d) Interim Guidelines for the second generation intact stability criteria

The MSC 102 approved interim guidelines for second-generation intact stability criteria. The 2008 Intact Stability Code uses empirical criteria, based on past casualty data. Hence, as ship design evolves, the uncertainty of these criteria increases. The new second-generation intact stability criteria are performance-based and rely on advanced numerical simulations or simplified criteria in addition to operational measures.

(e) Early implementation Circular on the amendments to SOLAS regulation II-1/12

With regard to above item 1.(2), the Circular to urge Administrations' early implementation on the amendments to SOLAS II-1/12.6.1 and 12.6.2, which stipulate the fitting provisions for valve on the collision bulkhead, was approved.

(f) Amendments to CSS Code

Cargoes require lashing and securing to remain in place when exposed to the accelerations acting on them due to the ship's behaviour at sea. The MSC 102 approved modifications to Annex 13 of the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) to determine weather-dependent acceleration reductions on non-standardized cargoes, including vehicles on ro-ro ships and heavy cargoes.

Amendments to the following instruments were approved accordingly:

- Revised guidelines for the preparation of the Cargo Securing Manual
- Guidelines for securing arrangements for the transport of road vehicles on ships
- Code of Safe Practice for Ships Carrying Timber Deck Cargoes
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The amendments are relevant for ro-ro, general cargo and multipurpose ships, with non-mandatory application.

4. Water Level Detectors on Multiple Hold Cargo Ships

Following the sinking of ro-ro cargo ship "El Faro" in 2015, a revision of SOLAS was proposed to require installation of water level detectors in cargo ships with multiple cargo holds other than bulk carriers. SDC Sub-Committee considered the proposal and finalized draft amendments to SOLAS.

MSC 102 approved the draft amendments to SOLAS to add regulation for water level detectors on multiple hold cargo ships other than bulk carriers and tankers for cargo holds located below the freeboard deck. The amendments will be applied to ships constructed on or after 01 January 2024.

5. On-Board Lifting Appliances and Anchor Handling Winches

Requirements for on board lifting appliance are not specified in SOLAS and inspection for the lifting appliance has been conducted based on the requirements of flag States and port States. SSE Sub-Committee has been working on the requirements for inspection and maintenance for the lifting appliances, and SSE 7, held in March 2020, finalized draft amendments to SOLAS chapter II-I, to provide definition and application of lifting appliances and anchor handling winches, and to refer to two (2) new "Guidelines for anchor handling winches" and "Guidelines for lifting appliances" which are under development.

MSC 102 approved the draft amendments to SOLAS, which will be applied to lifting appliances having a Safe Working Load above 1,000 kg on or after 01 January 2024. Once the associated draft Guidelines are finalized at SSE 8, the amendment to SOLAS chapter II-I would be adopted in conjunction with the approval of the draft Guidelines at future session.

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