



Technical Information

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To : Whom It May Concern

Subject : Summary Report on IMO Meeting of Maritime Safety Committee 100th Session (MSC 100)

Summary

This Technical Information summarizes the result of 100th Session of the IMO Maritime Safety Committee (MSC 100) that was held from the 03 to 07 December 2018, 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	Goal-based new ship construction standards
8	Pollution Prevention and Response (report of the fifth session of the Sub-Committee)
9	Ship systems and equipment (report of the fourth session of the Sub-Committee)
11	Carriage of cargoes and containers (report of the fourth session of the Sub-Committee)
17	Work programme
19	Any Other Business

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

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BRIEF INFORMATION ON IMO MEETING OF MARITIME SAFETY COMMITTEE 100TH SESSION (MSC 100)

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

Amendments to the 2011 ESP Code

The Committee recalled that MSC 99 had approved draft amendments to the 2011 ESP Code, which had been circulated in accordance with SOLAS article VIII, with a view to adoption at this session. However, there are proposal by IACS stated that the language used in the draft amendments was not in accordance with IMO nomenclature, i.e. "is to/are to" instead of "shall", which could be detrimental to the future development of the IMO regulations as it could result in ambiguity and inconsistency.

Following the depth discussion, the Committee decided to hold the adoption of the draft amendments to the 2011 ESP Code in abeyance and invited IACS to work together with the Secretariat intersessionally to prepare a revised set of draft amendments to the 2011 ESP Code using "shall/should" instead of "is to/are to", as appropriate, for submission to MSC 101 with a view to adoption.

Consequently, at this session the Committee instructed SDC 6 to take into account the comments and decisions made when preparing the consolidated version of the ESP Code.

Amendments to the SPS Code

The Committee recalled that MSC 99 had adopted amendments to SOLAS chapter IV and the Appendix (Certificates) by resolution MSC.436(99) and an associated amendment to the 2008 SPS Code by resolution MSC.445(99). In this context, MSC 99 had requested the Secretariat to prepare a draft MSC resolution on amendments to the SPS Code (resolution A.534(13)), incorporating the amendments adopted by MSC/Circ.739 and resolution MSC.183(79), and the draft amendment proposed in the annex to document MSC 99/3/2/Add.1, for consideration at this session

In consequence of the entry into force date of the resolution MSC.436(99), the Committee agreed that the aforementioned draft consequential amendments to the Record of Equipment should also take effect on 1 January 2020.

In consideration of the above matters, the Committee decided to establish the Drafting Group (DG) on Amendments to Mandatory Instruments and instructed to take into account comments and decisions made in plenary, to prepare draft for consideration by the Committee with a view to adoption.

Considering the report of DG, the Committee adopted on the draft MSC resolution on amendments to the SPS Code and are expected to enter into force on 1 January 2020.

B. MARITIME AUTONOMOUS SURFACES SHIPS (MASS) (Agenda item 5)

The Committee recalled that MSC 99 had agreed to develop a framework for the regulatory scoping exercise for the use of Maritime Autonomous Surface ships (MASS) and then the initial testing of the framework had been discussed on the Correspondence Group.

Taking into account the report of the Correspondence Group, the Committee noted that the framework and methodology for the scoping exercise would be, in principle, suitable for its purpose and that additional work on the framework would be required, especially regarding the level of detail and depth of the analysis.

Degrees of autonomy

The Committee had a further discussion on degrees one and four and whether they should be part of the scoping exercise. In this context, the Committee agreed that all four degrees should be retained as part of the framework but that priority should be given to degrees two and three during the scoping exercise.

Instruments and level of detail of their analysis

Considering comments made in the plenary, the Committee agreed that the analysis of regulations/rules during the scoping exercise should be high level, i.e. at the level of rules and regulations, and that the review of mandatory instruments should be the priority.

Methodology

Regarding the proposal to amend of the methodology, the proposal is not supported by the Committee because it could complicate the process and that the analysis to determine the most appropriate way forward to address MASS operations (i.e. the second step of the methodology) should be retained and should be conducted only after completion of the identification of provisions in IMO instruments and how they apply or not to MASS operations (step one).

