

Subject:

Introduction of the outcomes of MSC 75

ClassNK

Technical Information

No. TEC-0468

Date 10 July 2002

To whom it may concern

A summary of the decisions taken at the seventy-fifth session of the Maritime Safety Committee (MSC 75) held from 15 May to 24 May 2002 is given hereunder for your information.

1. Adoption of mandatory instruments

The following amendments to conventions and mandatory instruments with references made to the conventions were adopted. They will enter into force on 1 January 2004.

(a) 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.

With regard to watch requirements for VHF Ch 16, the Committee confirmed that for the time being it will be continued as a continuous listening watch until 1 February 2005.

(b) Amendments to SOLAS regulation V/21

All ships will be required to carry an up-to-date copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual.

(c) Amendments to SOLAS Chapter VI & VII

The International Maritime Dangerous Goods Code (IMDG Code) which is addressed in Chapter VI and VII of SOLAS convention will become a mandatory resolution. In cases of carrying a dangerous good listed in the IMDG Code, the vessel is required to comply with the requirements of the IMDG Code.

(d) Amendments to resolution A.744(18)

In response to the ERIKA incident, amendments to resolution A.744(18) which improve the safety of older ships and further protect the marine environment were adopted.

This resolution has incorporated the IACS Unified Requirement and ClassNK has already been implementing this amendment since 1 July 2001. (see Technical information 402)

(To be continued)

NOTES:

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2. Mandatory instruments will be adopted by the MSC76 (Dec/2002)

(a) Means of access (draft amendment SOLAS regulation II-1/12-2)

The amendments to SOLAS which will require permanent means of access for tankers and for bulk carriers was approved at MSC74. This session, MSC75 intended to finalise the technical requirement which resulted from the SOLAS requirement.

(see Technical information 419)

However, the technical requirements were not finalised, because there are still a number of problems to solve, such as the number of means of access for hold frames of bulk carriers or the use of rafts or not, in tank of tanker. So, they will be discussed again at MSC76.

Regarding the date of application, the IMO having noted that some building contracts have already been made for such ships, agreed to postpone the application date from 'constructed on or after 1 January 2003' to 'constructed on or after 1 January 2004'.

The draft regulation will apply to oil tankers of 500 GT and more as well as bulk carriers of 20,000 GT and more.

(b) Water ingress alarms and pumping systems (draft amendment SOLAS regulation XII/12& 13)

As one of the countermeasures which were recommended in the investigation report on the loss of the MV DERBYSHIRE, this subject has been discussed at SLF & DE sub-committees. Subsequently, the text of the amendment to SOLAS which requires the installation of the following equipment, was approved. (see attachment)

- 1) Water ingress alarms in each cargo hold
- 2) Water ingress alarms in any ballast tank forward of the collision bulkhead
- 3) Water ingress alarms in any dry or void space which extends forward of the fore most cargo hold
- 4) Pumping system in dry spaces which are located forward of the collision bulkhead

This amendment will be adopted at the next MSC76 and enter into force from 1 July 2004.

Regarding the date of application, MSC76 agreed that above items 1) to 3) should be complied with by the first annual survey, first intermediate survey or first renewal survey after 1 July 2004 and the above item 4) should be complied with by first intermediate survey or first renewal survey after 1 July 2004.

3. Others

(a) Maritime Security

The IMO Assembly is requesting everyone to consider the prevention and suppression of acts of terrorism against shipping as an urgent matter. At this session, for the purpose of enhancing the security of ships and ports, draft SOLAS amendments and a draft International Ship and Port Facility security Code (ISPS Code) which regulates ships and ports in order to protect them from acts of terrorism, were tentatively developed.

These texts will be adopted at MSC76 upon further discussion at the inter-sessional meeting which will be held in September.

(To be continued)

For any questions about the above, please contact:

NIPPON KAIJI KYOKAI (ClassNK)

External Affairs Division, Administration Center, Head Office

Address: 4-7, Kioi-cho, Chiyoda-ku, Tokyo 102-8567, Japan

Tel.: +81-3-5226-2038

Fax: +81-3-5226-2039

E-mail: xad@classnk.or.jp

Attachment: draft amendments to the SOLAS regulation XII/12&13

**DRAFT AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

CHAPTER XII

ADDITIONAL SAFETY MEASURES FOR BULK CARRIERS

The following new regulations 12 and 13 are added after existing regulation 11:

“Regulation 12

Hold, ballast and dry space water ingress alarms

(This regulation applies to bulk carriers regardless of their date of construction)

- 1 Bulk carriers shall be fitted with water level detectors:
 - .1 in each cargo hold, giving audible and visual alarms, one when the water level above the inner bottom in any hold reaches a height of 0.5 m and another at a height not less than 15% of the depth of the cargo hold but not more than 2.0 m. On bulk carriers to which regulation 9.2 applies, only the latter alarm need be installed. The water level detectors shall be fitted in the aft end of the cargo holds. For cargo holds which are used for water ballast, an alarm overriding device may be installed. The visual alarms shall clearly discriminate between the two different level detectors in each hold;
 - .2 in any ballast tank forward of the collision bulkhead required by regulation II-1/11, giving an audible and visual alarm when the liquid in the tank reaches a level not exceeding 10% of the tank capacity. An alarm overriding device may be installed to be activated when the tank is in use; and
 - .3 in any dry or void space other than a chain cable locker, any part of which extends forward of the foremost cargo hold, giving an audible and visual alarm at a water level of 0.1 m above the deck. Such alarms need not be provided in enclosed spaces the volume of which does not exceed 0.1% of the ship's maximum displacement volume.
- 2 The audible and visual alarms specified in paragraph 1 shall be located on the navigation bridge.
- 3 Bulk carriers constructed before [1 July 2004] shall comply with the requirements of this regulation not later than the date of the first annual, intermediate or renewal survey of the ship to be carried out after [1 July 2004].

Regulation 13

Availability of pumping systems

(This regulation applies to bulk carriers regardless of their date of construction)

1 On bulk carriers, the means for draining and pumping ballast tanks and bilges of dry spaces, any part of which is located forward of the collision bulkhead, shall be capable of being brought into operation from a readily accessible enclosed space, the location of which is accessible from the navigation bridge or propulsion machinery control position without traversing exposed freeboard or superstructure decks. Where pipes serving such tanks or bilges pierce the collision bulkhead, as an alternative to the valve control specified in regulation II-1/11.4, valve operation by means of remotely operated actuators may be accepted provided the location of such valve controls complies with this regulation.

2 Bulk carriers constructed before [1 July 2004] shall comply with the requirements of this regulation not later than the date of the first intermediate or renewal survey of the ship to be carried out after [1 July 2004], however in no case later than [1 July 2007].”
