

*The 106th session of the Maritime Safety Committee was held from 2 to 11 November 2022, chaired by Mrs. Mayte Medina (United States). The Vice-Chair of the Committee, Mr. Theofilos Mozas (Greece), was also present. A brief of the meeting outcomes in relation to the adopted mandatory instruments, has been mentioned in this article.*

The 106th session of the Maritime Safety Committee was held from 2 to 11 November 2022, chaired by Mrs. Mayte Medina (United States). The Vice-Chair of the Committee, Mr. Theofilos Mozas (Greece), was also present. A brief of the meeting outcomes in relation to the adopted mandatory instruments, has been mentioned in this article.

Based on the discussions and reviews of the submitted agendas to this session, the member states of the 1974 SOLAS Convention adopted the following amendments:

## 1. Amendments to SOLAS chapter II-2

The Committee confirmed the proposed amendments to chapter II-2 of the 1974 SOLAS Convention, with the agreed modifications, as set out in annex 1 to document MSC 106/WP.5, subject to editorial improvements, if any.

The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026.

## 2. New SOLAS chapter XV MARINE POLLUTION

New SOLAS chapter XV had been submitted to this session, the Committee confirmed its contents, as set out in annex 2 to document MSC 106/WP.5, subject to necessary modifications with respect to the terms "constructed on or after" and "similar stage of construction", and editorial improvements, if any.

The new chapter XV (Safety measures for ships carrying industrial personnel) is added after the existing chapter XIV (Safety measures for ships operating in polar waters).

یکصد و ششمین جلسه کمیته ایمنی دریایی از ۲ تا ۱۱ نوامبر ۲۰۲۲ به ریاست خانم مایت مدینه (ایالات متحده آمریکا) برگزار شد. نایب رئیس کمیته، آقای تئوفیلوس موزاس (یونان) نیز در این اجلاس حضور داشت. خلاصه ای از نتایج نشست در رابطه با اسناد لازم الاجرای تصویب شده، در این مقاله ذکر شده است.

بر اساس بحث ها و بررسی های صورت گرفته بر روی اسناد ارسالی به این نشست، دولت های عضو کنوانسیون سولاس ۱۹۷۴، اصلاحات زیر را به تصویب رساندند:

### ۱. اصلاحیه فصل ۲-۲ کنوانسیون سولاس

کمیته اصلاحات پیشنهادی فصل II-2 کنوانسیون سولاس ۱۹۷۸ را مطابق با الحاقیه ۱ سند MSC 106/WP.5، مشروط به اصلاحات ویرایشی (در صورت وجود)، به تصویب رساند.

در این اصلاحیه، با توجه به الزام درج مقدار فلاش پوینت در رسید تحویل سوخت (BDN) شناور ها، بندهایی به فصل ۲-۲ سولاس اضافه گردید، بدین صورت که این مقدار باید توسط آزمایشگاه های دارای شرایط استاندارد ایزو ۱۷۰۲۵:۲۰۱۷ یا استانداردهای معادل و بر اساس روش های پیشنهادی استاندارد ایزو ۲۷۱۹:۲۰۱۶ انجام شود.

کمیته موافقت کرد که پیش نویس اصلاحات فوق الذکر که برای تصویب در این جلسه پیشنهاد شده بود، در ۱ ژوئیه ۲۰۲۵ پذیرفته، تلقی شده و در ۱ ژانویه ۲۰۲۶ لازم الاجرا شود.

### ۲. آلودگی دریایی

کمیته محتویات فصل ۱۵ سولاس، همانطور که در الحاقیه ۲ سند MSC 106/WP.5 بیان شده است، مشروط به اصلاحات لازم در عبارات "ساخته شده در یا بعد" و "مرحله معادل ساخت" تصویب کرد.

Industrial personnel (IP) means all persons who are transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities.

