

09 May 2022

To : Whom It May Concern

Subject : Summary Report on IMO Meeting of Maritime Safety Committee 105th Session (MSC 105)

Summary

This Technical Information summarizes the result of 105th Session of the IMO Maritime Safety Committee (MSC 105) that was held from the 20 to 29 April 2022, at the IMO headquarters in London.

Information

1. The information provided in this Technical Information are the ones which have high relevance with the work of BKI or considered as an essential information for interested parties.
2. The following agenda are among those discussed during the meeting :

Agenda Number	Topic
3	Consideration and adoption of amendments to mandatory instruments
4	Measures to Improve Domestic Ferry Safety
5	Development of further measures to enhance the safety of ships relating to the use of fuel oil
6	Goal-based new ship construction standards
7	Development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS)
15	Ship design and construction (Report of the eighth session of the Sub-Committee)
-	List of MSC Resolutions adopted by MSC 105
-	List of MSC Circular adopted by MSC 105

3. The Agenda above are several technical issues discussed during the meeting. A brief coverage among the issues are expressed in the attached document.

More info

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BRIEF INFORMATION ON IMO MEETING OF MARITIME SAFETY COMMITTEE 105TH SESSION (MSC 105)

A. CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS (Agenda item 3)

Under this agenda, the following amendments were adopted by the Committee in relation to the modernization of the GMDSS:

- Chapters II – 1, III, IV and V, and the appendix (Certificates) of the International Convention for the Safety of Life at Sea (SOLAS), 1974. (Navigation & Communication)
- Consequential amendments to the 1988 SOLAS Protocol.
- The International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code). (Navigation & Communication)
- The International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code). (Navigation & Communication)

These amendments will all enter into force 1 January 2024 and will be applicable to all ships of 300GT and above to which the requirements of the GMDSS apply, including new and existing ships.

Related to the above, the Committee also adopted or approved, as appropriate, associated amendments and revisions to non-mandatory instruments, including a new MSC circular, that were approved in principle by MSC 104. These are listed under Navigation & Communication.

B. MEASURES TO IMPROVE DOMESTIC FERRY SAFETY (Agenda item 4)

Under this agenda, the Committee having considered the draft MSC Resolution on adoption of the Model Regulations on Domestic Ferry Safety, the Committee noted the general support from delegations for the adoption of the Model Regulations, which could be voluntarily and practically incorporated into national legislation, to reduce accidents related to domestic ferry safety. Eventually, MSC 105 adopted those MSC resolution MSC.518 (105) on Model Regulations on Domestic Ferry Safety (MRDFS).

In addition, the Committee also invited the Technical Cooperation Committee to assist with the development of an explanatory manual for the model regulations and related online training material.

C. DEVELOPMENT OF FURTHER MEASURES TO ENHANCE THE SAFETY OF SHIPS RELATING TO THE USE OF FUEL OIL (Agenda Item 5)

Under this agenda, the following matters were discussed:

- Reporting confirmed cases of oil fuel suppliers failing to meet the flashpoint requirements
- Action against oil fuel suppliers in confirmed cases of deliveries of oil fuel not complying with flashpoint requirements
- Documentation of the flashpoint of the actual fuel batch when bunkering

- Guidelines to address situations where indicative test results suggest that oil fuel supplied may not comply with flashpoint requirements
- Measures related to oil fuel parameters other than flashpoint

The Committee approved the draft amendments to SOLAS chapter II-2 on the reporting of confirmed cases where oil fuel suppliers have failed to meet the flashpoint requirements specified in SOLAS regulation II-2/4.2.1.

MSC 105 re-established the intersessional correspondence group to develop guidelines for sampling procedures and to consider possible further measures to enhance the safety of ships relating to the use of fuel oil. This correspondence group will report to MSC 107 around spring 2023.

D. GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS (Agenda Item 6)

Due to time constraints at previous sessions on MSC 102 till MSC 104, MSC 105 had agreed to consider all documents under agenda Goal-Based New Ship Construction Standards through the establishment of correspondence group to get further deliberation.

