



IMO UPDATE:

**THE 106th SESSION OF IMO's MARITIME SAFETY
COMMITTEE (MSC). MEETING SUMMARY**

2022

SUMMARY OF 106TH SESSION OF MARITIME SAFETY COMMITTEE (MSC)

The 106th session of the IMO's Maritime Safety Committee (MSC 106) was held in London, UK, from 02nd to 11th November 2022. This notice is prepared based on information available about the MSC 106 meeting in the IMO website.

Approved Mandatory Requirements

International Code of Safety for Ships Carrying Industrial Personnel - IP Code

MSC 106 adopted a new SOLAS Chapter XV and a related new mandatory international code of safety for ships carrying industrial personnel (IP Code). In association with the new SOLAS Chapter XV, the Committee also adopted Resolution MSC.527 (106) containing the Code of Safety for Ships Carrying Industrial Personnel, or IP Code (Res. MSC.521 (106) and MSC.527 (106) / MSC 106/WP.7, Annexes 2 and 8). Industrial personnel are defined as persons who are on board for the purpose of offshore industrial activities performed on board the ships and/or offshore facilities (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 regulations are applicable to new and existing cargo ships, and to high-speed cargo craft, which:

- are of 500 gross tonnage and over,
- operate on international voyages, and
- carry more than a total of 12 industrial personnel, special personnel and passengers combined.

The new IP Code is based on the Code of Safety for Special Purpose Ships (2008 SPS Code), but with adaptations and provisions for the training of industrial personnel, the safe transfer of personnel and the carriage of dangerous goods. The carriage of toxic products, low-flashpoint products, and acids as cargo are not allowed on ships having more than 60 persons on board. Additionally, Administrations and Recognized Organizations will document compliance with the IP Code through the issuance of an Industrial Personnel Safety Certificate in addition to SOLAS Safety Certificates or HSC Safety Certificate.

Entry into force: The new regulations will enter into force on 1 July 2024 in correlation with the new SOLAS Chapter XV.

SOLAS chapter II-2 in relation to flashpoint and Safety of ships relating to the use of fuel oil

MSC 106 adopted amendments to SOLAS Chapter II-2, Regulations 3 and 4, requiring new and existing ships carrying oil fuel to be provided with a bunker delivery note, prior to bunkering, stating that the flashpoint of the actual fuel batch is in conformity with the flashpoint requirements of SOLAS. The Committee adopted Resolution MSC.520 (106) containing amendments to SOLAS Chapter II-2/Regulation 4 which are intended to enhance the safety of ships related to the use of fuel oil by addressing concerns regarding the verification of the flashpoint of bunkered fuel oil. The amendments further request contracting governments to inform the IMO of cases where oil fuel suppliers have delivered fuels that do not meet the SOLAS flashpoint requirements, and to take appropriate action against oil fuel suppliers accordingly. Documentation of the flashpoint of the actual fuel batch when bunkering. Under this regulation, 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 the flashpoint has been measured at or above 70°C. Member States to report to the IMO any confirmed cases where oil fuel suppliers have failed to meet the flashpoint requirements of the Organization and 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 (i.e. the prohibition of using oil fuel

SUMMARY OF 106TH SESSION OF MARITIME SAFETY COMMITTEE (MSC)

with a flashpoint of less than 60°C).

Entry into force: The amendments will enter into force on 1 January 2026 and will affect both new and existing ships.

