

Subject :

Introduction of the outcome of MSC 74

NKTECHNICAL INFORMATION

No. : 419

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To All shipowners and shipbuilders concerned.

The summary of the decision taken at seventy-fourth session of the Maritime Safety Committee (MSC 74) held from 30 May to 8 June 2001 is given hereunder for your information.

1 Adoption of mandatory instruments

The following amendments to conventions and mandatory instruments with references made to the convention have been adopted. They will come into force automatically by the tacit acceptance procedure.

(i) Amendments to chapter VII of the SOLAS Convention (Resolution MSC.117(74))

Regulation VII/14.2 which defines INF Cargo by making reference to the IMDG Code has been amended. Harmonization with the 30th Amendments to the IMDG Code which incorporates regulations regarding Type C transportation vehicle (container to be used for transportation by air) adopted by IAEA (1996) has been made. The amendments are scheduled to come into force on 1 January 2003.

(ii) Amendments to the INF Code (Resolution MSC.118 (74))

The same amendments as given above have been made. They will enter into force on 1 January 2003.

(iii) Amendments to the HSC Code (Resolution MSC. 119 (74))

Amendments to the 1994 HSC Code corresponding to the amendments made to SOLAS Chapter V adopted by MSC 73 regarding retroactive requirements for shipborne navigational equipment (VDR, ECDIS, AIS etc) have been adopted. They will enter into force on 1 January 2003.

2 Draft amendments approved by the MSC

Final draft amendments approved at this session subject to the adoption at next session (MSC 75, scheduled in May 2002) with a view to entering into force in 2004 are summarised hereunder. Unlike the amendments "adopted" given above, "approved" texts are subject to further consideration at MSC 75 where texts will be finally adopted.

(Draft revised SOLAS Resolution II-1/12-2 (means of access))

The proposed amendments prepared by DE Sub-Committee, which were introduced in our Technical Information No. 398 were considered, and approved after some revision was made to the draft regulation. The draft regulation will be applied to oil tankers of 500 GT and more as well as bulk carriers of 20,000 GT and more. Each space, including ballast tanks, within the cargo area will be required to be provided with a permanent means of access (ladders & passage ways),

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however, in case such arrangements are impractical, portable means of access may be accepted. In addition, minimum size of hatchways will also be regulated for easy access within the cargo area. The draft regulation was agreed in general, however, there are still a number of problems to solve, such as technical details, safety issues, practical measures at the survey scene (whether "cherry pickers" (a vehicle with mobile stage) which are currently being used is accepted). Further discussion will take place at 45th Session of the DE Sub-Committee scheduled in March 2002 together with mandatory resolutions which will contain technical details.

In this connection, the problems of ships design which have already been approved were raised, and this issue will also be considered at the 45th session of the DE Sub-Committee. It is envisaged that "contract date" and "delivery date" may be incorporated in the criteria defining new ship in addition to "keel laid", in the same manner used in the MARPOL Convention. For your reference, draft SOLAS regulation is attached.

(Amendments to SOLAS Chapter IV and the 1988 SOLAS Protocol)

Full implementation of the GMDSS was achieved on 1 February 1999. Following this, regulations governing the transitional period will be deleted. In addition, interim installation requirements for the pre-GMDSS equipment (e.g., 2188kHz radiotelephone) will be deleted also.

With regard to watch requirements for VHF Ch 16, which was supposed to be terminated on 1 February 1999, will be postponed until 1 February 2005 in accordance with an MSC Resolution (MSC.77(69)), however, it could be further postponed. For this reason, a text "[until such other date as may be determined by the Maritime Safety Committee]" has been inserted in the draft amendment. The issues will be concluded at MSC 75 where the draft amendments will be finally adopted.

(Amendments to SOLAS regulation V/21)

The draft amendments to SOLAS regulation V/21 have been approved. Volume III of IAMSAR Manual will be required to be carried on board.

(Amendments to resolution A.744(18))

In response to the ERIKA incident, the proposed amendments to resolution A.744(18) incorporating the up-dated IACS Unified Requirement which improves safety of older ships and further protects marine environment have been approved. It is expected to be adopted at MSC 74 for entering into force on 1 January 2001.

3 Other resolutions

(i) Performance standards

- Resolution MSC.120(74) – Adoption of amendments to the performance standards for float-free satellite EPIRBs

Revised A.810(19) taking into account the new channel for 406MHz EPIRB.

