

Outcome of MSC89

A summary of the decisions taken at the eighty-ninth session of the Maritime Safety Committee (MSC 89) held from 11 to 20 May 2011 is given hereunder for your information.

1. Adopted mandatory requirements

The main mandatory requirements adopted at this session are as follows.

(1) SOLAS III/1.5 and LSA Code IV/4.4.7.6: lifeboat release and retrieval system

The following SOLAS, LSA Code and relevant guidelines were adopted or approved with the aim of preventing an accident resulting in injury or death due to the unexpected falling of a lifeboat.

(i) Amendments to the LSA Code IV/4.4.7.6

Amendments to the LSA Code were adopted, in which safety performance requirements for the release mechanism of lifeboat release and retrieval systems are provided.

(ii) Amendments to SOLAS III/1.5

Amendments to SOLAS were adopted, in which it is provided that lifeboat on-load release mechanisms not complying with a part of the amended LSA Code as indicated item 1 above (paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the Code) are to be replaced not later than the first scheduled dry-docking after 1 July 2014, but no later than 1 July 2019.

(iii) Guidelines for evaluation and replacement of lifeboat release and retrieval systems

Guidelines for the evaluation and replacement of lifeboat release and retrieval systems were approved, in which it is provided that manufacturers will be required to carry out a self assessment of their types of existing lifeboat release and retrieval systems for subsequent evaluation by Administrations or RO not later than 1 July 2013, and then the Administration is to report the results to the IMO.

(iv) MSC circular on Early application of new SOLAS regulation III/1.5 and recommendation on testing of life-saving appliances

This MSC circular was approved, in which it is provided that Administrations are encouraged to take necessary action to evaluate existing lifeboat release and retrieval systems at the earliest available opportunity, pending the entry into force of the new SOLAS regulation III/1.5. Amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) were adopted.

If a lifeboat release and retrieval system is found to be noncompliant through an evaluation carried out in accordance with the Guidelines described in item (iii) above, the system is to be replaced or modified. Further, the Guidelines provide that until the system is found to be compliant, Fall Preventer Devices (FPDs) are to be employed.

Application date:

- ships constructed on or after 1 July 2014 (the amended LSA Code applies) ^{note*1)}

- not later than the next scheduled dry-docking after 1 July 2014, but not later than 1 July 2019 (for existing ships)

Note*1: Although the application date of the amended LSA Code is not provided in either SOLAS or the LSA Code, it is clearly provided in the MSC circular mentioned in item (iv) above.

(2) IMSBC Code: Amendments regarding the requirements for the carriage of cargoes not listed in the Code, etc.

Amendments to the IMSBC Code were adopted to add new requirements for the carriage of cargoes not listed in the existing IMSBC Code and to modify the existing requirements for some cargoes already listed in the Code.

The following new cargoes are added as Group A type cargoes (cargoes which may liquefy), Group B type cargoes (cargoes which possess a chemical hazard), or Group C type cargoes (cargoes which are neither Group A nor Group B type cargoes).

- Distiller's dried grains with solubles (Group C)
- Ferrous sulphate heptahydrate (Group C)
- Fly ash, wet (Group A)
- Granular ferrous sulphate (Group C)
- Magnesium sulphate fertilizers (Group C)
- Wood products – General (Group B)

Application date:

- on or after 1 January 2013 (for new ships and existing ships)

2. Approved mandatory requirements

Mandatory requirements that are scheduled to be adopted at the next session MSC90 (May 2012) or Assembly (A27 in November 2011 or A28 at the end of 2013) were approved at MSC89 as follows.

- (1) Amendments to SOLAS III/20 regarding the testing of free-fall lifeboat release systems which provide that the periodical operational testing of free-fall lifeboat release systems may be performed by a simulated launching
- (2) Amendments to A.744(18) with the aim of harmonizing requirements with the IACS UR Z10 series that provide enhanced survey requirements for tankers and bulk carriers, and to change the title itself to "ESP Codes" (adoption at A27)
- (3) Amendments to SOLAS XI-1/2 corresponding to the change in the title of A.744(18) to "ESP Codes"
- (4) Amendments to SOLAS II-1/8-1 requiring passenger ships having a length of 120 m or more or having three or more main vertical zones to have onboard a stability computer or shore-based support with the aim of ensuring a safe return to port
- (5) Addition of SOLAS VI/5-2 regarding the prohibition of the blending of bulk liquid cargoes during the sea voyage
- (6) Amendments to the 1966 LL Convention shifting the Winter Seasonal Zone off the southern tip of Africa further southward (due to be adopted at MSC 90 and A 28) and corresponding amendments to the 1988 LL Protocol
- (7) Amendments to SOLAS II-2/1 regarding the application to existing ships of special requirements for the carriage of dangerous goods (refer to the item 4. below)

3. Clarification of the application of PSPC to the void spaces of ore carriers

IACS submitted a document seeking clarification on whether wide void wing spaces found on ore carriers are categorized as double-side skin spaces arranged in bulk carriers that shall be coated in accordance with the Performance Standard for Protective Coatings (PSPC).

As a result of discussion, the majority's opinion was that the relevant requirements of SOLAS were clear and, accordingly, it was confirmed that the PSPC should apply to double-side skin spaces arranged in ore carriers regardless of their purpose.

