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IMO UPDATE:

**THE 105th SESSION OF IMO'S MARITIME SAFETY
COMMITTEE (MSC). MEETING SUMMARY**

2022

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The 105th session of the IMO's Marine Safety Committee (MSC 105) was held Virtually from the 20th to the 29th of April 2022.

This notice is prepared based on information available about the MSC 105 meeting in the IMO website.

Approved Mandatory Requirements

Amendments to the IGC code and IGF code

The amendments to the Table 6.3 of the IGC Code and Table 7.3 of the IGF Code were approved, to confirm the acceptability of high manganese austenitic steel under these Codes, and to provide testing requirements for its use in cryogenic service. In conjunction with these amendments to the IGC Code and IGF Code, the Committee also approved the following supporting circulars:

- 1) MSC.1/Circ.1648, Amendments to the Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels (MSC.1/Circ.1622); and
- 2) MSC.1/Circ.1599/Rev.2, Revised guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599/Rev.1).

Entry into force: These amendments are expected to be adopted at MSC 106 (Nov-2022).

Carriage Of Industrial Personnel

The MSC 105 approved a draft new SOLAS chapter XV, together with the associated new Code for Industrial Personnel. For the purposes of this new chapter, industrial personnel are persons transported or accommodated on board for the purpose of performing offshore industrial activities (construction, maintenance, decommissioning, operation or servicing of offshore facilities related, but not limited, to exploration and exploitation of resources by the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar

activities) performed on board other ships and/or offshore facilities. The new SOLAS Chapter XV addresses cargo ships and high-speed cargo craft of 500 gross tonnage and upward, carrying more than 12 industrial personnel.

Entry into force: These amendments are subject to adoption at MSC 106 (Nov-2022), for entry into force on 01st July 2024

Code Of Safety for Ships Carrying Industrial Personnel

MSC 105 also approved the draft Code of Safety for Ships Carrying Industrial Personnel, or IP Code. In support of expanding maritime offshore and energy sectors, the IP Code is intended to supplement existing IMO instruments in order to provide international safety standards for the carriage of industrial personnel onboard cargo ships and high-speed cargo craft. Using SOLAS and the 2000 HSC Code as a basis for regulatory compliance, the IP Code provides goals, functional requirements, and additional regulations aimed to facilitate the safe carriage and transfer of industrial personnel by addressing additional risks connected to such operations. The supplemental regulations of the IP Code address the following subjects:

1. Safe transfer of personnel
2. Subdivision and stability
3. Machinery installations
4. Electrical installations
5. Periodically unattended machinery spaces
6. Fire safety
7. Life-saving appliances
8. Dangerous goods

Administrations and Recognized Organization (RO) will document the compliance with the IP Code through the issuance of an 'Industrial Personnel Safety Certificate'.

Entry into force: This code is subject to adoption at MSC 106 (Nov-2022), for entry into force on 1 July 2024.

Enhancing the safety of ships relating to the use of fuel Oil

The MSC 105 approved draft amendments to SOLAS Chapter II-2/Regulation 4 which are intended to enhance the safety of ships related to use of fuel oil by addressing concerns regarding the verification of the flashpoint of bunkered fuel oil. These draft amendments address this issue in three parts:

1. The proposed regulation will require documentation of the flashpoint of the actual fuel batch when bunkering and ships shall be provided with a declaration signed and certified by the fuel oil supplier's representative that the oil fuel supplied is in conformity with regulation SOLAS II-2/4.2.1 and the test method used for determining the flashpoint. The bunker delivery note that is to be provided prior to bunkering must contain the flashpoint specified in accordance with standards acceptable to the Organization, or a statement that flashpoint has been measured at or above 70°C;
2. Member States to report to the IMO any confirmed cases where oil fuel suppliers have failed to meet the flashpoint requirements of the Organization;
3. Member States to take appropriate actions against oil fuel suppliers that have been found to deliver oil fuel that does not comply with flashpoint requirements of SOLAS regulation II-2/4.2.1. These amendments will be subject to adoption at MSC 106 (Nov-2022).

Adopted Mandatory Requirements

Modernization of GMDSS

Resolution MSC.496 (105) was adopted during the 105th Session of MSC, containing amendments to Chapters II-1, III, IV and V, and the appendix (Certificates) of 1974 SOLAS Convention. This resolution contains a complete replacement text of chapter IV of SOLAS, as well as a relocation of provisions for life-saving appliance communication equipment from Chapter III to Chapter IV. The Committee also adopted Resolution MSC.497(105) containing amendments to the 1988 SOLAS

Protocol, concerning the modernization of the Global Maritime Distress and Safety System (GMDSS). The Amendments include revision to SOLAS chapters II-1, chapter III, chapter IV and chapter V, Certificates and Records of Equipment; the 1988 SOLAS Protocol; the 1994 and 2000 HSC Codes; the 1983 and 2008 SPS Codes; and the 1979, 1989 and 2009 MODU Codes. Definitions of the sea areas and functional requirements of the GMDSS have been slightly modified but the carriage requirements are not expected to change.

