



# Preliminary Report of IMO's Maritime Safety Committee (MSC)102

Date: 18.11.2020

Iranian Classification Society

The 102<sup>nd</sup> session of IMO Maritime Safety Committee was held remotely from 4 to 11 November 2020 in lieu of physical due to COVID-19 pandemic situation.

Please note that this preliminary report has been made basis on informal information and Committee's decisions which have greater signification for current practices to disseminating information as early as practicable.

## **The key items covered during this session are as follows:**

### **A) Adopted Amendments to Mandatory Instruments**

Adopted mandatory requirement were as follows:

#### 1. Amendments to SOLAS Ch.II-1, B-1 to B-4 – 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. And early implementation of the amendment to Reg.12, which stipulate the fitting provision for valves on the collision bulkhead.

The amendments will enter into force on 1 January 2024, with voluntary early implementation of Regulation 12 on collision bulkhead valves.

#### 2. Amendments to SOLAS Ch.II-1, Reg.3-8 – safe mooring operation

New requirements on the design of mooring arrangements, the selection of mooring equipment and fitting, and the new guidelines for maintenance and inspection of mooring equipment including lines. Maintenance and inspection requirements will be given retroactive application for all ships.

The amendments will enter into force on 1 January 2024.

#### 3. Amendments to IMDG Code

40<sup>th</sup> amendment to IMDG Code were adopted to facilitate the transport of dangerous goods.

The amendment will enter into force on 1 January 2022 and administration may apply it on a voluntary basis as from 1 January 2021.

#### 4. Amendments to IGC Code - Ships carrying liquefied gases in bulk

Amendments include welding procedure tensile tests for materials such as aluminium alloys were adopted

The amendments will enter into force on 1 January 2024.

#### 5. Amendments to IGF Code - Safety for ships using gases or other low-flashpoint fuels

The amendments were adopted to:

- Ch.11, to required fixed fire-extinguishing system for fuel preparation rooms.
- Ch.6, to address cofferdams required for fire protection purposes.
- To Metallic materials for cryogenic service: Amendments include welding procedure tensile tests for materials such as aluminium alloys

The amendments will enter into force on 1 January 2024.

## **B) Approved Amendments to Mandatory Instruments**

The following draft amendments were approved by committee, and are expected to be adopted at MSC 103 in May 2021:

1. Amendment to Enhanced survey programme (ESP) Code (2011)  
Draft amendments to the 2011 ESP Code, which change the requirement of thickness measurements of double-hull oil tanker at the 1<sup>st</sup> Renewal Survey to only “suspect areas”. So, the 1<sup>st</sup> Renewal Survey thickness measurement requirements for oil tankers will be same with bulk carriers.
2. Amendment to Load line convention, IBC and IGC code – watertight doors on cargo ship  
Draft amendment for watertight doors on cargo ship will address inconsistencies between mentioned IMO instrument and SOLAS when it comes to the consideration in damage stability calculation. Subject to approval of MEPC 76 will be applied to MARPOL.
3. Amendment to SOLAS Ch. III-Reg.33, LSA Code – launching of free-fall lifeboat  
Draft amendment to remove the requirement to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water.
4. Amendment to FSS Code Ch.9 - Fault isolation of fire detection systems  
Draft amendment to adjust the requirements to short circuit isolators in fixed fire detection systems. Short circuit isolators need not to be provided at each individually identifiable fire detector for cargo ships and for passenger ship balconies. For cargo ships, one per deck will typically be acceptable.
5. Amendment to SOLAS Ch.II-1-Reg.25 – Water level detector for Non-bulk cargo ships  
Draft amendment to SOLAS, to add regulation (25-1) for water level detectors in each cargo hold of new multiple-hold cargo ships. The new regulation harmonizes the requirements for bulk carriers and non-bulk carriers. Bilge alarm sensors are acceptable as water level detectors.
6. Amendment to SOLAS Ch.II-1 – onboard lifting appliances and anchor handling winches  
As requirements for onboard 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, draft amendment to SOLAS Ch.II-1, Reg.3-13 were approved to provide definition and application of lifting appliances on board all ships and anchor handling winches on board ships used for anchor handling operation to be designed, constructed and installed in accordance with classification rules or equivalent rules accepted by admin. Associated guideline for lifting appliances, loos gear are under development and will be finalized by SSE8 and would be adopted in conjunction with draft amendment.