4. Amendments to SOLAS II-2 regarding the carriage of dangerous goods

In the provision of SOLAS II-2/1.2.4 as amended by IMO Res. MSC.269(85) adopted in December 2008, ships carrying dangerous goods constructed on or after 1 September 1984 are required to comply with SOLAS II-2/19.3 (requirements for ships constructed on or after 1 July 2002 in accordance with SOLAS 2000 amendments) which provides special requirements for the carriage of dangerous goods not later than the date of the first renewal survey on or after the 1 January 2011.

According to the above resolution, ships constructed before 1 July 2002 (existing ships under SOLAS 2000 amendments) are required to comply with SOLAS II-2/19.3; however, this is considered to be an unintentional error.

Therefore, NK through IACS raised this matter at MSC89, and as a result, draft amendments to SOLAS which clarify that SOLAS II-2/19.3 need not apply to existing ships under SOLAS 2000 amendments, were developed and approved for adoption at the next session, MSC90.

In addition, as a tentative measure until the amendments enter into force, MSC circular which clarify the above application was developed.

5. Piracy issues

Regarding piracy issues, incidents of piracy and armed robbery against ships were reported from flag states of ships that had suffered such incidents, and it was confirmed that international cooperation is necessary for such a serious and urgent matter. In particular, piracy in the Gulf of Aden off Somalia in recent years has advanced to the offshore waters of India and extended the scope of activities by making use of a captured ship as a mother ship. In addition it has become a problem that their acts of violence have intensified (e.g. holding crews for ransom or murder).

To suppress such expanding and worsening piracy, the IMO has been considering various measures against piracy. The main results of discussions held at MSC89 are as follows.

- (1) As there is a case in which privately contracted armed security personnel (PCASP) are onboard with the increasing of incidents of piracy, "Interim Guidance to Shipowners, Ship Operators and Shipmasters on the use of PCASP on board types of ships in the High Risk Area" and "Interim Recommendations for flag States" which provides items to be considered by flag States when accepting the use of PCASP were approved.
- (2) As a part of measures strengthening penal regulation against piracy, "Guidelines to assist in the investigation of crimes of piracy and armed robbery against ships" for collection of evidence after a hijack was approved.

6. Measurement of radiation dosage rates for ships in Japanese ports

To prevent compromising the reputation of Japanese shipping, a presentation entitled "Current Situation of Ports and Shipping in Japan after the Fukushima Dai-ichi Nuclear Power Plant Accident" was given by the Japanese government during the lunch break on the first day of the meeting. In this presentation, NK's activities on issuing certificates for measuring dose rates for ships in Japanese ports were introduced. (For more information on the activities, please refer to NK Technical Information (TEC-0852).)

URL: http://www.classnk.or.jp/hp/tech_info/tech_img/T852e.pdf

7. Approval of Guidelines, etc.

The following guidelines were developed during MSC89. (the IACS UIs referred to below can be accessed via the website of the Society (<http://www.classnk.or.jp/>) or IACS (<http://www.iacs.org.uk/>)).

- (1) Cargo oil tanks of crude oil tankers for which the building contract is placed on or after 1

January 2013 are required to be coated in accordance with the performance standard for protective coatings (COT PSPC) or protected by an alternative means of corrosion protection or utilization of corrosion resistance material (already adopted at MSC87). In this connection, maintenance and repair guidelines for such cargo oil tank coatings (non mandatory) were approved.

- (2) Unified interpretations on the application of SOLAS, MARPOL and Load Lines requirements to conversions of single-hull tankers to double-hull tankers or bulk carriers were almost finalized. However, regarding requirements for navigation bridge visibility, it is necessary to be considered at NAV57 (June 2006) and approved as an MSC-MEPC Circular by MEPC62. The unified interpretations were approved at this meeting with such conditions.
- (3) Considering that the 2009 MODU Code would be adopted, the provision in paragraph 2.6, Chapter 2, Part B of the 2008 IS Code was amended to refer to the stability requirements provided in the MODU Code as follows. Part B of the IS Code is non-mandatory.
 - Chapter 3 of the 2009 MODU Code (for ships constructed on or after 1 January 2012)
 - Chapter 3 of the 1989 MODU Code (for ships constructed before 1 January 2012, but on or after 1 May 1991)
 - Chapter 3 of resolution A.414 (XI) (for ships constructed before 1 May 1991)
- (4) MSC Circular on “Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted” was approved. This Circular has been updated based on the current MSC/Circ.1146, and modifications to address cargoes that are not listed in the IMSBC Code are included in the Circular.
- (5) Unified interpretation of SOLAS regulation III/15.1 concerning stowage of marine evacuation systems, which was developed based on IACS UI SC143, was approved.
- (6) Unified interpretation of SOLAS regulation III/15.1 concerning steering control systems, which was developed based on IACS UI SC94 (rev. 1), was approved.
- (7) Revised Recommendations for entering enclosed spaces aboard ships and Guidelines on tank entry for tankers using nitrogen as an inerting medium were approved. The Recommendations for entering enclosed spaces onboard ships are scheduled to be adopted at A27.

A summary of the outcomes of MSC89 is also available on the IMO web-site (<http://www.imo.org>).