Method and plan of work

During the discussion, some delegations supported to develop a web platform to facilitate the scoping exercise and the proposed method of work, and the others expressing concerns regarding the difficulty that some Members might encounter to participate in the review process of instruments conducted at the same time by different volunteering Member States and the need for an alternative plan to avoid fully depending on an electronic platform, the Committee agreed to forward the issue to the Working Group for further consideration

Establishment of a working group

Taking into account comments made in the plenary, the Committee agreed to re-establish the Working Group on MASS, with task to:

1. finalize the framework for the regulatory scoping exercise, including the template and the plan and method of work, taking into account documents MSC 100/5, MSC 100/5/4 and MSC 100/5/8; and

2. if time permits, consider principles for the development of interim guidelines for MASS trials and advise the Committee, as appropriate.

After depth deliberations, in general, the results of discussion on the Working Group inter alia:

1. The Group had finalized the framework for the regulatory scoping exercise, including the template, the list of instruments and the plan of work and procedures, for the Committees' approval;
2. Request the Secretariat to develop the web platform for the regulatory scoping exercise;
3. For the development of guidelines on MASS trials, the Group agreed that the Guidelines should be developed as a single document (addressing Administrations, the industry and other relevant stakeholders), not too technical, Goal based standard, in line with mandatory instrument, etc.

Considering the above report, the Committee approved the framework for the regulatory scoping exercise, and:

1. Invited Member States willing to volunteer to lead or support the initial review of specific instruments to inform the Secretariat, not later than 31 December 2018; and
2. Encouraged interested Member States and international organizations to participate actively in the scoping exercise.

Regarding the development of web platform, the Committee requested the Secretariat to develop it, with taking into account the agreed framework. Furthermore, the Committee also invited interest party to submit proposals with regard to the draft guidelines on MASS trials to its next session.

C. GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS (Agenda item 6)

Working Group on GBS was established during this session, the Group was then instructed to do the following:

1. finalize the draft amendments to the GBS Verification Guidelines (resolution MSC.296(87));
2. Addressing the following issues:
 - a. consider drafting provisions to address cases where ship construction rules of recognized organizations (ROs) and Administrations incorporate publicly available third-party rules already approved by the Committee as GBS-conforming; and
 - b. consider the observations of the Audit Teams
3. further consider the financial implications of conducting GBS maintenance and rectification of non-conformity audits and advise the Committee on such costs
4. update the revised timetable and schedule of activities for the implementation of the GBS verification scheme

Use of third-party rules by Submitters

Taking into account the use of third-party rules by a Submitter ("mirrored submissions"), Committee agreed:

1. to include a definition of the term "third party" into paragraph 5.15 of the draft Revised guidelines;
2. to new text in paragraph 10.8 of the draft Revised guidelines, which required an RO or Administration, when using third-party rules, to ensure that procedures were in place as part of the internal quality management system for the regular review and continuous improvement of the submitted package;
3. that the new declaration on the use of proprietary information would not impose a requirement for either the auditors or the Secretariat to verify that such material had been used by the Submitter without authorization, as this matter was considered to be beyond IMO's remit.

Finalization of the draft Revised GBS guidelines

After addressing all comments and remarks during this session and considering the observations made by the audit teams, the Committee agreed to the draft Revised GBS guidelines for adoption by the Committee for entry into force on 1 January 2020.

At this session, the Committee did not consider it necessary to further modify or amend the current timetable and schedule of activities for the implementation of the GBS Verification scheme.

Costs of GBS Maintenance/Rectification of Non-Conformities Audits

The Committee agreed to formally require that, in cases where a Submitter's rule set had been confirmed to meet the Standards, subject to all non-conformities being rectified, a rectification of non-conformities audit would need to be requested by the Submitter. Each RO would be responsible for paying for its individual non-conformities' verification, except for common submissions by ROs, which would be divided equally between all of the ROs that submitted the common rules/rule changes.

The Committee agreed that scheduled maintenance of verification audits should take place at the same time for all those ROs that had successfully completed the initial verification and that, as included in the draft Revised GBS Guidelines, this would be every three years, following the cycle established for the 12 IACS member ROs.

Interim Guidelines for development and application of IMO goal-based standards safety level approach (GBS-SLA Guidelines)

Taking into account the decision made by MSC 99, the Committee agreed to approved MSC.1/Circ. on Interim Guidelines for development and application of the IMO goal-based standards safety level approach.

The guidelines embrace the IMO risk-based Formal Safety Assessment, with aims to apply risk-based methods to develop functional requirements and verify/justify compliance of regulations and rules with the safety goals and functional requirements

D. POLLUTION PREVENTION AND RESPONSE (Agenda Item 8)

The Committee noted that the Sub-Committee on Pollution Prevention and Response (PPR) held its fifth session from 5 to 9 February 2018 and approved its report, in general.