In this regard, the Committee also noted that:

- The recommendation to re-establish the GBS Working Group after conclusion of each three-year maintenance audit in order to identify any gaps in the Revised GBS Verification Guidelines. MSC 105 recommended to the participants that the aims and objectives of the workshops be limited to giving feedback with a view to improving the GBS Audit Scheme, and that recognized organizations (ROs) whose request for initial verification is pending should be invited to attend such workshops.
- Due to time constraints consideration of the corrective action plans against non-conformities was postponed until MSC 106.

E. DEVELOPMENT OF A GOAL-BASED INSTRUMENT FOR MARITIME AUTONOMOUS SURFACE SHIPS (MASS) (Agenda item 7)

At the previous session, MSC 103 had finalized the outcome of the Regulatory Scoping Exercise (RSE) regarding the use of Maritime Autonomous Surface Ships (MASS). This work provided an assessment of the instruments under the purview of the MSC into the four degrees of MASS inter alia:

1. Degree One (Ship with automated processes and decision support)
2. Degree Two (Remotely controlled ship with seafarers on board)
3. Degree Three (Remotely controlled ship without seafarers on board)
4. Degree Four (Fully autonomous ship)

Road Map for developing a goal-based Code for MASS

Regarding the work plan on the development of road map, MSC 105 agreed to develop a non-mandatory goal-based MASS Code as a first step before proceeding to the development of mandatory MASS Code. While the scope of application remains to be agreed, it is expected to initially be limited in application to cargo vessels only and exclude application to passenger ships. Discussion on the complexities of extending the application to passenger ships will take place at a future stage.

It is expected that the interim MASS Code would become effective in 2024 with the mandatory MASS Code entering into force 1 January 2028. It is intended that the mandatory Code will be a new instrument, however, the various chapters of SOLAS and associated instruments will need to be amended to ensure coherent implementation.

Establishment of MASS Correspondence Group

The Committee also agreed to establish the MASS Correspondence Group and instructed to

1. Consider key principles and common understanding of the purpose and objectives for the new instrument;
2. Commence the development of non-mandatory goal-based MASS Code, taking into account the potential gaps/themes identified, the scope and framework of the non-mandatory Code;
3. Consider the common potential gaps and/or themes identified during the Regulatory Scoping Exercise (RSE);
4. Develop MSC MASS positions on the following points with the intention to be submitted to a Joint MSC/LEG/FAL MASS Working Group:
 - a. Consideration whether to amend the definition for MASS and degrees of autonomy.
 - b. Meaning of the terms master, crew or responsible person.
 - c. Remote control station/centre.
 - d. Determination of the remote operator as a seafarer.
5. Limit the development of the non-mandatory MASS Code to cargo ships with a view to considering the feasibility for application to passenger ships.

The work on the new Code will continue through a joint MSC/LEG/FAL MASS Working Group to be held remotely in September 2022 and an intersessional correspondence group reporting to MSC 107 with a verbal update on progress at MSC 106.

F. SHIP DESIGN AND CONSTRUCTION (Agenda item 15)

Safety measures for ships carrying industrial personnel.

MSC 105 approved the draft new SOLAS chapter XV on Safety measures for ships carrying industrial personnel and subsequently the new draft International Code of Safety for Ships carrying industrial personnel (IP Code) will be mandatory. Furthermore, it is expected to be adopted at MSC 106 for entry into force on 1 July 2024.

In addition, the Committee agreed to a second phase of work in order to address outstanding matters, including clarifying the interaction between the IP and SPS Code, incorporating provisions for passenger ships and, with respect to high-speed craft carrying IP, and provisions for sleeping berths and for high-speed craft carrying more than 60 persons.

Explanatory notes to the Interim guidelines on the second-generation intact stability.

