

Preliminary Report of MSC 105

The 105th session of the IMO Maritime Safety Committee (MSC 105) was held from 20 to 29 April 2022 by video conference, due to the pandemic of COVID-19. A summary of the outcome is given hereunder for your information.

Please note that this summary has been made based on informal information obtained from participants from ClassNK and Working Papers distributed during MSC 105 with priority given to disseminating the information as early as practicable.

1. Adopted mandatory requirements

Mandatory requirements adopted at MSC 105 were as follows:

(1) Amendments to SOLAS etc. due to modernization of the Global Maritime Distress and Safety System (GMDSS)

Following recent modernization of the GMDSS, the draft amendments to SOLAS II-1, III, IV and V, and the appendix (Certificates), etc., were adopted. In addition, the relevant performance standards, guidelines and guidance were also approved. The main points of the amendments are shown as follows:

1. Definition of "Sea area A3" are modified to "a recognized mobile satellite service supported by the ship earth station carried on board" from "an Inmarsat geostationary satellite".
2. The provisions in SOLAS regulation III/6 related to two-way VHF radiotelephone apparatus and search and rescue locating devices (SART) have been relocated under SOLAS IV.
3. The performance standards for the reception of maritime safety information and search and rescue related information by MF (NAVTEX) and HF, shipborne VHF radio installations, shipborne MF and MF/HF radio installations, Inmarsat-C ship earth stations, voyage data recorders (S-VDRs/VDRs), etc. were amended.

Applied to: on or after 1 January 2024.

(2) Amendments to IMSBC Code

The 6th amendments to IMSBC Code including new cargos were adopted.

Applied to: on or after 1 December 2023.

(3) Amendments to IMDG Code

41st amendments to IMDG Code were adopted, to reflect the biennial amendments to "United Nations Recommendations on the Transport of Dangerous Goods".

Applied to: on or after 1 January 2024.

2. Approved mandatory requirements

The following draft amendments were approved at this session, and are expected to be adopted at MSC 106 held in November 2022.

(1) Amendments to IGC Code

Amendments to Table 6.3 of IGC Code on plates, sections and forgings for cargo tanks, secondary barriers and process pressure vessels for design temperatures below -55°C and down to -165°C, were approved.

(2) Amendments to IGF Code

Amendments to Table 7.3 of IGF Code on plates, sections and forgings for fuel tanks, secondary barriers and process pressure vessels for design temperatures below -55°C and down to -165°C, were approved.

(3) The International Code of Safety for Ships carrying Industrial Personnel (IP Code)

Newly developed IP Code and new SOLAS Chapter XV to make the IP Code mandatory were approved, expecting its entry into force on 1 July 2024.

(4) Amendments to 2011 ESP Code

Amendments to 2011 ESP Code which mainly contain the following items were approved.

1. The coating condition criteria of ballast tanks of bulk carriers were revised from "POOR" to "less than GOOD", which are used for the tank examination at annual intervals.
2. The survey requirements of void spaces bounding cargo holds of double-side skin bulk carriers exceeding 20 years of age and of 150m in length and upwards were added.
3. It was clarified that oil tankers carrying oil in independent tanks which did not form part of the ship's hull were outside the scope of the ESP Code.
4. It was clarified that only ballast tanks of ESP ships and double-side skin void space of double-side skin bulk carriers are the applicable objective of coating condition criteria for possible implementation of the tank examination at annual intervals.

3. Approved unified interpretations, etc.

The following unified interpretations (UIs), guidelines, guidance and etc. were approved during MSC 105. IACS UIs referred to as below are available on IACS website (<http://www.iacs.org.uk/>).

(1) Unified interpretation of IGC Code

The amendments to the interpretation of paragraphs 5.4.4 and 5.13.2.4 of the IGC Code on the outer duct in gas fuel piping systems (MSC.1/CIRC.1625) was approved.

(2) Updated unified interpretation regarding timber deck cargo in the context of damage stability requirements (annex of MSC/Circ.998)

Unified interpretation regarding timber deck cargo in the context of damage stability requirements (annex of MSC/Circ.998) was updated to align with 2011 TDC Code. (IACS

UI SC161)

(3) Unified interpretation of Noise Code

Unified interpretation to "workshops other than those forming part of machinery spaces", which is stipulated in paragraph 4.2.1 of the annex to the Code on noise levels on board ships, was approved.

(4) Amendments to unified interpretation of 1988 LL Protocol (MSC.1/Circ.1535/Rev.1)

Amendments to unified interpretation of 1988 LL Protocol (MSC.1/Circ.1535/Rev.1) to add the interpretation of regulation 37 "Deduction for superstructures and trunks" was approved.

(5) Amendments to unified interpretation of SOLAS Chapter II-1 (MSC.1/Circ.1362)

Amendments to unified interpretation of SOLAS Chapter II-1 (MSC.1/Circ.1362) to add the interpretation of regulations 5.4 and 5.5 on alterations of lightweight was approved.

(6) Explanatory notes to the interim guidelines on second generation intact stability criteria (MSC.1/Circ.1627)

Interim Guidelines for the second generation intact stability criteria (MSC.1/Circ.1627) has been published 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. At this session, the Explanatory Notes to the Interim Guidelines which are intended as a support in the application of the Interim Guidelines by providing further clarifications and explanations to the elements therein, was approved.

4. Consideration of requirements for Maritime Autonomous Surface Ships (MASS)

Taking into account recent investigation of automation surrounding a ship, it has been discussed at MSC on conventional requirements of safety and environmental protection relating to MASS.

At this session, the road map for developing goal-based MASS Code was endorsed, in which non-mandatory MASS guidelines will be developed in 2024 and mandatory goal-based MASS Code will be developed targeting entry into force in 2028. The

details of the Code would be considered by the intersessional correspondence group established at this session.

5. Consideration of safety matters on use of fuel oil

Triggered by the global 0.5% sulphur limit, which has entered into force on 1 January 2020, safety measures on use of fuel oil have been discussed, in order to develop SOLAS requirements in addition to requirements of MARPOL.

At this session, draft amendments to SOLAS Chapter II-2 were approved to require that a bunker delivery note for the fuel delivered to the ship shall contain the flashpoint information.

6. New output on safety of newly built ships using ammonia as fuel

To achieve GHG reduction target, utilization of alternative fuel is essential and demand for design and/or construction of ammonia-fueled ships are emerging. Under these circumstances, it was proposed to develop non-mandatory guidelines for ships using ammonia as fuel at MSC 105.

At this session, it was agreed to consider developing guidelines for ships using ammonia as fuel with a target completion year of 2023. Discussion will be started at next CCC Sub-Committee to be held in September 2022.

ClassNK External Affairs Department is pleased to provide international trends promptly.

For any questions about the above, please contact:

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