Amendments to IGC Code and IGF Code - Metallic materials for cryogenic service

MSC 106 adopted amendments to the IGC and IGF Codes to include high manganese austenitic (hi-Mn) steel for cryogenic service. The MSC adopted Resolution MSC.523 (106) containing amendments to Table 6.3 of the IGC Code, and Resolution MSC.524 (106) containing amendments to Table 7.3 of the IGF Code, to confirm the acceptability of high manganese austenitic steel under these Codes and to provide testing requirements for its use in cryogenic service. The amendments permit the use of high manganese austenitic steel for type A, B and C tanks, for among others butane and methane (LNG) as cargo or fuel. MSC 106 adopted the amendments to the IGC Code and the IGF Code to permit the use of high-manganese austenitic steel as a cryogenic material having minimum design temperature -165°C. The use of high-manganese austenitic steel should be done based on MSC.1/Circ.1599 (Rev.2), unless the flag Administration provides any other equivalent standards. The Committee also approved the following circulars in conjunction with these amendments to the IGC Code and IGF Code,

- 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: The amendments will enter into force on 1 January 2026.

Amendments to 2011 Enhanced survey programme (2011 ESP) - Revised Tank Inspection Requirement for Bulk Carriers

MSC 106 adopted amendments to the 2011 ESP Code Resolution through MSC.525 (106) to enhance the consistent implementation of survey requirements. The main amendments are summarized below:

Bulk carriers

- Ballast tanks to be examined annually if the protective coating condition is found to be "less than GOOD".
- Double-skin void spaces bounding cargo holds in bulk carriers exceeding 20 years of age and 150 m in length to be examined annually if the protective coating is found to be "POOR".
- New requirements to the annual survey of double-skin void spaces, when required, for bulk carriers exceeding 20 years of age and 150 m in length.

Oil tankers

- Amended definition of oil tankers to clarify that the ESP Code does not apply to oil tankers carrying oil in independent tanks which are not part of ship's hull (e.g. asphalt carriers).
- Pressure testing requirements on double and single-hull oil tankers were editorially amended.

Entry into force: The amendments will enter into force on 1 July 2024.

Amendments to the IBC Code - Watertight doors on cargo ships

MSC 106 adopted amendments to the IBC Code, completing the harmonization of consideration of watertight doors in damage stability calculations across MARPOL Annex I, the Load Line Convention, the IBC Code and the IGC Code with those in SOLAS. The inconsistencies were related to the type of watertight doors (sliding, hinged), to the technical/operational requirements and to the terminology for the frequency of use of watertight doors. The amendments will not have any impact on existing ships. IBC Code incorporate the watertight door concept of SOLAS in the IBC Code, and

SUMMARY OF 106TH SESSION OF MARITIME SAFETY COMMITTEE (MSC)

correspond to the amendments to the ICLL 1988 Protocol, the IGC Code and MARPOL Convention, already and respectively adopted through resolutions MSC.491(104), MSC.492(104) and MEPC.343(78).

Entry into force: The amendments will enter into force on 1 July 2024.

Communication equipment in life-saving appliances

MSC 106 adopted consequential draft amendments to the 1978 SOLAS Protocol remove the reference to radio installations used in life-saving appliances in the Form of Safety Equipment Certificate for Cargo Ships.

The MSC adopted Resolution MSC.522 (106) containing amendments to the 1978 SOLAS Protocol that provide a replacement form of the Cargo Ship Safety Equipment Certificate.

A minor revision was made to this form to acknowledge that requirements for radio installations used in life-saving appliances are now addressed within the form of the Cargo Ship Radio Certificate.

Entry into force: The amendments will enter into force on 1 January 2026.

Miscellaneous & Other Developments

Maritime Autonomous Surface Ships

Following up on the completion of the Regulatory Scoping Exercise (RSE) for MASS, the first meeting of the Joint Working Group on MASS (MASS-JWG) and discussions at this session, the Committee approved an updated Road Map for the development of a goal-based MASS Code. MSC 106 considered a draft structure and a methodology for development of goals and functional requirements. The work will be continued in a correspondence group until MSC 107 (June 2023). 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.

BeiDou Message Service System (BDMSS)

Following the assessment and evaluation of an application by China Transport Telecommunication Information Group Co. Ltd. (CTTIC) to recognize the BeiDou Message Service System (BDMSS) for use in the GMDSS, the MSC adopted an MSC resolution on Statement of recognition of the maritime mobile

satellite services provided by CTTIC through BDMSS. MSC 106 recognized BDMSS (China) as a regional mobile satellite service for use in the GMDSS, subject to completion of outstanding technical and operational issues.

