



Technical Information

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To : Whom It May Concern

Subject : Summary Report on IMO Meeting of Maritime Safety Committee 103rd Session (MSC 103)

Summary

This Technical Information summarizes the result of 103rd Session of the IMO Maritime Safety Committee (MSC 103) that was held from the 05 to 14 May 2021, at the IMO headquarters in London.

Information

1. The information provided in this Technical Information are the ones which have high relevance with the work of BKI or considered as an essential information for interested parties.
2. The following agenda are among those discussed during the meeting :

Agenda Number	Topic
3	Consideration and adoption of amendments to mandatory instruments
5	Regulatory Scoping Exercise for the Use of Maritime Autonomous Surface Ships (MASS)
6	Development of Further Measures to Enhance the Safety of Ships relating to the Use of Fuel Oil
8	Measures to Improve Domestic Ferry Safety
15	Ship design and construction (report of the seventh session of the Sub-Committee)
16	Ship systems and equipment (report of the sixth session of the Sub-Committee)
-	List of MSC Resolutions adopted by MSC 103
-	List of MSC Circular adopted by MSC 103

3. The Agenda above are several technical issues discussed during the meeting. A brief coverage among the issues are expressed in the attached document.

More info

Inquiries concerning the subject of this Technical Information should be directed to:

BKI Statutory Division
Yos Sudarso 38-40
Jakarta, 14320
Indonesia
Phone : +62 21 436 1899, 436 1901, 436 1903, 436 1904
Fax : +62 21 4390 1974
Email : sta@bki.co.id

Operation Director

-SIGNED-

MOHAMAD CHOLIL

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BRIEF INFORMATION ON IMO MEETING OF MARITIME SAFETY COMMITTEE 103RD SESSION (MSC 103)

A. CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS (Agenda item 3)

1. Amendments to the 1974 SOLAS Convention

MSC 103 considered draft amendments to chapters II-1 and III of the annex to the 1974 SOLAS Convention, concerning water level detectors on multiple hold cargo ships other than bulk carriers and tankers, and survival craft embarkation and launching arrangements of free-fall lifeboats

These amendments will enter into force on 01 January 2024.

2. Amendments to the 2011 ESP Code

The Committee approved on the draft amendments to annex 2 of part A of annex B to the 2011 ESP Code regarding minimum requirements for thickness measurements at renewal surveys of double - hull oil tankers

These amendments will enter into force on 01 January 2023.

3. Amendments to the FSS Code

The Committee approved on the draft amendments to chapter 9 of the FSS Code regarding fault isolation requirements for cargo ships and passenger ship cabin balconies fitted with individually identifiable fire detector systems.

These amendments will enter into force on 01 January 2024.

4. Amendments to the LSA Code

The Committee approved on the draft amendments to chapter IV (Survival craft) of the LSA Code regarding exclusion of free fall lifeboats from being capable of being launched when the ship is making headway at a speed of up to 5 knots in calm water.

These amendments will enter into force on 01 June 2024.

5. Amendments to the 1978 STCW Convention and the STCW Code

The Committee approved on the draft amendments to chapter 1 of the 1978 STCW Convention concerning the inclusion of a new definition of the term “ high-voltage” and to section A-I/1 of the STCW Code concerning modifying the definition for “operational level” to include the capacity “electro-technical officer”.

These amendments will enter into force on 01 June 2023.

Non-Mandatory Instruments

1. Amendments to the Revised recommendation on testing of life saving appliances

The Committee agreed on the draft amendments to the Revised recommendation on testing of life saving appliances.

2. MSC Circular on voluntary early implementation of the amendments to SOLAS chapter III and the LSA Code

The Committee approved on the draft MSC Circular regarding voluntary early implementation of the amendments to SOLAS chapter III and the LSA Code emanating from the draft amendments to SOLAS regulations III/33.2 and paragraph 4.4.1.3.2 of the LSA Code regarding testing requirements of the free fall lifeboats.

B. REGULATORY SCOPING EXERCISE FOR THE USE OF MARITIME AUTONOMOUS SURFACE SHIPS (Agenda item 5)

Finalization of the Regulatory Scoping Exercise (RSE)

MSC 103 established on Working Group on MASS in order to discuss the outcome of the regulatory scoping exercise. This outcome provides the assessment of the degree to which the existing regulatory framework under its purview might be affected in order to address MASS operations.