(ii) draft Assembly resolution

The following draft Assembly resolution has been approved for adoption at 22nd Assembly in November 2001.

- Revised guideline on the implementation of ISM Code by Administrations

The amendments to the guideline is being prepared taking into account the amendments made to the ISM code in December 2000 at MSC 73.

4 MSC Circulars

MSC Circulars as listed in the attachment have been approved for circulation. The texts of the circulars are posted on the IMO's web site (www.imo.org)

(Attachment)

- draft amendments to the SOLAS Regulation II-1/12-2
- List of MSC Circulars approved by MSC 74

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ANNEX 16

DRAFT AMENDMENTS TO SOLAS REGULATION II-1/12-2

CHAPTER II-1

CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONS**Regulation 12-2 – Access to spaces in the cargo area of oil tankers**

- 1 The existing title and the text of the regulation is replaced by the following:

“Access to and within spaces in the cargo area of oil tankers and bulk carriers

1 Application

1.1 Except as provided for in paragraph 1.2, this regulation applies to oil tankers of 500 gross tonnage and over and bulk carriers, as defined in regulation IX/1, of 20,000 gross tonnage and over, constructed on or after 1 January 2004.

1.2 Oil tankers of 500 gross tonnage and over constructed on or after 1 October 1994 but before 1 January 2004 shall comply with the provisions of regulation II-1/12-2 adopted by resolution MSC.27(61).

2 Means of access to cargo and other spaces

2.1 Each space within the cargo area shall be provided with a permanent means of access to enable, throughout the life of a ship, overall and close-up inspections and thickness measurements of the ship's structures to be carried out by the Administration, the Company, as defined in regulation IX/1, and the ship's personnel and others as necessary. Such means of access shall comply with the requirements of paragraph 4 and with the Technical provisions for means of access for inspections, adopted by the Maritime Safety Committee by resolution MSC...(...), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

2.2 Where a permanent means of access may be susceptible to damage during normal cargo loading and unloading operations or where it is impracticable as specified in the Technical provisions, the Administration may allow, in lieu, the provision of portable means of access such as staging, moveable platforms and ladders, provided the means of attaching, rigging, suspending or supporting the portable means of access forms a permanent part of the ship's structure. All portable equipment shall be capable of being readily erected by ship's personnel.

2.3 The construction and materials of all means of access and their attachment to the ship's structure shall be to the satisfaction of the Administration. The means of access shall be subject to survey prior to, or in conjunction with, its use in carrying out surveys in accordance with regulation XI/2.

2.4 Safe access* to cargo holds, cofferdams, ballast tanks, cargo tanks and other spaces in the cargo area shall be direct from the open deck and such as to ensure their complete inspection. Safe access* to double bottom spaces may be from a pump-room, deep cofferdam, pipe tunnel, cargo hold, double hull space or similar compartment not intended for the carriage of oil or hazardous cargoes.

2.5 Tanks, and subdivisions of tanks, having a length of 35 m or more shall be fitted with at least two access hatchways and ladders, as far apart as practicable. Tanks less than 35 m in length shall be served by at least one access hatchway and ladder. When a tank is subdivided by one or more wash bulkheads or similar obstructions which do not allow ready means of access to the other parts of the tank, at least two hatchways and ladders shall be fitted.

2.6 Each cargo hold shall be provided with at least two means of access as far apart as practicable. In general, these accesses shall be arranged diagonally, e.g. one access near the forward bulkhead on the port side, the other one near the aft bulkhead on the starboard side.

3 Ship Structure Access Manual

3.1 A ship's means of access to carry out overall and close-up inspections and thickness measurements shall be described in a Ship Structure Access Manual approved by the Administration, an updated copy of which shall be kept on board. The Ship Structure Access Manual shall include the following for each space in the cargo area:

- .1 plans showing the means of access to the space, with appropriate technical specifications and dimensions;
- .2 plans showing the means of access within each space to enable an overall inspection to be carried out, with appropriate technical specifications and dimensions. The plans shall indicate from where each area in the space can be inspected;
- .3 plans showing the means of access within the space to enable close-up inspections to be carried out, with appropriate technical specifications and dimensions. The plans shall indicate the positions of critical structural areas, whether the means of access is permanent or portable and from where each area can be inspected;

* Refer to the Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.864(20).