MSC 105 approved MSC.1/Circ.1652 on Explanatory Notes to the Interim Guidelines on the Second-generation Intact Stability Criteria. This Explanatory Notes provided understanding and uniform application of the Interim Guidelines on the Second-Generation Intact Stability Criteria (MSC.1/Circ.1627).

Draft Amendments to the 2011 ESP Code

MSC 105 approved draft amendments to the 2011 ESP Code and requested the Secretary-General to circulate them, with a view to adoption at MSC 106 and enter into force on 1 January 2026. The draft amendments increased survey requirements for water ballast tanks (WBTs) and void spaces on Bulk Carriers, including

1. The criteria to require examination of WBTs annually changed from “if the coating is POOR” to “if the coating is less than GOOD”.
2. The requirements of examining ballast tanks and void spaces bounding cargo hold will be separated since more evidence on corrosion was necessary before imposing more stringent inspection for void spaces with different type of coatings.
3. Introduction of examination requirements to double-sided void spaces on Bulk Carriers exceeding 20 years of age and more than 150m in length which are to be examined annually if the coating is found in “POOR” condition.
4. The ESP Code does not apply to oil tankers carrying oil in independent tanks which are not part of ship's hull, was clarified.

Amendments to the Revised guidelines on alternative design and arrangements for SOLAS chapter II-1 and III (MSC.1/Circ.1212/Rev.1)

MSC 105 noted the progress made by SDC 8 on developing draft amendments to MSC.1/Circ.1212/Rev.1 to include goals, functional requirements and expected performances of SOLAS chapter II-1, parts C, D and E; and that SDC 8 had agreed to a time frame for their development.

Revised performance standards for water level detectors on ships

MSC 105 adopted resolution MSC.188 (79)/Rev.1 on Revised performance standards for water level detectors on ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12. This standard provided technical functional requirements, installation and testing, periodical inspection and maintenance requirements for water level detection and alarm arrangements. The changes include:

1. Additional requirements to cover operation in low temperatures

2. The addition of a provision to allow bilge alarms to be used as water level detectors.
3. Clarification of the location of electrical equipment.

G. LIST OF MSC RESOLUTIONS ADOPTED BY MSC 105

1. RESOLUTION MSC.495(105) – Actions to Facilitate the Urgent Evacuation of Seafarers from the War Zone Area in and Around the Black Sea and the Sea of Azov as a Result of the Russian Federation Aggression against Ukraine
2. RESOLUTION MSC.496(105) – Amendments to the International Convention for the Safety of Life at Sea, 1974
3. RESOLUTION MSC.497(105) – Amendments to the Protocol of 1988 Relating to the International Convention for the Safety of Life at Sea, 1974
4. RESOLUTION MSC.498(105) – Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code)
5. RESOLUTION MSC.499(105) – Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC CODE)
6. RESOLUTION MSC.500(105) – Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) CODE
7. RESOLUTION MSC.501(105) – Amendments to the International Maritime Dangerous Goods (IMDG) CODE
8. RESOLUTION MSC.502(105) – Amendments to the Code of Safety for Special Purpose Ships, 1983 (1983 SPS CODE)
9. RESOLUTION MSC.503(105) – Amendments to the Code of Safety for Special Purpose Ships, 2008 (2008 SPS CODE)
10. RESOLUTION MSC.504(105) – Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1979 (1979 MODU CODE)
11. RESOLUTION MSC.505(105) – Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1989 (1989 MODU CODE)
12. RESOLUTION MSC.506(105) – Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU CODE)
13. RESOLUTION MSC.507(105) – System Performance Standard for the Promulgation and Coordination of Maritime Safety Information Using High-Frequency Narrow-Band Direct-Printing
14. RESOLUTION MSC.508(105) – Performance Standards for the Reception of Maritime Safety Information and Search and Rescue related Information by MF (NAVTEX) and HF
15. RESOLUTION MSC.509(105) – Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS)
16. RESOLUTION MSC.510(105) – Performance Standards for Search and Rescue Radar Transponders
17. RESOLUTION MSC.511(105) – Performance Standards for Shipborne VHF Radio Installations capable of Voice Communication and Digital Selective Calling
18. RESOLUTION MSC.512(105) – Performance Standards for Shipborne MF and MF/HF Radio Installations capable of Voice Communication, Digital Selective Calling and Reception of Maritime Safety Information and Search and Rescue related Information
19. RESOLUTION MSC.513(105) – Performance Standards for Inmarsat-C Ship Earth Stations capable of Transmitting and Receiving Direct-Printing Communications
20. RESOLUTION MSC.514(105) – Guidelines for the Avoidance of False Distress Alerts
21. RESOLUTION MSC.515(105) – Performance Standards for Survival Craft Portable Two-Way VHF Radiotelephone Apparatus