Application: All ships of 300GT and above to which the requirements of the GMDSS apply, including new and existing ships.

Entry into force: These amendments will enter into force on 01st January 2024.

Amendments to IMSBC Code

Resolution MSC.500 (105) was adopted containing several amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code to include the following set of amendments (06-21 Amendments):

- 1) Reclassification of ammonium nitrate based fertilizer (non-hazardous);
- 2) Amendments to section 7 addressing "Cargoes which may liquefy or undergo dynamic separation";
- 3) Addition of new definitions relating to the phenomenon of "dynamic separation," including deliberations regarding the definition of "group A" cargoes;
- 4) Addition of new schedules for lead concentrate and leach residue containing lead;
- 5) Substance identification number for bulk cargoes.

Entry into force: These amendments will enter into force on 1 December 2023, but may be applied by Administrations on a voluntary basis beginning 1 January 2023.

Amendments to IMDG Code

Resolution MSC.501 (105) was adopted containing several amendments to the International Maritime Dangerous Goods (IMDG) Code. This set of amendments (41-22 Amendments) is intended to align with the amendments to the UN

Recommendations on the Transport of Dangerous Goods, 21st Revised Edition. In addition to the regular review of new and existing substances, these amendments include the following:

- 1) New definition for “pressure receptacle shell” in 1.2.1 of the IMDG Code;
- 2) Guidance on marking of refillable UN pressure receptacles; and
- 3) Guidance on portable tanks with shells made of fiber-reinforced plastic (FRP) materials.

Entry into force: These amendments will enter into force on 01 January 2024, but may be applied by Administrations on a voluntary basis beginning of 01 January 2023.

Amendments to HSC Code

The Committee adopted Resolutions MSC.498 (105) and MSC.499 (105) containing amendments to Chapters 8 and 14 of the 1994 and 2000 HSC Codes, respectively. These resolutions contain a complete replacement text of chapter 14 of the HSC Code, as well as a relocation of provisions for life-saving appliance communication equipment from Chapter 8 to Chapter 14. These amendments relate to Life-saving appliances and arrangements and Radio-communications, as well as the Record of Equipment for High-Speed Craft Safety Certificate, concerning the modernization of the GMDSS.

Entry into force: These amendments will enter into force on 01st January 2024.

Measure to Improve domestic ferry safety

Resolution MSC.518 (105) was adopted containing a finalized text of the Model Regulations on Domestic Ferry Safety. The resolution contains regulations for both new build and conversion ferries, as well as manning and additional safety management requirements. The Model Regulations have been informed by several expert group meetings, and have been developed in support of Member States concerned with improving the safety of ferry services within their area of authority. They provide a general framework of provisions on domestic ferry safety for Governments to be guided

by in developing specific national law or to serve as a basis for intergovernmental agreements as deemed appropriate by each Member State. Development of a model Regulations and associated online training material to facilitate the implementation of these measures to improve domestic ferry safety are for the consideration at MSC 107.

Miscellaneous & Other Developments

Maritime Autonomous Surface Ships

The Committee received proposals from several Member States for Development of guidance for MASS in the IMO regulatory framework and agreed to the development of a roadmap and instructed the working group to finalize it. The objective of the working group was to develop a non-mandatory instrument in the form of a goal-based MASS Code, the first step towards a mandatory instrument in the future, with a view to adoption in the second half of 2024.

Entry into force: a mandatory MASS Code will be developed which is envisaged to enter into force on 1 January 2028.

Interim Guidelines for safety of ships using fuel cell power installation

Interim Guidelines for the safety of ships using fuel cell as per circular MSC.1/Circ.1647 have been developed to provide international standard provisions for ships using fuel cell power installations. These Interim Guidelines provide the criteria for the arrangement and installation of fuel cell power installations with at least the same level of safety and reliability as new and comparable conventional oil-fueled main and auxiliary machinery installations, regardless of the specific fuel cell type and fuel. These Interim Guidelines are intended to apply to ships which must comply with SOLAS Chapter II-1 Part G (Ships Using Low Flashpoint Fuels).

Comprehensive review of the 1978 STCW Convention and Code

The MSC instructed the Sub-Committee on Human Element, Training and Watchkeeping (HTW) to start a comprehensive review of the STCW Convention and Code, with a target completion year of 2026. The aim is to adapt the STCW Convention and Code to new technical developments in shipping, environmental protection, and climate change, with priority to be given to addressing the problems

Sexual assault and harassment in the maritime sector

The MSC considered ways to address bullying and harassment in the maritime sector, including sexual assault and sexual harassment, as well as the development of relevant provisions to establish appropriate maritime workplace behavioral norms and essential human elements of psychological safety.

Recognizing that coordinated action by various UN agencies is required to address these issues, the MSC agreed to instruct the Joint ILO/IMO Tripartite Working Group (JTWG) on seafarers' issues and the human element to work on these matters. Specifically, the JTWG was instructed to "consider bullying and harassment in the maritime sector, including sexual assault and sexual harassment, taking into account information submitted by interested parties, with a view to providing recommendations for future steps, including the development of legislation, mechanisms and policies by relevant stakeholders, aimed at reporting and addressing these matters" (the instructions to the JTWG are subject to endorsement by the IMO Council).