The Committee agreed that the new SOLAS chapter XV proposed for adoption at this session should be deemed to have been accepted on 1 January 2024 and enter into force on 1 July 2024, as an exemption from the four-year SOLAS amendment cycle, in accordance with the Guidance (MSC.1/Circ.1481).

### 3. Amendments to the 1978 SOLAS protocol

The Committee confirmed the amendment on 1978 SOLAS protocol, as set out in annex 8 to document MSC 106/WP.5, subject to editorial improvements, if any.

Based on this amendment, a new edition of the international cargo ship safety equipment certificate has been replaced. The following image shows a raw example of this version:

فصل ۱۵ جدید سولاس، در خصوص اقدامات ایمنی لازم برای کشتی های حامل خدمه صنعتی خواهد بود. منظور از خدمه صنعتی، تمام افرادی است که برای انجام عملیات صنعتی فراساحل بر روی شناور یا دیگر شناورها و تسهیلات فراساحلی، چه به صورت دائم و چه به منظور جابه جایی، بر روی آن حضور داشته باشند.

کمیته مطابق با راهنمای (MSC.1/Circ.1481)، موافقت کرد که فصل پانزدهم جدید سولاس، باید در ۱ ژانویه ۲۰۲۴ پذیرفته شده و در ۱ ژوئیه ۲۰۲۴ لازم الاجرا تلقی شود.

### ۳. اصلاحیه پروتکل ۱۹۷۸ سولاس

کمیته اصلاحیه پروتکل ۱۹۷۸ سولاس را که در الحاقیه ۸ سند MSC 106/WP.5 ارائه شده است، مشروط به اصلاحات ویرایشی (در صورت وجود)، تأیید کرد.

بر مبنای این اصلاحیه، ویرایشی جدید بر گواهینامه بین المللی تجهیزات ایمنی کشتی های باری، تعیین گردیده است. تصاویر زیر نمونه خام این ویرایش را نشان می دهد:

**"FORM OF SAFETY EQUIPMENT CERTIFICATE FOR CARGO SHIPS**

**CARGO SHIP SAFETY EQUIPMENT CERTIFICATE**

This Certificate shall be supplemented by a Record of Equipment for Cargo Ship Safety  
(Form E)

(Official seal)

(State)

Issued under the provisions of the  
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE  
AT SEA, 1974, as modified by the Protocol of 1978 relating thereto

under the authority of the Government of

\_\_\_\_\_  
(name of the State)

by

\_\_\_\_\_  
(person or organization authorized)

**Particulars of ship<sup>1</sup>**

Name of ship.....

Distinctive number or letters.....

Port of registry .....

Gross tonnage.....

Deadweight of ship (metric tons)<sup>2</sup>.....

Length of ship (regulation III/3.12).....

IMO number<sup>3</sup>.....

Type of ship<sup>4</sup>

Bulk carrier

Oil tanker

Chemical tanker

Gas carrier

Cargo ship other than any of the above

Date on which keel was laid or ship was at a similar stage of construction or,  
where applicable, date on which work for a conversion or an alteration  
or modification of a major character was commenced .....

<sup>1</sup> Alternatively, the particulars of the ship may be placed horizontally in boxes.

<sup>2</sup> For oil tankers, chemical tankers and gas carriers only.

<sup>3</sup> In accordance with the *IMO Ship Identification Number Scheme*, adopted by the Organization by resolution A.1117(30).

<sup>4</sup> Delete as appropriate.