The result of the RSE at instrument level has provided for all degrees of autonomy, for every instrument expected to be affected by MASS operations under the purview of the Maritime Safety Committee which are include

1. the most appropriate way(s) of addressing MASS operations in those instruments
2. reason for selecting the most appropriate way(s) and
3. identification of potential gaps/themes that require addressing.

Development of a new instrument

In order to address the operation of MASS at an early stage, The Committee believes that establishing interim guidelines for MASS may be beneficial for ensuring safe, secure and environmentally-friendly MASS operations

Common Potential Gaps and Themes

Some common potential gaps and themes were regarded as high priority issues that cut across several IMO instruments and may require a policy decision before addressing individual instruments. Among those are, for instance:

1. meaning of the terms master, crew or responsible person
2. remote control station/centre and
3. remote operator designated as seafarer.

Possible order to address the instruments

The Committee decided that the way to address the instruments for further work should be classified into three groups as follows:

1. High-priority

The group of instruments which contain the common potential gaps and/or themes that need to be addressed before all others.

This group contain of SOLAS chapter II-1, II-2, III, IV, V, VI, VII, IX, XI-1 and XI-2, COLREG, STCW Convention and Codes, STCW F Convention, LL 66 and 88, SAR Convention, FSS Code, IMSBC Code, IMDG Code, TONNAGE, IBC Code and IGC Code.

2. Medium-priority

The group of instruments which require consideration of the impact of the use of MASS but which have not been identified as high-priority.

This group contain of SOLAS chapter XII, CSS Code, Casualty Investigation Code, III Code, Grain Code, INF Code, IS Code and Standards for owners inspection and maintenance of bulk carrier hatch covers.

3. Low-priority

The group of instruments that require no significant action for the use of MASS.

This group contain of SOLAS chapter XIII and XIV, CSC Code, ESP Code, RO Code, FTP Code, Polar Code, LSA Code, ISM Code, ISPS Code, standard for the evaluation of scantling of the transverse watertight vertically corrugated bulkhead, standards and criteria for side structure of bulk carrier of single side skin construction

Priorities for further work on MASS

The Committee agreed that the best way forward to introduce MASS in the IMO regulatory framework could be addressed through the development of a goal-based MASS instrument which could be made mandatory through amendments to SOLAS and/or other IMO conventions.

Future work plan

Taking into account high priority issues and possible order for addressing MASS operations in IMO instruments, the Committee invited Member State and International organizations to submit report on the experience gained in the operation of MASS.

C. DEVELOPMENT OF FURTHER MEASURES TO ENHANCE THE SAFETY OF SHIPS RELATING TO THE USE OF FUEL OIL (Agenda item 6)

The Committee have considered the report of Correspondence Group on the Development of Further Measures to Enhance the Safety of Ships Relating to the Use of Oil Fuel. In considering the Correspondence Group's discussion, the MSC 103:

- Develop and draft preliminary mandatory requirements regarding the reporting of confirmed cases where oil fuel suppliers failed to meet the flashpoint requirements specified in SOLAS regulation II-2/4.2.1, and on actions against such oil fuel suppliers.
- Develop and draft preliminary mandatory requirements for documentation of the flashpoint of the actual fuel batch when bunkering.
- Progress Development of Guidelines for ships to address situations where they have indicative test results suggesting that oil fuel supplied may not comply with flashpoint requirements

In this session, The Committee endorsed the updated action plan for the work under agenda item 6 and extended the target completion year for the output on "Development of further measures to enhance the safety of ships relating to the use of fuel oil" to 2023.

MSC 103 re-established the Committee re-established the Correspondence Group on Oil Fuel Safety, reporting to MSC 105 (expected June 2022).

D. MEASURES TO IMPROVE DOMESTIC FERRY SAFETY (Agenda item 8)

The Committee noted that the Secretariat, as agreed at MSC 101, continued to develop further the basic structure of the draft model regulations in consultations with stakeholders and submitted the expanded structure for consideration at this session.

MSC 103 agreed on the Model Regulations on Domestic Ferry Safety which is needed further work, therefore the Committee agreed to establish a Working Group on Domestic Ferry Safety at MSC 104 (October 2021) to further develop the model regulations. The Committee also agreed that it would consider at the next session the need for a Correspondence Group to further progress the work. The Committee also invited Member States and interested parties to make submissions on amendments to the model regulations to MSC 104 (October 2021).

