

Preliminary Report of MSC 102

The 102nd session of the IMO Maritime Safety Committee (MSC 102) was held from 4 to 11 November 2020. This Committee was held remotely in lieu of physical session at the headquarters of the IMO in London as usual, due to COVID-19 pandemic situation. 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 102 with priority given to disseminating the information as early as practicable.

1. Adopted mandatory requirements

Mandatory requirements adopted at MSC 102 were as follows:

(1) **Amendments to SOLAS regulation II-1/3-8 relevant to mooring equipment**

MSC 101 approved new "Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring" and new "Guidelines for inspection and maintenance of mooring equipment including lines". Accordingly, MSC 102 further adopted amendments to SOLAS regulation II-1/3-8 to refer to those Guidelines.

Applied to: on or after 1 January 2024.

(2) **Amendments to B-1 to B-4 of SOLAS chapter II-1 to ensure consistency with regard to watertight integrity**

Amendments to B-1 to B-4 of SOLAS chapter II-1 were adopted to ensure consistency with regard to watertight integrity. As for early implementation of the amendments to SOLAS regulation II-1/12, refer to below item 3.(5).

Applied to: on or after 1 January 2024.

(3) **Amendments to IGF Code**

Three (3) amendments to the IGF Code as listed below were adopted.

1. In paragraph 6.7.1.1, to remove tank

cofferdams from the scope of requirement of pressure relief system.

2. To add new paragraph 11.8, in order to require fixed fire-extinguishing system for fuel preparation rooms.

3. To modify paragraph 16.3.3.5.1 concerning tensile tests for materials such as aluminium alloys.

Applied to: on or after 1 January 2024.

(4) **Amendments to IGC Code**

As well as the amendments to the IGF Code as mentioned in above 1.(3), amendments to paragraph 6.5.3.5.1 of the IGC Code concerning tensile tests for materials such as aluminium alloys were adopted.

Applied to: on or after 1 January 2024.

(5) **Amendments to IMDG Code**

40th 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 2022 (Administrations may apply it on a voluntary basis as from 1 January 2021).

2. Approved mandatory requirements

The following draft amendments were approved at this session, and are expected to be adopted at

MSC 103 to be held in May 2021.

(1) Amendments to SOLAS chapter III, LSA Code and resolution MSC.81(70)

Amendments to SOLAS regulation III/33, paragraph 4.4.1.3 of LSA Code and the "Revised recommendation on testing of life-saving appliances" (resolution MSC.81(70), as amended), to remove the applicability of the requirements to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water, were approved.

(2) Amendments to 2011 ESP Code

Amendments to 2011 ESP Code, which replace the provision of thickness measurements at the first renewal survey of double hull oil tankers, were approved.

(3) Amendments for watertight doors on cargo ships to LL, IBC Code and IGC Code

Amendments for watertight doors on cargo ships to LL regulation 27(13)(a), relevant parts of IBC Code and IGC Code were approved.

(4) Amendments to chapter 9 of the FSS Code

Amendments to chapter 9 of the FSS Code in respect of fault isolation requirements for cargo ships and passenger ship cabin balconies fitted with individually identifiable fire detector systems, were approved.

3. Approved unified interpretations, etc.

The following unified interpretations (UIs), guidelines, and guidance etc. were approved during MSC 102. IACS UIs referred to as below are available on IACS website (<http://www.iacs.org.uk/>).

(1) Unified interpretation of the IGC Code

The interpretation which clarifies that, for example, paragraph 4.20.1.2 of the IGC Code where tee welds could be accepted in type A or type B independent tanks, and the paragraph is applicable to type C independent bi-lobe tank with centreline bulkhead, and includes interpretations of other miscellaneous paragraphs of the Code was approved, 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.

(2) 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".

(3) Unified interpretation of SOLAS Chapter II-2

The interpretation to clarify "Isolated pantries containing no cooking appliances in accommodation spaces" under SOLAS Regulation II-2/9.2.2.3.2.2(9), was approved.

(4) Interim Guidelines for the second generation intact stability criteria

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.

(5) Early implementation Circular on the amendments to SOLAS regulation II-1/12

With regard to above item 1.(2), the Circular to urge Administrations' early implementation on the amendments to SOLAS II-1/12.6.1 and 12.6.2, which stipulate the fitting provisions for valve on the collision bulkhead, was approved.

(6) Amendments to CSS Code

Amendments to CSS Code in order to include conditions for weather-dependent lashing, were approved. Further the amendments to the associated Guidelines (MSC.1/Circ.1353/Rev.1 and resolution A.581(14)) and 2011 TDC Code were also approved.

4. Water level detectors on multiple hold cargo ships

Following the sinking of ro-ro cargo ship "El Faro" in 2015, a revision of SOLAS was proposed to require installation of water level detectors in cargo ships with multiple cargo holds other than bulk carriers. SDC Sub-Committee considered the proposal and finalized draft amendments to SOLAS.

MSC 102 approved the draft amendments to SOLAS to add regulation for water level detectors on multiple hold cargo ships other than bulk carriers and tankers for cargo holds located below the freeboard deck. The amendments will be applied to

ships constructed on or after 1 January 2024.

5. Onboard lifting appliances and anchor handling winches

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. SSE Sub-Committee has been working on the requirements for inspection and maintenance for the lifting appliances, and SSE 7, held in March 2020, finalized draft amendments to SOLAS chapter II-I, to provide definition and application of lifting appliances and anchor handling winches, and to refer to two (2) new “Guidelines for anchor handling winches” and

“Guidelines for lifting appliances” which are under development.

MSC 102 approved the draft amendments to SOLAS, which will be applied to lifting appliances having a Safe Working Load above 1,000 kg on or after 1 January 2024. Once the associated draft Guidelines are finalized at SSE 8, the amendment to SOLAS chapter II-I would be adopted in conjunction with the approval of the draft Guidelines at future session.

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

For any questions about the above, please contact:

NIPPON KAIJI KYOKAI (ClassNK)

External Affairs Department, Administration Center Annex, Head Office

Address: 3-3 Kioi-cho, Chiyoda-ku, Tokyo 102-0094, Japan

Tel.: +81-3-5226-2038

Fax: +81-3-5226-2734

E-mail: xad@classnk.or.jp

1. Disclaimer

ClassNK does not provide any warranty or assurance in respect of this document.

ClassNK assumes no responsibility and shall not be liable for any person for any loss, damage or expense caused by reliance on the information in this document.

2. Copyright

Unless otherwise stated, the copyright and all other intellectual property rights of the contents in this document are vested in and shall remain vested in ClassNK.