MSC 106/WP.5  
Annex 8, page 4

**THIS IS TO CERTIFY:**

- 1 That the ship has been surveyed in accordance with the requirements of regulation I/8 of the Convention, as modified by the 1978 Protocol.
- 2 That the survey showed that:
  - 2.1 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans;
  - 2.2 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;
  - 2.3 the ship was provided with a line-throwing appliance in accordance with the requirements of the Convention;
  - 2.4 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;
  - 2.5 the ship was provided with lights, shapes and means of making sound signals and distress signals in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;
  - 2.6 in all other respects the ship complied with the relevant requirements of the Convention;
  - 2.7 the ship was/was not<sup>4</sup> subjected to an alternative design and arrangements in pursuance of regulation(s) II-2/17 / III/38<sup>4</sup> of the Convention;
  - 2.8 a document of approval of alternative design and arrangements for fire protection/life-saving appliances and arrangements<sup>4</sup> is/is not<sup>4</sup> appended to this Certificate.
- 3 That the ship operates in accordance with regulation III/26.1.1.1<sup>5</sup> within the limits of **the trade area** .....
- 4 That in implementing regulation I/6(b) the Government has instituted:
  - mandatory annual surveys;
  - unscheduled inspections.
- 5 That an Exemption Certificate has/has not<sup>4</sup> been issued.

<sup>4</sup> Delete as appropriate.

<sup>5</sup> Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998 in the case of self-righting partially enclosed lifeboat(s) on board.

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***This certificate is valid until*** .....

**Completion date of the survey on which this certificate is based:** ..... (dd/mm/yyyy)

**Issued at** .....  
(Place of issue of certificate)

.....  
(Date of issue)

.....  
(Signature of authorized official issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

MSC 106/MP.5  
Annex 8, page 6

### INTERMEDIATE SURVEY

(for tankers of 10 years of age and over)

This is to certify that at an intermediate survey required by regulation I/8 of the Convention, as modified by the 1978 Protocol, this ship was found to comply with relevant provisions of the Convention.

Signed: .....  
(Signature of authorized official)

Place: .....

Date: .....  
(Seal or stamp of the authority, as appropriate)

### MANDATORY ANNUAL SURVEYS OR UNSCHEDULED INSPECTIONS

This is to certify that the ship has been surveyed in accordance with regulation I/6(b) of the Convention, as modified by the 1978 Protocol and the relevant recommendations of the Organization.<sup>6</sup>

mandatory annual survey<sup>4 7</sup> Signed: .....

unscheduled inspection<sup>4</sup> Place: .....

Date: .....  
(Seal or stamp of the authority as appropriate)

\*\*\*

Under the provisions of regulation I/14 of the Convention, as modified by the 1978 Protocol, the validity of this Certificate is extended until .....

Signed: .....

Place: .....

Date: .....  
(Seal or stamp of the authority as appropriate)"

\*\*\*

<sup>4</sup> Delete as appropriate.

<sup>6</sup> Reference is made to the *Guidelines on surveys required by the 1978 SOLAS Protocol, the International Bulk Chemical Code and the International Gas Carrier Code*, adopted by the Organization by resolution A.560(14), as amended by resolution MSC.84(70), and applicable parts of the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2011*, as may be amended, adopted by the Organization by resolution A.1053(27).

<sup>7</sup> An intermediate survey, but not an unscheduled inspection, may take the place of a mandatory annual survey.



The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026, in accordance with the Guidance (MSC.1/Circ.1481).

#### 4. Amendments to the IGC and IGF Codes

The Committee confirmed the proposed amendments to chapter 6 of the IGC Code and chapter 7 of part A-1 of the IGF Code, as modified, as set out in annexes 3 and 4 to document MSC 106/WP.5, respectively, subject to editorial improvements, if any.

This amendment will include amendments on the following tables based on the relevant codes:

- IGC Code: Table 6.3 is replaced in its entirety. It includes changes on Table 6.3 on the subject of plates, sections and forgings for cargo tanks, secondary barriers and process pressure vessels for design temperatures below  $-55^{\circ}\text{C}$  and down to  $-165^{\circ}\text{C}$  Maximum thickness 25 mm
- IGF Code: Table 7.3 is replaced in its entirety. It includes changes on Table 7.3 on subject of plates, sections and forgings for fuel tanks, secondary barriers and process pressure vessels for design temperatures below minus  $55^{\circ}\text{C}$  and down to minus  $165^{\circ}\text{C}$  maximum thickness 25 mm

The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026, in accordance with the Guidance (MSC.1/Circ.1481).