Safety of onboard lifting appliances and anchor handling winches

The MSC 106 agreed to circulate amendments to SOLAS introducing new requirements for onboard lifting appliances and anchor handling winches, including a new SOLAS regulation II-1/3-13, which were approved in principle by MSC 102 and are pending formal adoption. These regulations apply to both new and existing ships. The new regulations prescribe requirements for the design, construction, and installation of lifting appliances and anchor handling winches. Lifting appliances are defined as all load-handling equipment onboard ships which are used to handle cargo, stores, hold hatch covers or moveable bulkheads, engine-room equipment, cargo hoses, tender boats and personnel (via cranes). Anchor handling winches are defined as any winch for the purpose of deploying, recovering and repositioning anchors and mooring lines in subsea operations. This is not to be confused with a ship's windlasses.

The draft amendments will be subject to adoption at MSC 107 (May 2023), with anticipated entry into force on 1 January 2026.

SUMMARY OF 106TH SESSION OF MARITIME SAFETY COMMITTEE (MSC)

Amendments to Polar Code - Safety measures for non-SOLAS ships operating in polar waters

The MSC 106 approved draft amendments to SOLAS Chapter XIV for the implementation of safety measures under the Polar Code, for non-SOLAS ships operating in polar waters. These amendments will add a new draft Regulation 3-1 within SOLAS Chapter XIV, to identify new requirements in the Polar Code which will be applicable to the non-SOLAS ships under consideration. Three specific ship profiles were targeted for application of these additional safety measures:

- 1) Fishing vessels of 24 meters in overall length and above;
- 2) Pleasure yachts of 300 gross tonnage and above not engaged in trade; and
- 3) Cargo ships of 300 gross tonnage and above but below 500 gross tonnage.

The above noted draft amendments will be adopted at MSC 107 (May 2023), and the anticipated date of entry into force for these amendments is 1 January 2026 for new vessels.

Revision of Guidelines on places of refuge for ships in need of assistance

The MSC approved a draft revision of the Guidelines on Places of Refuge for Ships in Need of Assistance, Resolution A.949 (23), to support faster decision-making toward aiding ships in need of refuge. Seeking to improve upon guidance adopted in 2003, the revised guidelines incorporate lessons learned and an improved organization structure to provide clarity in the roles of the ship's master, the salvor, and the Coastal State as parties involved with ships in need of assistance:

- Expected actions of the ship's master and the managing company after a maritime incident have been revised in greater detail to acknowledge and support compliance with the ISM Code.
- For situations in which the master has relinquished command of a vessel to a salvor, the revised guidelines detail additional responsibilities of the salvor in communicating

vessel condition and salvage plans to the relevant Coastal Authority.

- For Coastal States or a designated Competent Authority, revised guidance is provided on the assessment of received alerts, regional/international cooperation in providing safe refuge for distressed ships, and management of information for media / key interest groups.
- The role of the Classification Society is acknowledged in the revised guidelines, for support in risk assessment to preserve hull integrity and stability, and preventing environmental pollution.

The revised guidelines will be subject to concurrent approval by the MEPC 79 (Dec. 2022) and LEG 110 (Mar. 2023) committee meetings before being presented to the Assembly 33 (Nov. 2023) for adoption of the revised resolution.

Piracy and armed robbery against ships

The MSC considered the latest update on global trends relating to piracy and armed robbery against ships. Based on reports submitted to IMO, show an overall 69 incidents of piracy and armed robbery against ships as having occurred or been attempted from January to June 2022, a decrease of approximately 22% at the global level compared to the same period last year. The MSC requested Member States to continue to report incidents of piracy and armed robbery to IMO and to complete and keep updated the Questionnaire on information on port and coastal State requirements related to privately contracted armed security personnel on board ships (PCASP) (MSC-FAL.1/Circ.2).