Amendments to the IBC and BCH Code

Having noted that MEPC 73 had approved draft amendments to the IBC and BCH Code with a view to adoption at MEPC 74, the Committee concurrently approved the draft amendments.

Safety implications associated with the use of low-sulphur fuel oil

The Committee considered the outcome of the Intersessional Meeting on Consistent implementation of regulation 14.1.3 of MARPOL Annex VI (ISWG-AP 1) concerning the safety implications associated with the use of low-sulphur fuel oil, together with document MSC 100/8/1 (Liberia et al.), providing proposals to assist the Committee to address the safety concerns identified by ISWG-AP 1 and to improve safety, in particular emphasizing that fuel safety was an existing concern, and pointing out that these concerns were expected to become more acute when the amendments to regulation 14 of MARPOL Annex VI entered into force on 1 January 2020. In dealing with the concern, the Committee agreed on:

- a. Mechanisms for dealing with fuel oil safety matters will be further discussed and the Committee invited interested Member States and international organizations to submit concrete proposals to MSC 101 under the new Agenda Item;
- b. the proposed bunker supplier licensing schemes should be addressed by MEPC;
- c. the Committee supported the enhancement of GISIS to provide greater granularity in fuel safety reports and invited MEPC 74 to advise MSC 101 on improvements to GISIS in this regard, e.g. update of existing GISIS modules or creation of a new module;
- d. the Committee overwhelmingly supported the development of a draft circular recommending that all Member States took appropriate action to ensure that fuel suppliers under their jurisdiction delivered compliant fuels. In this context, the Committee instructed PPR 6 to develop a joint MSC-MEPC circular addressing the delivery of compliant fuels by suppliers, with a view to approval by MEPC 74 and MSC 101.

E. SHIP SYSTEM AND EQUIPMENT (Agenda Item 9)

Taking into account the outcomes of the fifth session of the Sub-Committee on Ship Systems and Equipment (SSE), the Committee took the following decisions:

- a. noted the outcome on matters related to the safety objectives and functional requirements for the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212);
- b. agreed to approve the draft amendment to the LSA Code at this session, with a view to adoption at MSC 101;
- c. noted the progress made with regard to the consequential work related to the Polar Code;

- d. agreed to amend the application date of the draft Revised guidelines to "1 January 2021" and approved MSC.1/Circ.1430/Rev.1 on Revised guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces;
- e. agreed that a "list of inclusions with some exclusions" approach should be taken when drafting the relevant SOLAS amendments in relation to OLAW, offshore construction ships should be excluded; and instructed the SSE Sub-Committee to further consider which lifting appliances and winches should be indicated in the draft amendments;
- f. approved draft amendments to paragraph 2.2 of chapter 15 of the FSS Code, aiming to provide a unified understanding of arrangements for inert gas lines and related indicators and alarms for monitoring the pressure of the inert gas mains;
- g. approved MSC.1/Circ.1582/Rev.1 on Revised unified interpretations of chapter 15 of the FSS Code;
- h. approved the draft MSC circular on Unified Interpretation of paragraph 4.4.8.1 of the LSA Code, aiming at exempting lifeboats with two independent propulsion systems from being equipped with sufficient buoyant oars and their related items (thole pins, crutches or equivalent arrangements) to make headway in calm seas;
- i. approved the draft amendments to the existing paragraph 4.4.8.1 of the LSA Code in order to align it with the approved Unified Interpretation. The draft amendment will be submitted to MSC 101 for adoption;
- j. approved the proposed draft amendments to the Records of Equipment, Forms C, E and P to clarify the inconsistency in interpreting item 8.1 on "Rudder, propeller, thrust, pitch and operational mode indicator" by adding a necessary footnote.

F. CARRIAGE OF CARGOES AND CONTAINERS (Agenda Item 11)

The Committee considered the report of the CCC 5 and discussed the followings:

Draft amendments to parts A and A-1 of the IGF Code

The Committee recalled that MSC 99 had agreed to hold the approval of draft amendments to parts A and A-1 of the IGF Code in abeyance and instructed CCC 5 to review on the proposal the inclusion of an alternative solution to protect against leakage, and the views expressed at the session, to reconsider the draft amendments to regulation 9.5.6 and report the outcome to MSC 100 as an urgent matter.

Having noted the views during the discussion, the Committee agreed to the text as prepared by the CCC Sub-Committee, approved the amendments to parts A and A-1 of the IGF Code, and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 101.

Draft Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel

The Committee endorsed the referral of relevant parts of the draft Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel to PPR 6, SDC 6, SSE 6 and HTW 6 for consideration and advice to CCC 6, as appropriate.

Interim guidelines on the application of high manganese austenitic steel for cryogenic service

The Committee approved MSC Circular on Interim guidelines on the application of high manganese austenitic steel for cryogenic service. In this context, the Committee agreed to insert a footnote in the IGC and IGF Codes, respectively, containing a reference to the Interim guidelines and requested the Secretariat to take the necessary action when preparing the next publication of the IGC and IGF Codes.

Interim guidance for conducting the refined MHB (CR) corrosivity test

The Committee approved MSC Circular on Interim guidance for conducting the refined MHB (CR) corrosivity test.

G. WORK PROGRAMME (Agenda Item 17)

Proposal for a new output to amend SOLAS requirements for cargo hold high water level detection and alarms.

The Committee considered document MSC 100/17/2 (United States), proposing to expand the applicability of the requirements of SOLAS regulation II-1/25 for cargo hold water level detectors by developing a new SOLAS regulation. The current regulation stipulate that SOLAS II-1/25 requires single hold cargo ships of less than 80 metres (100 metres if constructed before 1 July 1998) to have a water level detection alarm, whilst SOLAS XII/12 requires water level detectors in each cargo hold of bulk carriers. Regarding to these matter, MSC 100 agreed to the proposal to create a new requirement (SOLAS II-1/25-1) which would require the fitting of water level detectors in all new cargo ships with more than one hold and which are not bulk carriers. This proposal will be referred to the SDC sub-committee.

Proposal for a new output on the assessment of the practicality of survival craft (specifically lifeboat) seating arrangements

During the meeting, the Committee considered document MSC 100/17/6 (Marshall Islands and RINA), proposing to examine and assess the practicality of survival craft seating arrangements as allowed under the LSA Code and to recommend suitable amendments to the Code, together with document MSC 100/17/13 (ILAMA) commenting on the proposal. This issue will be included in the current work of the SSE Sub-Committee on the amendment of SOLAS chapter III and the LSA Code.

Proposal for a new output for revision of ECDIS – Guidance for good practice (MSC.1/Circ.1503/Rev.1)

Document MSC 100/17/5 (China), proposing to revise ECDIS – Guidance for good practice (MSC.1/Circ.1503/Rev.1) with a view to improving the unified implementation of ECDIS type approval when approving ECDIS's software and relevant updates. This proposal included ECDIS type approval when the Administrations or ROs approve ECDIS's software and relevant updates, and it was agreed and will be added to the work of the NCSR sub-committee.

H. ANY OTHER BUSINESS (Agenda Item 19)

Proposal for the development of IMO requirements on design, construction and survey of seagoing vessels with Fibre Reinforced Plastic (FRP) hulls and/or FRP structures contributing to global strength

Document MSC 100/19/3 (Russian Federation), requesting views on a possible new output for the development of requirements for design, construction and survey of seagoing vessels (including Maritime Autonomous Surface Ships (MASS) with FRP hulls and/or FRP structures, based on recent advances in technology and experience gained by the Russian Federation in the design and construction of small-sized vessels with FRP hulls, which they believe allow for an increase in size of FRP hull vessels; and a lack of appropriate IMO requirements addressing the issue. Regarding this matter, MSC 100 noted the information provided in order to initiate a study into all the issues relating to the use of Fibre Reinforced Plastic (FRP) material in the maritime industry and the development of IMO requirements for the design, construction and survey of seagoing vessels (including Maritime Autonomous Surface Ships (MASS)) with FRP hulls and/or FRP structures contributing to global strength. It was suggested that Member States should bring this proposal as a new work item in the future.

Considerations on domestic ferry safety

The Committee noted information submitted regarding to the high frequency of ferry incidents and it was noted that domestic ferries in developing countries have led to high numbers of casualties. The information shows that there was 802 people have been found dead or missing due to ferry incidents (all domestic), of which seven incidents were serious, each causing 30 or more casualties, during January to September 2018.

Trial for an independent assessment of the IACS Quality System Certification Scheme (QSCS)

The Committee agreed to have a trial of a fully independent, international quality assessment review body for the IACS Quality System Certification Scheme (QSCS) with the co-operation and oversight of IMO. It was stated that the IMO secretariat will provide the Committee with regular updates regarding the progress of the trial.