#### 5. Amendments to the 2011 ESP Code

The Committee confirmed their contents, as set out in annex 5 to document MSC 106/WP.5, subject to editorial improvements, if any.

کمیته موافقت کرد که اصلاحیه‌های فوق‌الذکر باید در ۱ ژوئیه ۲۰۲۵ پذیرفته‌شده تلقی شود و مطابق با دستورالعمل (MSC.1/Circ.1481) در تاریخ ۱ ژانویه ۲۰۲۶ لازم‌الاجرا شود.

#### ۴. اصلاحیه کدهای IGC & IGF

کمیته اصلاحات پیشنهادی فصل ۶ کد IGC و فصل ۷ قسمت A-1 کد IGF را مطابق با مندرجات الحاقیه های ۳ و ۴ سند MSC 106/WP.5، مشروط به بهبودهای ویرایشی (در صورت وجود)، به تصویب رساند.

این اصلاحیه شامل تغییرات بر روی جداول زیر بر اساس کدهای مربوطه خواهد بود:

- کد IGC: شامل تغییراتی بر روی جدول ۶,۳ با موضوع ورق ها و مقاطع مورد استفاده برای ساخت مخازن حمل بار، اجزای سازه ای ثانویه و سازه های تحت فشار در دمای طراحی منفی ۵۵ درجه سانتی گراد تا منفی ۱۶۵ درجه سانتیگراد با ضخامت حداکثر ۲۵ میلی متر، است.
- کد IGF: شامل تغییراتی بر روی جدول ۷,۳ با موضوع ورق‌ها و مقاطع مورد استفاده برای ساخت مخازن سوخت، اجزای سازه‌ای ثانویه و سازه‌های تحت فشار در دمای طراحی منفی ۵۵ درجه سانتی گراد تا منفی ۱۶۵ درجه سانتیگراد با ضخامت حداکثر ۲۵ میلی متر، است.

کمیته موافقت کرد که اصلاحیه‌های فوق‌الذکر باید در ۱ ژوئیه ۲۰۲۵ پذیرفته‌شده تلقی شود و مطابق با دستورالعمل (MSC.1/Circ.1481) در تاریخ ۱ ژانویه ۲۰۲۶ لازم‌الاجرا شود.

#### ۵. اصلاحیه کد ESP ۲۰۱۱

کمیته اصلاحیه ی کد ESP 2011، مطابق با الحاقیه ۵ سند MSC 106/WP.5، مشروط به اصلاحات ویرایشی (در صورت وجود)، را به تصویب رساند.

Based on this amendment, for single-skin & Double-skin bulk carrier, changes are applied to annex A & B, So, if the condition of the applied hard coating of the BW tanks, other than the double- bottom tanks, is less than good condition and the coating is not repaired, the relevant tanks should be inspected during the annual inspections. This requirement was previously only foreseen for poor coating conditions.

On the other hand, amendment related to the tank testing of single and double hull oil tankers have also been applied in this code. In such a way that the mentioned test must be done during the renewal survey window.

The Committee agreed that the aforementioned draft amendments, proposed for adoption at this session, should be deemed to have been accepted on 1 January 2024 and enter into force on 1 July 2024, in accordance with the procedure for regular updates to the 2011 ESP Code agreed at MSC 92.

## 6. Amendments to the IBC Code

The Committee confirmed their contents, as set out in annex 6 to document MSC 106/WP.5, subject to editorial improvements, if any.

Changes have been made to chapter 2 of this code on the subject of survival requirements (paragraph 2.9), and paragraph 2.9.2.1 of this section has been replaced with a new text.

