

Preliminary Report of MSC 106

The 106th session of the IMO Maritime Safety Committee (MSC 106) was held at the IMO in London, U.K. from 2 to 11 November 2022 with use of the hybrid meeting system to complement in-person meetings, considering the world infection status 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 106 with priority given to disseminating the information as early as practicable.

1. Adopted mandatory requirements

Mandatory requirements adopted at MSC 106 were as follows:

(1) **Amendments to SOLAS Chapter II-2 for safety measures on use of fuel oil**

Amendments to SOLAS Chapter II-2 to require that a bunker delivery note for the fuel delivered to the ship shall contain the flashpoint information were adopted.

Applied to: on or after 1 January 2026.

(2) **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 adopted. The Code applies to cargo ships and high-speed cargo craft, of 500 gross tonnage and upwards which carry more than 12 industrial personnel.

Applied to: on or after 1 July 2024.

(3) **Amendments to IGC Code**

Amendments to add high manganese austenitic steel in 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 adopted.

Applied to: on or after 1 January 2026.

(4) **Amendments to IGF Code**

Amendments to add high manganese austenitic steel in 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 adopted.

Applied to: on or after 1 January 2026.

(5) **Amendments to 2011 ESP Code**

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

1. The coating condition criteria of ballast tanks, excluding double-bottom tanks, of bulk carriers were strengthened from "POOR" to "less than GOOD", which are used for the tank examination at annual intervals.
2. For void spaces bounding cargo holds of double-side skin bulk carriers exceeding 20 years of age and of 150m in length and upwards, it is required that the spaces in question should be examined at annual intervals where a hard protective coating is found to be in POOR condition.
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. Timing of tank pressure testing for oil tankers at renewal survey was clarified.

Applied to: on or after 1 July 2024.

- (6) Amendments to IBC Code

Amendments to IBC Code were adopted, in order to clarify the condition of watertight doors to be considered for stability criteria at any stage of flooding, in line with the amendments to IGC Code which have been adopted at MSC 104.

Applied to: on or after 1 July 2024.

2. Approved mandatory requirements

The following draft amendments were approved at this session, and are expected to be adopted at MSC 107 held in June 2023. These amendments are also expected to enter into force on 1 January 2026 in accordance with ad hoc midterm amendment cycle for SOLAS.

- (1) Amendments to LSA Code

Amendments to LSA Code to add new ventilation requirements applied to totally enclosed lifeboats, in conjunction with the amendments to the *recommendation on testing of life-saving appliances* (resolution MSC.81(70)) which newly stipulates the relevant operation tests, were approved.

- (2) Amendments to SOLAS Chapter II-2, etc. on the prohibition of perfluorooctane sulfonic acid (PFOS)

Amendments to SOLAS Chapter II-2, and the 1994 and 2000 HSC Codes to prohibit the use of fire-fighting foams containing PFOS, were approved.

- (3) Amendments to SOLAS Chapter V and format of SE Certificate

Amendments to SOLAS Chapter V to require carriage of electronic inclinometers on container ships and bulk carriers of 3,000 gross tonnage and upwards were approved. Accordingly, format of SE Certificate was also amended to add new entry of "Container ship" in Particulars of ship.

3. Approved unified interpretations, etc.

The following unified interpretations (UIs), guidelines, guidance and etc. were approved during MSC 106.

- (1) Unified interpretation of SOLAS Chapter II-2

Unified interpretation of SOLAS Chapter II-2/9.7.3.1.2 on fire insulation of ducts passing through "A" class divisions and II-2/9.7.3.2 on clearance of the duct penetration of the "B" class bulkheads was approved.

- (2) Amendments to the Guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk (MSC.1/Circ.1315)

Amendments to the *Guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk* (MSC.1/Circ.1315) which reflect the result of tests and research of the dry powder agents were approved. The amendments would be applied to the systems installed on or after 1 July 2023.

- (3) Amendments to MSC.1/Circ.1374 on Information on prohibiting the use of asbestos on board ships

According to MSC.1/Circ.1374 on *Information on prohibiting the use of asbestos on board ships*, when asbestos containing material (ACM) is found to be installed on board ships in contravention of SOLAS Chapter II-1/3-5, it should be removed within three years. In order to make the provisions more practicable, amendments to MSC.1/Circ.1374 were approved to allow ACMs such as gaskets to be removed at an appropriate timing beyond three years at discretion of an Administration subject to maintenance and monitoring.

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 the previous 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.

At this session, development of non-mandatory MASS guidelines mainly on goal and functional requirements has been initiated, based on the report by the intersessional correspondence group and the meeting outcome arranged by the related working group.

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

For any questions about the above, please contact:

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