Other matters

Following consideration of the reports of the Sub-Committees, the MSC:

- Adopted a number of ships routing measures which were approved by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR). The measures adopted will be implemented on 1 June 2023.

SUMMARY OF 106TH SESSION OF MARITIME SAFETY COMMITTEE (MSC)

- Adopted resolution MSC.263 (84)/Rev.1 on Performance standards and functional requirements for the long-range identification and tracking of ships; and approved draft amendments to a number of LRIT-related circulars.
- Approved, for adoption by MSC 107, draft amendments to SOLAS chapter II-2 and the 1994 and 2000 HSC Codes to prohibit the use of fire-fighting foams containing perfluoro octane sulfonic acid (PFOS). The regulations say that extinguishing media containing such foams shall be delivered to appropriate shore-based reception facilities when removed from the ship. PFOS is harmful to human health and the environment.
- Approved revised 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/Rev.1), in order to enhance the safety level.
- Approved amendments to the Revised standardized life-saving appliance evaluation and test report forms (MSC.1/Circ.1630), for circulation as MSC.1/Circ.1630/Rev.1
- Approved draft amendments regarding type of immersion and anti-exposure suits to the forms of the record of equipment for certificates in the 1994 and 2000 HSC Codes and the SOLAS Convention, for adoption by MSC 107.
- Approved amendments to the Guidelines for the development, review and validation of model courses, to be issued as MSCMEPC.2/Circ.15/Rev.2.
- Approved, for adoption by MSC 107, draft amendments to STCW regulations I/1 and I/2, concerning the inclusion of a new definition for "original form of any certificate required by the Convention" emanating from the use of electronic certificates.
- Approved, for adoption by MSC 107, draft amendments to section A-I/2 of the STCW Code, clarifying the application of existing terms and terminologies to the certificates and endorsements in electronic form, for adoption by the Committee in conjunction with the adoption of related amendments to the 1978 STCW Convention.
- Approved, for adoption by MSC 107, draft amendments to SOLAS chapter V and the appendix (Certificates), the 1978 SOLAS Protocol and the 1988 SOLAS Protocol, for the mandatory carriage of electronic inclinometers for containerships and bulk carriers of 3,000 GT and upwards.
- Approved an MSC circular on Guidance for the dissemination of search and rescue related information through the international enhanced group call service.
- Approved the revised NAVTEX Manual, to be issued as MSC.1/Circ.1403/Rev.2, with an effective date of 1 January 2023.
- Approved a revision of the ECDIS Guidance for good practice, to be issued as MSC.1/Circ.1503/Rev.2. The updated guidance includes, in particular, a new section on onboard ECDIS updates.
- Adopted an MSC resolution on Performance standards for electronic chart display and information systems (ECDIS), which revises resolution MSC.232 (82) and introduces a phased implementation of new IHO product specifications (i.e. S-98, S-100 and S-101) for ECDIS as from 1 January 2026.
- Approved the draft IMO position on relevant agenda items of ITU WRC-23 concerning matters relating to maritime services for submission to the ITU's Conference Preparatory Meeting for WRC-23. The next World Radio communication Conference (WRC-23) will be held in the United Arab Emirates from 20 November to 15 December 2023.
- Approved an MSC circular on Guidance on the training on and operation of emergency personal radio devices in multiple casualty situations.