22. RESOLUTION MSC.516(105) – Amendments to the Performance Standards for Radiocommunication Equipment (Resolution MSC.80(70))
23. RESOLUTION MSC.517(105) – Performance Standards for a Shipborne Integrated Communication System (ICS) when used in the Global Maritime Distress and Safety System (GMDSS)
24. RESOLUTION MSC.518(105) – Model Regulations on Domestic Ferry Safety
25. RESOLUTION MSC.188(79)/Rev.1 – Revised Performance Standards for Water Level Detectors on Ships subject to SOLAS Regulations II-1/25, II-1/25-1 and XII/12

H. LIST OF MSC CIRCULAR APPROVED BY MSC 105

1. MSC.1/Circ.803/Rev.1 on Participation of non-SOLAS ships in the Global Maritime Distress and Safety System (GMDSS) and guidance on the development of training materials for GMDSS operators on non-SOLAS ships.
2. MSC.1/Circ.1645 on Guidance for the reception of maritime safety information and search and rescue related information as required in the Global Maritime Distress and Safety System (GMDSS)
3. MSC.1/Circ.1600/Rev.1 on Guidance for conducting the refined MHB (CR) test
4. MSC.1/Circ.1395/Rev.5 on Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective
5. MSC.1/Circ.1588/Rev.2 on Amendments to the Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (MSC.1/Circ.1588/Rev.1) (EmS Guide)
6. MSC.1/Circ.1361/Rev.1 on Revised recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo transport units
7. MSC.1/Circ.1646 on List of certificates and documents required to be carried on board ships, 2022
8. MSC.1/Circ.1647 on Interim guidelines for the safety of ships using fuel cell power installations
9. MSC.1/Circ.1648 on Amendments to the Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels (MSC.1/Circ.1622)
10. MSC.1/Circ.1599/Rev.2 on Revised Guidelines on the application of high manganese austenitic steel for cryogenic service
11. MSC.1/Circ.1649 on Guidelines for the implementation of the inspection programmes for cargo transport units
12. MSC.1/Circ.1650 on List of non-exhaustive voluntary guidance on pest contamination
13. MSC.1/Circ.1651 on Amendments to MSC.1/Circ.1625 on unified interpretations of the IGC Code (as amended by resolution MSC.370(93))
14. MSC.1/Circ.1652 on Explanatory notes to the Interim Guidelines on second generation intact stability criteria
15. MSC.1/Circ.1653 on Unified interpretation regarding timber deck cargo in the context of damage stability requirements
16. MSC.1/Circ.1654 on Unified interpretation on the noise level limit in workshops on board ships
17. MSC.1/Circ.1535/Rev.2 on Unified interpretations relating to the Protocol of 1988 relating to the International Convention on Load Lines, 1966
18. MSC.1/Circ.1362/Rev.1 on Unified interpretation of SOLAS chapter II-1
19. MSC.1/Circ.1164/Rev.25 on Promulgation of information related to reports of independent evaluation submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 confirmed by the Maritime Safety Committee to have

communicated information which demonstrates that Parties are giving full and complete effect to the relevant provisions of the Convention

20. MSC.1/Circ.797/Rev.37 on List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code