

Subject

Summary of the outcomes of MSC91

# **ClassNK**

## **Technical Information**

No. TEC-0947  
Date 2 April 2013

To whom it may concern

A summary of the decisions taken at the ninety-first session of the Maritime Safety Committee (MSC 91) held from 26 to 30 November 2012 is presented hereunder for your information.

### 1. Adopted mandatory requirements

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

#### (1) Protection against noise (Amendments to SOLAS II-1/3-12) (see Attachment 2)

Amendments to SOLAS II-1/3-12 were adopted, to strengthen the current recommendatory Code on noise levels on board ships (Resolution A.468(XII)) and make the code mandatory. (see 3. Code on noise levels on board ships made mandatory below)

Application:

New ships of 1,600 gross tonnage and above:

- for which the building contract is placed on or after 1 July 2014; or,
- in the absence of building contract, constructed (keel-laid) on or after 1 January 2015; or,
- the delivery of which is on or after 1 July 2018

#### (2) Containment of fire (Amendments to SOLAS II-2/9) (see Attachment 2)

Amendments to SOLAS II-2/9 were adopted, to strengthen the criteria for the fire integrity, requiring "A-30" class divisions for bulkheads and decks for ro-ro and vehicle spaces and "A-0" class divisions for open decks of ro-ro spaces, etc. regarding passenger ships carrying not more than 36 passengers and cargo ships.

Application:

- New ships constructed (keel-laid) on or after 1 July 2014

#### (3) Fixed local application fire-fighting systems (Amendments to SOLAS II-2/10.5.6.3) (see Attachment 2)

Amendments to SOLAS II-2/10.5.6.3 were adopted, to expand the scope of application of the fixed local application fire-fighting systems to all internal combustion machinery in machinery spaces of category A.

(To be continued)

#### NOTES:

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Application:

- New ships constructed (keel-laid) on or after 1 July 2014

- (4) Fire-fighter's communication (Amendments to SOLAS II-2/10.4) (see Attachment 2)  
Amendments to SOLAS II-2/10.4 were adopted, to require a minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication. Those two-way portable radiotelephone apparatus shall be intrinsically safe or of an explosion-proof type.

Application:

- New ships constructed (keel-laid) on or after 1 July 2014
- Existing ships (ships constructed before 1 July 2014) shall comply with the requirements not later than the first survey after 1 July 2018.

- (5) Types of fire-fighter's outfits (Amendments to SOLAS II-2/1 & 10) (see Attachment 2)  
Amendments to SOLAS II-2/1 & 10 were adopted, to require an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder of fire-fighter's self-contained breathing apparatus has been reduced. A breathing apparatus with blowing system (which can supply air by horse and pump and is installed on ships keel-laid before 1 July 2002) is exempted.

Application:

- New ships constructed (keel-laid) on or after 1 July 2014
- Existing ships (ships constructed before 1 July 2014) shall comply with the requirements by 1 July 2019.

- (6) Means of recharging breathing apparatus (Amendments to SOLAS II-2/15) (see Attachment 2)

Under the current SOLAS regulation, two spare cylinders of self-contained breathing apparatus of fire-fighter's outfit (one spare cylinder suffices in case ship has a recharging system) shall be onboard ships.

Amendments to SOLAS II-2/15 were adopted, to require an onboard means of recharging breathing apparatus used during drills or a suitable number of spare cylinders shall be carried on board to replace those used.

Application:

- New ships constructed (keel-laid) on or after 1 July 2014
- Existing ships (ships constructed before 1 July 2014) shall comply with the requirements by 1 July 2014.

(To be continued)

- (7) Protection of vehicle, special category and ro-ro spaces (Amendments to SOLAS II-2/20) (see Attachment 2)

Amendments to SOLAS II-2/20 were adopted, in which a fixed gas fire-extinguishing system, a fixed high-expansion foam fire-extinguishing system or a fixed water-based fire-fighting system are prescribed in order to clarify the requirements of fixed fire-extinguishing systems for ro-ro spaces and vehicle spaces.

Application:

- New ships constructed (keel-laid) on or after 1 July 2014

- (8) Recovery of persons from the water (Amendments to SOLAS III/17-1) (see Attachment 2)

Amendments to SOLAS III/17-1 were adopted, to make it mandatory to have ship-specific plans and procedures for the recovery of persons from the water taking into account the guidelines developed by IMO. (see 4. Plan and procedures for the recovery of persons from the water (SOLAS III) below)

Application:

- New ships constructed (keel-laid) on or after 1 July 2014
- Existing ships (ships constructed before 1 July 2014) shall comply with the requirements by the periodical or renewal survey of ships to be carried out after 1 July 2014, whichever comes first.

- (9) Amendments to the International Code for Fire Safety Systems (FSS Code) (see Attachment 3)

Following amendments to the FSS Code were adopted.

- Adding an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to fire-fighter's outfits. (Chapter 3)
- As spaces to be equipped with visual and audible warning of the release of fire-extinguishing medium, container holds equipped with integral reefer containers and spaces accessible by doors or hatches are designated. The minimum time of gas discharge into container cargo spaces and general cargo spaces is stipulated. (Chapter 5)
- Newly developing the requirements for a fixed pressure water-spraying fire-extinguishing system to be installed in ro-ro spaces. (Chapter 7)
- Clarifying that an average application rate of automatic sprinklers is to be calculated based on the gross horizontal projection of the area to be covered. (Chapter 8)
- Additionally designating a cargo control room as a place to be equipped with an indicating unit of the fixed fire detection system. (Chapter 9)
- Requiring a diesel-driven power source for the fixed emergency fire pump shall be fitted with an electric heating, for such pump will not be started promptly in cold condition. (Chapter 12)

(To be continued)

- (vii) Regarding the means of escape of passenger ships, clarifying that intermediate landings are not taken as landings. (Chapter 13)
- (viii) Revising the requirements for a fixed deck foam system installed on vessels carrying the liquid substances listed in the IBC Code. (Chapter 14)

Application:

- on or after 1 July 2014

- (10) Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (see Attachment 4)  
Amendments to Chapter 17, 18, and 19 of the IBC Code were adopted. The amendments will be mainly addition of newly assessed substances and re-assessment of some substances to update electrical apparatus group.

Application:

- on or after 1 June 2014

## 2. Approved mandatory requirements

Mandatory requirements that are scheduled to be adopted at the next session MSC 92 (June 2013) or Assembly (A28 at the end of 2013) were approved at MSC 91 as follows:

- (1) Amendments to the ISM Code to explain technical terms of the code and to add the requirements that a company should regularly confirm ISM related tasks are properly carried out.
- (2) Amendments to SOLAS Chapter III to add that the seafarers who enter into closed spaces and are engaged in rescue work are to undergo training on board at least once in two months.
- (3) Amendments to SOLAS Chapter III to require the muster (ex. explanation on how to use of lifejackets) "prior to or immediately upon departure", instead of "within 24 hours after the embarkation" for a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 hours. (see 5. Passenger ship safety below)

## 3. Code on noise levels on board ships made mandatory (see Attachment 1)

At MSC83 held in October 2007, European countries proposed to strengthen the Code on noise levels on board ships (Resolution A.468(XII), non-mandatory), which recommends to limit the noise from machinery spaces and noise exposure of crews to a certain level for their health as well as to make it mandatory. In this regard, the noise levels, measurement of noise and measurement apparatus have been under review.

At this session, amendments to the code and SOLAS II-1/3-12 making the code mandatory, which was approved at MSC90 held in May 2012, were adopted with some modifications. The code consists of mandatory part and non-mandatory part.

In adoption, after the discussions over the documents including those IACS submitted with ClassNK's initiative such as a proposal to make impractical requirements recommendatory, and to clarify the ambiguous requirements and those China submitted such as a proposal of the application date, the following clarifications and modifications were made:

(To be continued)

- (1) To make the measurement of noise in operating conditions in port regulated in the code recommendatory (for some reasons such as that it is difficult for gas carriers to reproduce the actual loading condition before delivery).
  - (2) To clarify that the requirement to limit the noise level of "Workshop" not more than 85dB(A) applies to "Workshop" outside of the machinery space and that "Workshop" inside of the machinery space is to be regarded as a machinery space and therefore its limit of noise levels shall be 110dB(A).
  - (3) The effective date is to be set based on a building contract, not a keel-laying date.
4. Plans and procedures for the recovery of persons from the water (SOLAS III)
- At MSC81 held in May 2006, amendments to SOLAS was proposed to make it mandatory for all ships to install a system specialized for the recovery of persons for the purpose of rescuing persons of other ships on drift due to a maritime casualty.
- However, since the performance standards of the system have not yet been developed, the draft amendments were suspended and the consideration on the standards has been started.
- After the six years of discussion, it was concluded that it is impractical to require all the vessels to install a system based on the uniform performance standards, for the recovery of persons depends on the specifications of each vessel including the size and shape.
- On the other hand, the clarification should be provided for the rescue work of the ship proceeding to the assistance of those in distress at sea upon request of the authority in accordance with SOLAS V/33. In this regard, it was agreed to make it mandatory that all ships develop and install on board ship-specific plans and procedures for the rescue and recovery of persons from the water.
- At this session, amendments of SOLAS III/17-1 to mandate all ships to keep on board plans and procedures for the recovery of persons from the water and the resolution to encourage the application of the said requirements to ships exempted from SOLAS III were adopted. Also the guidelines for the development of the plans and procedures were approved. The guidelines incorporate the plans and procedures for the recovery persons from the water into paragraph 8 of the ISM Code Part A "Emergency Preparedness".
- The above will be applied to ships constructed (keel-laid) on or after 1 July 2014. Existing ships (ships constructed before 1 July 2014) shall comply with the requirements by the periodical or renewal survey of ships to be carried out after 1 July 2014, whichever comes first.
5. Passenger ship safety
- In responding to the Costa Concordia incident, which occurred in January 2012 in Italy, MSC at its 90<sup>th</sup> session agreed to classify the countermeasures into two categories: operational safety measures to be implemented speedily (short-term measures) and safety measures to be implemented after the examination based on the outcome of the investigation (long-term measures), for the purpose of reviewing the standard regarding the passenger ship safety.

(To be continued)

At this session, while Italy reported that the investigation of the incident had not yet finished, amendments to SOLAS were developed as short-term measures in accordance with the tentative recommended voluntary measures, which were agreed at the previous session. The current regulation requires that "for a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 hours, the muster of newly-embarked passengers should be provided within 24 hours after the embarkation". However, the amendments require the muster "prior to or immediately upon departure".

Further, the followings were added to the tentative recommended voluntary measures. (see below (6), (7) & (8))

- Tentative recommended voluntary measures for the safety of passenger ships  
The review of following items in accordance with the conditions of each ship is recommended to owners of passenger ships engaged on international voyage to enhance the passenger ship safety:
  - (1) carrying additional lifejackets at the places other than cabins
  - (2) the adequacy of the dissemination and communication of the emergency instructions for passengers
  - (3) carrying out the muster for passengers prior to departure if passengers are scheduled to be on board for more than 24 hours
  - (4) limiting access to the bridge
  - (5) ensuring that the voyage is in accordance with the voyage plan
  - (6) enhancement of emergency instructions to passengers (adding the instructions on the timing to put a life jacket and confirmation of escape routes) [newly added]
  - (7) recording the nationalities of passengers and crews [newly added]  
carrying out the drills for crews to be prepared for the rescue boat embarkation of passengers. [newly added]
  - (8) carrying out the drills for crews to be prepared for the rescue boat embarkation of passengers. [newly added]

6. Interim guidelines for determining minimum propulsion power relating to EEDI

To avoid the constructions of ships with immoderate decrease in speed for the purpose of improving the EEDI figures, MEPC has been discussing the guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions.

MEPC at its 64th session held in October 2012 discussed the requirements of minimum propulsion power regarding EEDI (Energy Efficiency Design Index) requirements and agreed to develop the draft guidelines at a correspondence group by MEPC 65, which will be held in May 2013. On the other hand, MEPC also agreed to approve, at MSC91, the interim measures to be used from 1 January 2013 up until development of the guidelines.

Responding to the above, MSC at its 91st session approved the interim guidelines based on the outcome of MEPC64.

A summary of the outcomes of MSC91 is also available on the IMO web-site (<http://www.imo.org>).

(To be continued)

For any questions about the above, please contact:

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Attachment:

1. Code on noise levels on board ships (Resolution MSC.337(91))
2. Amendments to SOLAS II-1, II-2 and III (Resolution MSC.338(91))
3. Amendments to the International Code for Fire Safety Systems (FSS Code) (Resolution MSC.339(91))
4. Amendments to the International Code for Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (Resolution MSC.340(91))

Please refer to Outcome of MSC91 (November 2012) in ClassNK web-site  
Information Services > Topics at IMO and IACS > Topics at IMO  
for this Technical Information No. TEC-0947 with full attachments.