### C) Approved Guidelines and unified interpretation

The following important guidelines and unifies interpretation were approved by committee:

1. Unified interpretation of SOLAS Chapter II-2 - Isolated pantries on passenger ships carrying more than 36 passengers  
The interpretation to clarify "applicable structural fire protection arrangements Isolated pantries containing no cooking appliances in accommodation spaces" was approved.
2. Interim guideline for second-generation intact stability criteria  
Uncertainty of IS Code 2008 criteria increases, because of, it's based on casualty data and development of ship designs. The new second-generation intact stability criteria are performance-based and rely on advanced numerical simulations or simplified criteria in addition to operational measures, therefore, interim Guidelines for the second generation intact stability criteria was approved to provide performance-based criteria for assessing five dynamic stability failure modes in waves, namely, dead ship condition, excessive acceleration, pure loss of stability, parametric rolling and surf-riding/broaching.
3. 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" as "the main survival craft and rescue boats only" were approved.
4. Amendment to CSS Code and associated guidelines – weather-dependent lashing  
Amendment to CSS Code to modification of Annex 13 to determine weather-dependent acceleration reductions on non-standardized cargoes, including vehicles on ro-ro ships and heavy cargoes were approved, also amendment to associated revised guideline for the preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.1), Guidelines for securing arrangements for the transport of road vehicles on ships and Code of Safe Practice for Ships Carrying Timber Deck Cargoes were approved.
5. Unified interpretation of the IGC Code  
The unified interpretations are based on IACS UIs and including welding details, cargo sampling, cargo filters and cargo piping insulation. For example, tee welds could be accepted in type A or type B independent tanks, and it's applicable to type C independent bi-lobe tank with centerline bulkhead (paragraph 4.20.1.2 of the IGC Code) and includes interpretations 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.

6. Interim guidelines for the acceptance of Alternative metallic materials for cryogenic service and application of High manganese materials for cryogenic service  
Interim guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying LNG in bulk and ships using LNG or other low-flashpoint fuels as fuel. (MSC.1/Circ.1623) and revision of the interim guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599/Rev.1) were approved.
7. Revised explanatory note to SOLAS Ch.II-1 - Subdivision and damage stability  
Following amendments to SOLAS Chapter II-1 (refer to par. A.1) to ensure consistency between the design criteria for watertight integrity and the probabilistic damage stability approach, the revised Explanatory Notes were adopted.  
The revised Explanatory Notes, MSC.429(98)/Rev.1 In effect until 31 December 2023 and MSC.429(98)/Rev.2 In effect on 1 January 2024.
8. Revised explanatory note to SOLAS Ch.II-1 – watertight doors on passenger ships  
The new explanatory note to Regulation 17.3 regarding doors above the bulkhead deck for passenger ships, with the aim to add clarity to the requirements for fire safety, watertightness and escape.
9. Revised guideline for fire safety of Ro-Ro Ships  
Amendments with the aim to extend the maximum height for fixed water-based fire-fighting systems from 9 to 10 meters to the “Revised guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces” (MSC.1/Circ.1430/Rev.1) were approved.  
Also, a corrigendum to MSC.1/Circ.1430/Rev.1 to prevent unintentional retroactive application of the fire and component test requirements for systems installed before 1 January 2021 were endorsed.

#### **D) New SOLAS Regulation and IP Code – Vessel Carrying Industrial Personnel**

The new IP Code is intended to promote consistent application of requirements by flag administrations for cargo vessels carrying industrial personnel to and from offshore facilities and ships, and to fill the regulatory gap between SOLAS cargo ships and SOLAS passenger ships, giving credit to the capabilities of industrial personnel.

The MSC 102 acknowledged that some sort of grandfathering may be required for existing ships carrying more than 12 industrial personnel according to the interim recommendations on the safe carriage of more than 12 industrial personnel (Resolution MSC.418(97)). The extension of the grandfathering, and the further work on the draft IP Code, will be considered in an intersessional working group until SDC 8 in February 2022.

The targeted entry into force date for the draft of the new SOLAS regulation and the associated IP Code is 1 January 2024.

#### **E) New carriage requirements for IBC Code**

New carriage requirements for products which presented by IBC Code enter into force on 1 January 2021. therefore, vessels holding a Certificate of Fitness or an NLS certificate will need to be provided with new certificates and corresponding product lists based on the new carriage requirements.

The MSC 102 agreed that Chapter 17 of the IBC Code should be amended to include the updated carriage requirements for methyl acrylate and methyl methacrylate, also, approved, subject to concurrent approval by the MEPC 75, a revised MSC-MEPC.5/Circ. 7 on the replacement of certificates.

#### **F) COVID-19 pandemic**

International and national restrictions following the Covid-19 pandemic have left many of seafarers Caught onboard ships. and it may, affect ship safety and disrupt the global supply chain.

The maritime safety committee adopted Resolution MSC.473(ES.2) on “Recommended action to facilitate crew change, access to medical care and seafarer travel during the Covid-19 pandemic” and following to this recommendation, the MSC 102 considered measures to make information that may facilitate safe crew changes available to all affected parties, as follows:

- Regarding protocol to safe crew change, MSC 102 agreed to issue the industry-led “Recommended framework of protocols for ensuring safe ship crew changes and travel during the COVID-19 pandemic” as a new, continuously updated MSC circular.
- Regarding to port facilitating for crew change, MSC 102 agreed to create a new module in IMO’s online information database GISIS to make information about both national focal points of contact and ports that facilitate crew changes available to shipping companies.
- The MSC 102 agreed that the Secretariat should work with the International Labour Organization (ILO) and the International Civil Aviation Organization (ICAO) to develop a universal non-text logo to aid seafarers in accessing and navigating services available. The logo may be used to identify people, resources and places dedicated to assisting seafarers.

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