List of resolutions and circulars adopted/approved by MSC 105

- Resolution MSC.496 (105), MSC.497 (105), MSC.498 (105), MSC.499 (105), MSC.500(105), MSC.501(105)
- Amendments to the International Convention for the Safety of Life at Sea, 1974 Protocol, 1988 protocol, 1994 HSC Code, 2000 HSC Code, (IMSBC) Code, (IMDG) Code
- Resolution MSC.502(105), MSC.503(105), MSC.504(105), MSC.505(105), MSC.506(105) – Amendments to the Code Of Safety for Special Purpose Ships, 1983 (1983 SPS Code, 2008 SPS Code, 1979 MODU Code, 1989 MODU Code, 2009 MODU Code)
- Resolution MSC.507(105)–System performance standard for the promulgation and coordination of maritime safety information using high-frequency narrow-band direct-printing
- Resolution MSC.508(105)–Performance standards for the reception of maritime safety information and search and rescue related information by MF (NAVTEX) and HF
- Resolution MSC.509(105)–Provision of radio services for the Global Maritime Distress and Safety System (GMDSS)
- Resolution MSC.510(105)–Performance standards for search and rescue radar transponders
- Resolution MSC.511(105) – Performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling
- Resolution MSC.512(105) – Performance standards for shipborne MF and MF/HF radio installations capable of voice communication, digital selective calling and reception of maritime safety information and search and rescue related information
- Resolution MSC.513(105) – Performance standards for Inmarsat-C ship earth stations capable of transmitting and receiving direct-printing communications
- Resolution MSC.514(105) – Guidelines for the avoidance of false distress alerts
- Resolution MSC.515(105) – Performance standards for survival craft portable two-way VHF radiotelephone apparatus
- Resolution MSC.516(105) – Amendments to the performance standards for radio-communication equipment (Resolution MSC.80(70))
- Resolution MSC.517(105) – Performance standards for a shipborne integrated communication system (ICS) when used in the Global Maritime Distress and Safety System (GMDSS)

- Resolution MSC.518(105) – Model regulations on domestic ferry safety
- Resolution MSC.188(79)/REV.1 – Revised performance standards for water level detectors on ships subject to SOLAS Regulations II-1/25, II-1/25-1 AND XII/12.

Circulars

- MSC.1/Circ.803/Rev.1 Participation of non-SOLAS ships in the Global Maritime Distress and Safety System (GMDSS) and guidance on the development of training materials for GMDSS operators on non-SOLAS ships
- MSC.1/Circ.1645 Guidance for the reception of maritime safety information and search and rescue related information as required in the Global Maritime Distress and Safety System (GMDSS)
- MSC.1/Circ.1600/Rev.1 Guidance for conducting the refined MHB (CR) test
- MSC.1/Circ.1395/Rev.5 Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective
- MSC.1/Circ.1588/Rev.2 Amendments to the Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (MSC.1/Circ.1588/Rev.1) (EmS Guide)
- MSC.1/Circ.1361/Rev.1 Revised recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo transport units
- MSC.1/Circ.1646 FAL.2/Circ.[...] MEPC.1/Circ.[...] LEG.2/Circ.[...] List of certificates and documents required to be carried on board ships, 2022 (Note: subject to concurrent decision by MEPC and FAL)
- MSC.1/Circ.1647 Interim guidelines for the safety of ships using fuel cell power installations
- MSC.1/Circ.1648 Amendments to the Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels (MSC.1/Circ.1622)
- MSC.1/Circ.1599/Rev.2 Revised Guidelines on the application of high manganese austenitic steel for cryogenic service
- MSC.1/Circ.1649 Guidelines for the implementation of the inspection programme for cargo transport units
- MSC.1/Circ.1650 List of non-exhaustive voluntary guidance on pest contamination
- MSC.1/Circ.1651 Amendments to MSC.1/Circ.1625 on unified interpretations of the IGC Code (as amended by resolution MSC.370(93))
- MSC.1/Circ.1652 Explanatory notes to the Interim Guidelines on second generation intact stability criteria
- MSC.1/Circ.1653 Unified interpretation regarding timber deck cargo in the context of damage stability requirements
- MSC.1/Circ.1654 Unified interpretation on the noise level limit in workshops on board ships
- MSC.1/Circ.1535/Rev.2 Unified interpretations relating to the Protocol of 1988 relating to the International Convention on Load Lines, 1966
- MSC.1/Circ.1362/Rev.1 Unified interpretation of SOLAS chapter II-1
- MSC.1/Circ.1164/Rev.25 Promulgation of information related to reports of independent evaluation submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 confirmed by the Maritime Safety Committee to have communicated information which demonstrates that Parties are giving full and complete effect to the relevant provisions of the Convention.

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