SUMMARY OF 106TH SESSION OF MARITIME SAFETY COMMITTEE (MSC)

List of resolutions and circulars adopted /approved by MSC 106

Resolutions

- **Resolution.MSC.519 (106)** – Member States' obligations in connection with search and rescue services under the SOLAS and SAR conventions in the context of armed conflicts.
- **Resolution.MSC.520 (106)** – Amendments to the International Convention for the Safety of Life at Sea, 1974 (chapter ii-2).
- **Resolution.MSC.521 (106)** – Amendments to the International Convention for the Safety of Life at Sea, 1974, (chapter xv).
- **Resolution.MSC.522 (106)** – Amendments to the Protocol of 1978 relating to the Amendments to the International Convention for the Safety of Life at Sea, 1974.
- **Resolution.MSC.263 (84)/rev.1** – Performance standards and functional requirements for the long-range identification and tracking of ships.
- **Resolution.MSC.529 (106)** – Statement of recognition of maritime mobile satellite services provided by CTTC through BDMSS
- **Resolution.MSC.530 (106)** – Performance standards for electronic chart display and information systems (ECDIS)
- **Resolution.MSC.523 (106)** – Amendments to the international code for the construction and equipment of ships carrying liquefied gases in bulk (IGC code)
- **Resolution.MSC.524 (106)** – Amendments to the International Code Of Safety For Ships Using Gases Or Other Low-Flashpoint Fuels (IGF code)
- **Resolution.MSC.525 (106)** – Amendments to the International Code On The Enhanced Programme Of Inspections During Surveys Of Bulk Carriers And Oil Tankers, 2011 (2011 ESP Code)
- **Resolution.MSC.526 (106)** – Amendments to the International Code For The Construction And Equipment Of Ships Carrying Dangerous Chemicals In Bulk (IBC Code)

- **Resolution.MSC.527 (106)** – International Code Of Safety For Ships Carrying Industrial Personnel (IP Code)
- **Resolution.MSC.528 (106)** – Recommended cooperation to ensure the safety of life at sea the rescue of persons in distress at sea and the safe disembarkation of survivors.

Circulars

- **MSC.1/Circ.1500/Rev.2** Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments.
- **MSC-MEPC.2/Circ.15/Rev.2** Guidelines for the development, review and validation of model courses.
- **MSC.1/Circ.1164/Rev.26** Promulgation of information related to reports of independent evaluation submitted by Parties to the 1978 STCW Convention 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.
- **MSC.1/Circ.797/Rev.38** List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code.
- **MSC.1/Circ.1614/Rev.1** Revised interim guidelines on life-saving appliances and arrangements for ships operating in polar waters.
- **MSC.1/Circ.1315/Rev.1** Revised 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.1655** Unified interpretations of SOLAS chapter II-2.
- **MSC.1/Circ.1630/Rev.1** Revised standardized

SUMMARY OF 106TH SESSION OF MARITIME SAFETY COMMITTEE (MSC)

life-saving appliance evaluation and test report forms.

- **COLREG.2/Circ.78** Traffic separation schemes and associated measures.
- **SN.1/Circ.342** Routing measures other than traffic separation schemes.
- **MSC.1/Circ.1259/Rev.9** Long-range identification and tracking system – Technical documentation (part I).
- **MSC.1/Circ.1307/Rev.1** Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information.
- **MSC.1/Circ.1376/Rev.5** Continuity of service plan for the LRIT system.
- **MSC.1/Circ.1656** GMDSS operating guidance for ships in distress situations.
- **MSC.1/Circ.1657** Procedure for responding to DSC distress alerts by ships.
- **MSC.1/Circ.1658** Guidance on distress alerts.
- **MSC.1/Circ.892/Rev.1** Guidance on alerting of search and rescue authorities.
- **MSC.1/Circ.1659** Guidance for the dissemination of search and rescue related information through the international enhanced group call service.
- **MSC.1/Circ.1403/Rev.2** NAVTEX Manual.

- **MSC.1/Circ.1660** Guidance on the training on and operation of emergency personal radio devices in multiple casualty situations.
- **MSC.1/Circ.1503/Rev.2** ECDIS – Guidance for good practice.
- **MSC.1/Circ.1661** Guidance framework for the application of casualty cases and lessons learned to seafarers' education and training.
- **MSC-MEPC.1/Circ.5/Rev.4** Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection.

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