The Committee agreed that the aforementioned draft amendments, proposed for adoption at this session, should be deemed to have been accepted on 1 January 2024 and enter into force on 1 July 2024, in line with resolution MEPC.345(78) and in accordance

بر اساس این اصلاحیه برای فله بر های تک جداره و دو جداره مشمول این کد، تغییراتی بر روی الحاقیه های A و B این کد اعمال می گردد و بر اساس آن در صورتی که وضعیت پوشش سخت اعمال شده مخازن آب توازن به غیر از مخازن کف دوجداره، کمتر از وضعیت خوب باشد و تعمیر نگردد، در بازرسی های سالیانه شناور، باید مخازن مربوطه بازرسی گردند. این الزام پیش از این تنها برای حالت های ضعیف (Poor) پوشش مخازن پیش بینی شده بود.

از سوی دیگر تغییراتی در ارتباط با تست مخازن تانکر های تک و دو جداره نیز در این کد اعمال گردیده است. به صورتی که تست مذکور باید در بازه بازرسی تجدید دوره انجام بگیرد.

کمیته موافقت کرد که پیش نویس اصلاحات فوق، که برای تصویب در این جلسه پیشنهاد شده بود، باید در ۱ ژانویه ۲۰۲۴ پذیرفته شده تلقی شود و در ۱ ژوئیه ۲۰۲۴ لازم الاجرا گردد. (مطابق با روش به روز رسانی منظم کد ESP 2011 در MSC 92)

## ۶. اصلاحیه کد IBC

کمیته با اصلاحیه کد IBC، همانطور که در الحاقیه ۶ سند MSC 106/WP.5، مشروط به اصلاحات ویرایشی (در صورت وجود)، موافقت نمود.

تغییراتی بر روی بخش ۲ این کد با موضوع الزامات نجات (بند ۲.۹) انجام شده که پاراگراف ۲.۹.۲.۱ این بخش، با متن جدیدی جایگزین گردیده است.

کمیته موافقت کرد که پیش نویس اصلاحات فوق، که برای تصویب در این جلسه پیشنهاد شده بود، در ۱ ژانویه ۲۰۲۴ پذیرفته شده تلقی شود و در ۱ ژوئیه ۲۰۲۴ مطابق با قطعنامه MEPC.345(78) و مطابق با دستورالعمل (MSC.1/Circ.1481)، و همچنین برای اطمینان از لازم الاجرا شدن آنها در تاریخی نزدیک به اصلاحات یکسان



with the Guidance (MSC.1/Circ.1481), as well as to ensure their entry into force on a date as close as possible to the identical amendments adopted under the 1988 Load Lines Protocol and the IGC Code (resolutions MSC.491(104) and MSC.492(104) refer).

اتخاذ شده برای پروتکل خط شاهین ۱۹۸۸ و کد IGC (قطعنامه های MSC.491(104) و MSC.492(104))، لازم الاجرا شود.

## THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)

### CHAPTER 2 SHIP SURVIVAL CAPABILITY AND LOCATION OF CARGO TANKS

#### 2.9 Survival requirements

"1 the waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding or down flooding may take place. Such openings shall include air pipes and openings which are closed by means of weather tight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and watertight flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated sliding watertight doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and side scuttles of the non-opening type;"

## 7. International code of safety for ships carrying industrial personnel (IP code)

The Committee confirmed the contents of the draft new IP Code, as modified, as set out in annex 7 to document MSC 106/WP.5, subject to editorial improvements, if any.

The Committee agreed that the draft new IP Code, proposed for adoption at this session, should take effect on 1 July 2024, in conjunction with the entry into force of the related amendments to the 1974 SOLAS Convention.

## ۷. کد بین المللی IP (پرسنل صنعتی)

کمیته محتویات پیش نویس کد IP جدید را مشروط به اصلاحات ویرایشی (در صورت وجود)، تأیید کرد، این کد در الحاقیه ۷ سند MSC 106/WP.5 منعکس گردیده است.

کمیته موافقت کرد که پیش نویس کد IP جدید، باید در تاریخ ۱ ژوئیه ۲۰۲۴، همزمان با لازم الاجرا شدن اصلاحات مربوط به کنوانسیون سولاس ۱۹۷۴، اجرایی شود.