E. SHIP DESIGN AND CONSTRUCTION (Agenda item 15)

MSC 103 considered the report of the SDC 7 and discussed the followings:

Safety measures for non-SOLAS ships operating in polar waters

Guidelines for safety measures for fishing vessels of 24 m in length and over operating in polar waters

Taking into account the input from HTW 7 on paragraph 11.5 of the draft guidelines, the Committee agreed to the changes proposal and approved the Guidelines for safety measures for fishing vessels of 24 m in length and over operating in polar water.

Guidelines for pleasure yachts of 300 gross tonnage and above not engaged in trade operating in polar waters

The Committee approved MSC Circular on Guidelines for pleasure yachts of 300 gross tonnage and above not engaged in trade operating in polar waters

Report of the Intersessional Working Group on Carriage of Industrial Personnel

The Committee noted the outcome of the Intersessional Working Group on Carriage of Industrial Personnel (IP) and progress to finalize draft SOLAS chapter XV and the draft IP Code, including provisions for high-speed craft carrying no more than 60 industrial personnel and the Model Industrial Personnel Safety Certificate Form. This work will be finalized at SDC 8 and to be expected for approval in MSC 105.

F. SHIP SYSTEM AND EQUIPMENT (Agenda item 16)

MSC 103 considered the report of the SSE 7, HTW 7 and MSC 102 and discussed the followings:

Draft Interim Guidelines on Safe Operation of OPS Service in Port

The Committee considered draft interim guidelines on safe operation of OPS Service in port and proposed several modifications to be discussed in the SSE 8 under agenda item on “any other business” with a view to finalization and submission to MSC 105 for approval.

Amendments to the Guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing system (MSC.1/Circ.1318)

The Committee approved the modifications proposal in the Revised Guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (MSC.1/Circ.1318/Rev.1).

Standards for coated fabric material tests for inflatable life rafts

The Committee considered the replacement of the outdated standard ISO/TR 6065 with ISO 15372:2000 in the Revised recommendation on testing of life saving appliances (resolution MSC.81(70)). Following discussion, the Committee decided to incorporate this modifications proposal in the final MSC resolution on amendments to the Revised recommendation and to submit a document to SSE 8 for consideration with a view to aligning them with aforesaid amendments to resolution MSC.81(70).

Procedure for revising standards referenced in IMO Instruments

The Committee decided to forward on this issue to the Ill 8 for further consideration and invite Member States and international organizations to submit relevant proposals.

G. LIST OF MSC RESOLUTIONS ADOPTED BY MSC 103

1. RESOLUTION MSC on Amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974
2. RESOLUTION MSC on Amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)
3. RESOLUTION MSC on Amendments to the International Code for Fire Safety Systems (FSS CODE)
4. RESOLUTION MSC on Amendments to the International Life-Saving Appliance Code (LSA CODE)
5. RESOLUTION MSC on Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978
6. RESOLUTION MSC on – Amendments to Part A of the Seafarers' Training, Certification, and Watchkeeping (STCW) CODE
7. RESOLUTION MSC on Amendments to the Revised Recommendation on Testing of Life-Saving Appliances (Resolution MSC.81(70))
8. RESOLUTION MSC on Demonstrating the Organization's Determination to Restore Security in the Waters of the Gulf of Guinea, and to Encourage Member States and All Stakeholders to Work Together and Take Effective and Efficient Measures to Prevent Piracy

H. LIST OF MSC CIRCULAR ADOPTED BY MSC 103

1. MSC Circular on Voluntary early implementation of the draft amendments to SOLAS Convention and the LSA Code
2. MSC Circular on The Guidelines on cyber security onboard ships
3. MSC-FAL.1/Circ.3/Rev.1 Guidelines on maritime cyber risk management
4. MSC.1/Circ.1601/Rev.1 Revised Industry Counter Piracy Guidance

5. MSC.1/Circ.797/Rev.35 List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code
6. MSC Circular on Amendments to the IAMSAR Manual
7. MSC Circular on Guidelines for safety measures for fishing vessels of 24m in length and over operating in polar waters
8. MSC Circular on Guidelines for pleasure yachts of 300 gross tonnage and above not engaged in trade operating in polar waters
9. MSC.1/Circ.1318/Rev.1 Revised guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems