



# IMO MSC 97

## Summary of Major Decisions

December 8, 2016

The Maritime Safety Committee (MSC) of the International Maritime Organization met for its 97th session in London during 21-25 November 2016.

Liberia was represented throughout MSC 97 in the plenary sessions and in each of the two established working groups on Goal-Based Standards and Industrial Personnel.

### GOAL-BASED STANDARDS AND INDUSTRIAL PERSONNEL

#### Goal-based standards (GBS)

MSC 87 adopted the *Guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers* (MSC 296(87), the GBS Verification Guidelines) in May 2010. The IMO has continued its work on the GBS and is now at Tier III of the GBS Safety Level Approach (see the figure below). The initial verification audits of the 12 IACS member Recognised Organizations (RO) established that each member's rules, which are based on IACS' Common Structural Rules (CSR), conforms to the requirements for GBS. However, consequent to the experience gained through the verification process, it was evident that further work on amendments to the GBS Verification Guidelines was required.

Focusing mainly on the rectification of audit findings and corrective action plans, MSC 97 prepared a large number of amendments to definitions and undertook some of the preparation of amendments to part A (Verification Process) of the GBS Verification Guidelines with a view to finalisation at MSC 98.

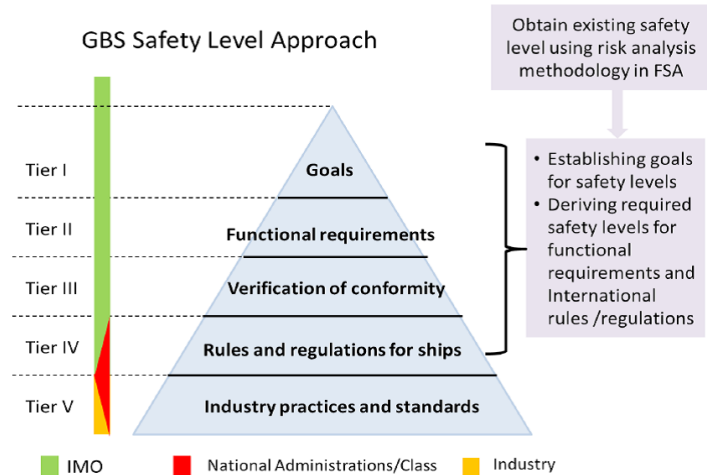
Part B (Information/Documentation Requirements and Evaluation Criteria) of the GBS Verification Guidelines will be amended at a later date with a view to finalisation at MSC 100.

The revised GBS Verification Guidelines will take effect in November 2019.

#### Industrial Personnel

Previous meetings of the Maritime Safety Committee recognised that, with the growing offshore energy industry, it was a necessity to ensure the safety of the personnel being transferred to their places of work. It was agreed that the best way to achieve this was through the development of a new chapter of SOLAS supported by a new Code.

Considering the urgency of this issue and the lead time required to develop such a Code and amend SOLAS, MSC 97 agreed to issue a resolution on *Interim Recommendations on the Safe Carriage of more than 12 Industrial Personnel on board Vessels engaged on International Voyages*. The Interim Recommendations are focused on the definition of industrial personnel and offshore industrial activities together with the minimum criteria required to be met by such industrial personnel. Noting that, for the purposes of the Interim Recommendations, industrial personnel are only to be transported or accommodated on board vessels, it is of significance that they *should not be considered or treated as passengers under SOLAS regulation 112(e)*.



## AMENDMENTS TO MANDATORY INSTRUMENTS

MSC 97 approved a roadmap detailing the priorities and timescale for the finalisation a long term solution including development of amendments to SOLAS and the new Code to be finalised, approved and adopted in 2020 for entry into force until 2024.

### STCW – Manila amendments

With the imminent end to the transitional period on 1 January 2017, MSC 97 noted that some States may not have been able to process and issue all the required certificates and therefore endorsements, confirming seafarers' compliance with the 2010 Manila Amendments to the STCW Convention. Consequently, MSC 97 adopted a new MSC circular that provides advice to States, port State control authorities and recognised organisations calling for a practical and pragmatic approach to ship inspections for a period of 6 months (until 1 July 2017) where seafarers had not yet been issued with certificates in compliance with the 2010 Manila Amendments. This should allow enough time for all outstanding certificates to be issued to seafarers.

### Simulated Launching of Free-Fall Lifeboats

The current definition of 'simulated launching' given in the *Guidelines for simulated launching of free-fall lifeboats* (MSC.1/Circ.1206/Rev.1, Annex 2, Appendix) requires that release mechanisms are activated during mandatory drills. Liberia co-sponsored a paper proposing that in an effort to reduce the number of accidents connected with lifeboats drills, the release mechanism should not be activated during a mandatory drill. Following some discussion, it was agreed that this proposal should be forwarded to the sub-committee on Ship Systems and Equipment (SSE) for consideration at their next meeting, scheduled for March 2017.

### Other Matters relating to Fire Integrity

MSC 97 agreed that the sub-committee on Implementation of IMO Instruments (III) be instructed to address the following issues in relation to the Procedures for Port State Control, 2011 (resolution A.1052(27)), so that Port State Control officers should accept the above when approved by the flag States.

- fire integrity of the bulkheads between the wheelhouse and a toilet inside the wheelhouse, particularly in relation to 6.2 of appendix 6 of the above resolution, *“queries on the method of structural protection should be addressed to the flag Administration and the PSCO should generally confine the inspection to the effectiveness of the arrangements provided”*, which currently only applies to passenger ships, could be extended to cargo ships
- location of manually operated call points and
- minimum width of external escape routes.

MSC 97 agreed to amend the following codes and conventions:

#### SOLAS (1974)

Chapters II-1 (Construction – Structure, Subdivision and Stability, Machinery and Electrical Installations) on subdivision and damage stability regulations and also protection against noise; Chapter II-2 (Construction – Fire Protection, Fire Detection and Fire Extinction) on firefighting; Chapter III (Life-Saving Appliances and Arrangements) on damage control drills for passenger ships; and, chapter XI-1 (Special Measures to Enhance Maritime Safety) on harmonization of survey periods of cargo ships not subject to the ESP Code. Each of these amendments shall enter into force on 1 January 2020.

#### FSS Code

Chapter 13 (Arrangement of Means of Escape), paragraph 2.1.2.2.2.1 of the FSS Code, regarding clarification of the crew distribution in public spaces. This amendment shall enter into force on 1 January 2020.

#### IGC Code

Chapter 3, paragraph 3.2.5 (Ship Arrangements: Accommodation, service and machinery spaces and control stations) of the IGC Code on fire rating of wheelhouse windows. This amendment shall enter into force on 1 January 2020.

#### 2011 ESP Code

Annex A (Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers) in relation to close-up surveys and thickness measurements at the renewal surveys of both single and double skin bulk carriers; and, Annex B (Code on the Enhanced Programme of Inspections during Surveys of Oil Tankers) in relation to close-up surveys at the renewal surveys of both double hull and non-double hull oil tankers. These amendments shall enter into force on 1 July 2018.

#### 2008 IS Code

Introduction and Part A (Mandatory Criteria) in relation to the purpose of the Code with additional definitions and a new footnote in relation to both the SOLAS Convention and International Load Line Convention. Additionally, there are amendments to Part B, chapters 1 (General), 2 (Recommended Design Criteria for Certain types of Ships), 3 (Guidance in preparing Stability Information), 4 (Stability Calculations Performed by the Stability Instruments), and a new Annex 3 (Recommended Model for Graphic or Tabular Presentation of Permissible Tensions for use in Anchor Handling Operations). These amendments shall enter into force on 1 January 2020.

#### STCW Convention

Chapters I (General Provisions) and chapter V (Special Training Requirements for Personnel on Certain Types of Ships) including

the training and qualifications required for passengers and new requirements for ships operating in polar waters. These amendments shall enter into force on 1 July 2018, further to the adoption of the Polar Code which will take effect on 1 January 2017, upon entry into force of the new chapter XIV of the SOLAS Convention.

### **STCW Code**

Part A (Mandatory Standards regarding Provisions of the Annex to the SCTW Convention), chapters I (General Provisions) and chapter V (Special Training Requirements for Personnel on Certain Types of Ships) including the training and qualifications required for passengers and new requirements for ships operating in polar waters. Similarly, amendments are made in relation to passenger ships and ships operating in polar waters to part B (Recommended guidance regarding Provisions of the Annex to the SCTW Convention), table B-I/2 and paragraph B-I/14. These amendments shall enter into force on 1 July 2018, further to the adoption of the Polar Code which will take effect on 1 January 2017, upon entry into force of the new chapter XIV of the SOLAS Convention.

In addition, the following non-mandatory instruments are issued as draft MSC circulars:

- Revised Guidance for watertight doors on passenger ships which may be opened during navigation. Will apply to passenger ships constructed on or after 1 January 2020 (following entry into force of the associated amendments to SOLAS regulation II-1/22);
- Early implementation of the amendments to SOLAS regulations II-2/1 and II-2/10 on the exemption from the requirement to have an approved foam-type extinguisher of at least 135 l capacity. Entry into force 1 January 2020;
- Early implementation of the amendments to SOLAS regulation II-1/12.6.1 on the acceptance of the use of butterfly valves on cargo ships. This permits the use of a butterfly valve in the pipe(s) piercing the collision bulkhead in all cargo ships, including those constructed prior to the entry into force of this amendment, provided the valve is suitably supported by a seat or flanges and capable of being operated from above the freeboard deck. Entry into force 1 January 2020.
- Early implementation and acceptance of the amendment to paragraph 3.2.5 of the IGC Code, the words "Wheelhouse windows shall be constructed to not less than "A-0" class (for external fire load)." are deleted. Effective until 1 January 2020; and
- HF radiocommunication equipment capable of operating narrow-band direct printing (NBDP) should be updated so that following the first radio survey after 1 January 2024 it meets the channelling arrangements reflected in sections II and III of part B in appendix 17 of the RR (MSC.1/Circ.1460/Rev.1).

## **PROVISIONAL LIST OF RESOLUTIONS & CIRCULARS APPROVED BY MSC 97**

### **MSC.409(97)**

Amendments to the International Convention for the Safety of Life At Sea, 1974, as amended

### **MSC.410(97)**

Amendments to the International Code For Fire Safety Systems (FSS Code)

### **MSC.411(97)**

Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)

### **MSC.412(97)**

Amendments to the International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)

### **MSC.413(97)**

Amendments to the Introduction and Part A of the International Code on Intact Stability, 2008 (2008 IS Code) (under the 1974 SOLAS Convention)

### **MSC.414(97)**

Amendments to the Introduction and Part A of the International Code on Intact Stability, 2008 (2008 IS Code) (under the 1988 Load Lines Protocol)

### **MSC.415(97)**

Amendments to Part B of the International Code on Intact Stability, 2008 (2008 IS Code)

### **MSC.416(97)**

Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended

### **MSC.417(97)**

Amendments to Part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code

### **MSC.418(97)**

Interim Recommendations on Safe Carriage of More Than 12 Industrial Personnel on Board Vessels Engaged on International Voyages

### **MSC.419(97)**

Amendments to the General Provisions on Ships' Routing (Resolution A.572(14), as amended)

### **MSC.420(97)**

Interim Recommendations for Carriage of Liquefied Hydrogen in Bulk

### **MSC.1/Circ.797/Rev.29**

List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code

### **MSC.1/Circ.1164/Rev.17**

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, as amended, 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.1259/Rev.7**

Amendments to the LRIT technical documentation, Part I

**MSC.1/Circ.1364/Rev.1**

Amendments to the International SafetyNET Manual

**MSC.1/Circ.1403/Rev.1**

Amendments to the NAVTEX Manual

**MSC.1/Circ.1426/Rev.1**

Revised Unified interpretation of SOLAS regulation II-1/3-5

**MSC.1/Circ.1460/Rev.1**

Revised Guidance on the validity of radiocommunications equipment installed and used on ships

**MSC.1/Circ.1490/Rev.1**

Amendments to the *Unified interpretation of SOLAS regulation III/31.1.4*

**MSC.1/Circ.1495/Rev.1**

Revised unified interpretation of SOLAS regulation V/23.3.3 on Pilot transfer arrangements

**MSC.1/Circ.1549**

Notification of an amendment to paragraph 3.2.5 of the IGC Code

**MSC.1/Circ.1550**

Unified interpretations relating to the application of SOLAS regulations II-2/10.2.2.4.1.2, II-2/10.7.3.2.3 and II-2/19.3.1, as amended, and paragraph 2.2.1.1 of chapter 12 of the FSS Code

**MSC.1/Circ.1551**

Navigational Warnings concerning operations endangering the Safety of Navigation

**MSC.1/Circ.1552**

Amendments to the *Guidelines on alternative design and arrangements for fire safety*

**MSC.1/Circ.1553**

Shipboard escape route signs and emergency equipment location markings

**MSC.1/Circ.1554**

Unified interpretation of chapter 9 of the FSS Code

**MSC.1/Circ.1555**

Unified interpretations of SOLAS chapter II-2

**MSC.1/Circ.1556**

Unified interpretation of chapter 8 of the FSS Code and the *Revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS regulation II-2/12* (resolution A.800(19)), as amended by resolution MSC.265(84)

**MSC.1/Circ.1557**

Unified interpretations of SOLAS regulation II-1/45.11

**MSC.1/Circ.1558**

Fire pumps in ships designed to carry five or more tiers of containers on or above the weather deck

**MSC.1/Circ.1559**

Unified interpretations of the IGF Code

**MSC.1/Circ.1560**

Unified interpretations of the IGC Code (as amended by resolution MSC.370(93))

**MSC.1/Circ.1561**

Advice for parties, Administrations, port State control authorities and recognized organizations on action to be taken in cases where not all seafarers carry certificates and endorsements meeting the 2010 Manila Amendments to the STCW Convention and Code from 1 January 2017

**MSC.1/Circ.1562**

Unified interpretation of SOLAS regulation XI-1/7

**MSC.1/Circ.1563**

Unified interpretation of SOLAS regulation XIV/2.2 and paragraphs 1.3.2 and 1.3.6, part I-A of the Polar Code

**STCW.6/Circ.12**

Amendments to part B of the Seafarers' Training, Certification and Watchkeeping (STCW) Code

**MSC-MEPC.2/Circ.4**

Guidelines for port State control officers on the ISM Code

**MSC-MEPC.5/Circ.11**

Amendments to the Survey Guidelines under the Harmonized System of Survey and Certification, 2015, for Ships Operating in Polar Waters

**MSC-MEPC.5/Circ.12**

Unified Interpretation on the expiration date of statutory certificates

**Additional Measures**

Draft amendments to:

- SOLAS regulation II-2/3.56
- SOLAS regulation II-2/9.4.1.3
- SOLAS regulation II-2/20.2
- SOLAS forms E, C and P
- HSC Code (1994)
- HSC Code (2000)
- LSA Code – Paragraphs 6.1.1.5 and 6.1.1.6
- International Maritime Solid Bulk Cargoes (IMSBC) Code – Paragraphs 4.5.1 and 4.5.2
- International Maritime Solid Bulk Cargoes (IMSBC) Code – Related to Substances that are Harmful to the Marine Environment

For further information please contact: [imo@liscr.com](mailto:imo@liscr.com).