- .4 instructions for inspecting and maintaining the structural strength of all means of access and means of attachment, taking into account any corrosive atmosphere that may be within the space;
- .5 instructions for the rigging of any portable means of access in a safe manner; and
- .6 an inventory of all portable means of access.

3.2 For the purpose of this regulation 'critical structural areas' are locations which have been identified from calculations to require monitoring or from the service history of similar or sister ships to be sensitive to cracking, buckling, deformation or corrosion which would impair the structural integrity of the ship.

4 General technical specifications

4.1 For access through horizontal openings, hatches or manholes, the dimensions shall be sufficient to allow a person wearing a self-contained air-breathing apparatus and protective equipment to ascend or descend any ladder without obstruction and also provide a clear opening to facilitate the hoisting of an injured person from the bottom of the space. The minimum clear opening shall not be less than 600 mm x 600 mm. When access to a cargo hold is arranged through the cargo hatch, the top of the ladder shall be placed as close as possible to the hatch coaming. Access hatch coamings having a height greater than 900 mm shall also have steps on the outside in conjunction with the ladder.

4.2 For access through vertical openings, or manholes, in wash bulkheads, floors, girders and web frames providing passage through the length and breadth of the space, the minimum opening shall be not less than 600 mm x 800 mm at a height of not more than 600 mm from the bottom shell plating unless gratings or other foot holds are provided.

4.3 For oil tankers of less than 5,000 tonnes deadweight, the Administration may approve, in special circumstances, smaller dimensions for the openings referred to in paragraphs 4.1 and 4.2 above, if the ability to traverse such openings or to remove an injured person can be proved to the satisfaction of the Administration."

MSC circulars APPROVED BY MSC 74

- MSC/Circ.995 Advice on the dangers of flooding of forward compartments
- MSC/Circ.996 Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that full and complete effect is given to the relevant provisions of the Convention
- MSC/Circ.997 Guidance on preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code
- MSC/Circ.998 IACS Unified Interpretation regarding timber deck cargo in the context of damage stability requirements
- MSC/Circ.999 Amendments to the IAMSAR Manual
- MSC/Circ.1000 Guidelines for the preparation of plans for co-operation between search and rescue services and passenger ships
- MSC/Circ.1001 Interim Guidelines for a simplified evaluation analysis of high-speed passenger craft
- MSC/Circ.1002 Guidelines on alternative design and arrangements for fire safety
- MSC/Circ.1003 Guidelines on a simplified calculation for the total amount of combustible materials per unit area in accommodation and service spaces
- MSC/Circ.1004 Unified interpretations of the International Code for Application of Fire Test Procedures (FTP Code) and fire test procedures referred to in the Code
- MSC/Circ.1005 Unified interpretations of vague expressions and other vague wording of SOLAS chapter II-2
- MSC/Circ.1006 Guidelines on fire test procedures for acceptance of fire-retardant materials for the construction of lifeboats
- MSC/Circ.1007 Guidelines for the approval of fixed aerosol fire-extinguishing systems equivalent to fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces
- MSC/Circ.1008 Revisions to interpretations of the International Code for Application of Fire Test Procedures (FTP Code) and fire test procedures referred to in the Code (MSC/Circ.916)
- MSC/Circ.1009 Amendments to the Revised Standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers (MSC/Circ.677)
- MSC/Circ.1010 Communication of information on authorization of recognized MEPC/Circ.382 organizations (ROs)
- MSC/Circ.1011 Measures to improve port State control procedures
MEPC/Circ.383
- MSC/Circ.1012 Endorsement of certificates with the date of completion of the survey
MEPC/Circ.384 on which they are based

- MSC/Circ.1013 Interim application of paragraphs 4.6.1.1, 4.6.2.2 and 15.7 of the Survey Guidelines under the Harmonized System of Survey and Certification (resolution A.746(18))**
- MSC/Circ.1014 Guidance on fatigue mitigation and management**
- MSC/Circ.1015 Reporting near misses**
- MSC/Circ.1016 Application of SOLAS regulation III/26 concerning fast rescue boats and means of rescue systems on ro-ro passenger ships**
- MSC/Circ.1017 Participation in the World Meteorological Organization Voluntary Observing Ships' (VOS) Scheme**