IMO Maritime Safety Committee One Hundred and Seventh session (MSC 107)

Agenda Preview

Executive Summary

Below are some of the topics expected to be discussed at MSC 107 which will have some impact on current practices. These can be found in detail under the relevant subject headings in the document.

- MSC 107 is expected to adopt draft amendments to **SOLAS chapter II-1 for onboard lifting appliances** together with guidelines for both lifting appliances and anchor handling winches and their associated items of loose gear. The draft SOLAS regulations will require new lifting appliances and anchor handling winches to be designed, constructed and installed in accordance with the requirements of a classification society which has been recognised by the Administration. The draft amendments are expected to enter into force 1 January 2026.
- MSC 107 is expected to adopt draft amendments to the **LSA Code and MSC.81(70) *Revised recommendation on the testing of life-saving appliances* for the ventilation of totally enclosed lifeboats**. The draft regulations ensure that the totally enclosed lifeboat shall admit sufficient air at all times to prevent a long-term CO_2 concentration of more than 5,000 ppm for the number of persons the lifeboat is permitted to accommodate, even with the entrances closed. The draft amendments are expected to enter into force 1 January 2026 and will apply to all totally enclosed lifeboats installed on or after 1 January 2029.

- MSC 107 is also expected to adopt draft amendments to **SOLAS Chapter V, the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Certificate, Form E and Form C, the 1978 SOLAS Protocol and the 1988 SOLAS Protocol** for the mandatory carriage of **electronic inclinometers** which are linked to the VDR, on new container ships and bulk carriers of 3,000GT and upwards, constructed on or after 1 January 2026. It has previously been agreed that the requirements will not be extended to all ships and will not apply retroactively to existing container ships and bulk carriers.

- MSC 107 is expected to adopt amendments to SOLAS chapter II-2 and consequential amendments to the 1994 and 2000 High Speed Craft (HSC) Codes to **prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS)** due to its toxic nature. The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment.

- MSC 107 is expected to adopt draft amendments to 1979, 1989 and 2009 MODU Codes which will **prohibit the new installation of materials containing asbestos**. Any repairs, replacements, maintenance or additions to working parts of a MODU should be documented with an asbestos-free declaration for the materials used.

- MSC 107 is also expected to adopt draft revisions the performance standards for **water level detectors** on ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12. The draft amendments provide that for bilge level sensors in SOLAS regulation II-1/25-1.3, if the bottom of the bilge well is below the upper surface of the inner bottom, the heights of those sensors are to be measured from the bottom of the bilge well.

Introduction

MSC 107 will take place 31 May - 9 June 2023 at the IMO in London. This briefing summarises the discussions which are significant to Lloyd's Register's work with our customers.

Additional Information
Lloyd's Register's Summary Report for MSC 106 and Summary Report for MEPC 79

Decisions of other IMO bodies

MSC 107 will note the outcomes from other IMO bodies and in particular:

- The outcomes from the Marine Environment Protection Committee (MEPC 79) (please see Lloyd's Register's Summary Report MEPC 79 for more detail):
  - The adoption of resolution MEPC.362(79) on amendments to MARPOL Annex VI concerning information on flashpoint to be included in the bunker delivery note.
  - The adoption of resolution MEPC.368(79) with amendments to the 2014 Standard specification for shipboard incinerators (resolution MEPC.244(66)).
- The outcomes from the Facilitation Committee (FAL 47):
  - the approval of a revised version of the IMO Compendium on Facilitation and Electronic Business, including a new data set on "Verified Gross Mass (VGM).
  - the proposal to develop a joint MSC-FAL circular on Guidelines for the use of electronic certificates.

Strengthening measures for ensuring the safety of international shipping

MSC 107 will consider a proposal for a draft MSC resolution to show its firm determination to object to any action which threatens maritime safety.

Adoption of Amendments to Mandatory Instruments

Please note that full descriptions of the amendments to SOLAS and other mandatory instruments that are expected to be adopted by MSC 107 are included under the appropriate subject headings in this report.

MSC 107 is expected to adopt the following:

- **Amendments to the 1974 SOLAS Convention**:
  - Chapter II-1 (onboard lifting appliances)
  - Chapter II-2 (prohibition of PFOS in firefighting appliances)
  - Chapter V (electronic inclinometers)
  - Chapter XVI (extension of the requirements of the Polar Code to non-SOLAS vessels)
  - Associated amendments to Certificates
- **Amendments to the International Life-Saving Appliance Code** (ventilation of totally enclosed lifeboats)
- **Amendments to the International Codes for High Speed Craft (1994 & 2000 HSC Codes)** (prohibition of PFOS in firefighting appliances)

- **Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code** (amendments 07-23 Consolidated version of the IMSBC Code)
- **Amendments to the 1978 and 1988 SOLAS Protocols** (amendments to the Safety Equipment Form and Certificate)
- **Amendments to the 1978 STCW Convention and the STCW Code** (electronic forms and certificates)

MSC 107 will also consider:

- The different definitions of 'bulk carrier' used in different SOLAS chapters
- A proposal to modify the definition of anchor handling winches in the amendments to SOLAS regarding lifting appliances.
- Status of footnotes in SOLAS chapter II-2 and the International Code of Safety for Ships Carrying Industrial Personnel (IP Code) which appear substantive rather than referential.
- Application of the Polar Code to fishing vessels operating in polar waters and whether it should be aligned with the scope of application of the 2012 Cape Town Agreement.

Ship Construction, Hull Structure and Stability

Additional Information
Lloyd's Register's Summary Report SDC 9

Surveys associated with ship structures

MSC 106 is expected to approve the following:

Modifications to Procedures for approval and certification of a firm engaged in thickness measurement of hull structures (ESP Code)

Draft MSC resolution on amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)

It was noted that the definition of "Administration" in the 2019 amendments to the ESP Code (Administration means the Administration or organisation recognised by the Administration) differs from the definition in SOLAS, MARPOL and the Load Line conventions. This discrepancy may prevent some Administrations from carrying out the auditing and certification of companies engaged in the thickness measurement of hull structures because it is unclear as to who shall conduct the audit.

To clarify this, a modification was agreed to Annex A, Part A, Annex 5, Procedures for approval and certification of a firm engaged in thickness measurement of hull structures which requires the thickness measuring firm to be audited by the Administration, to allow the Flag Administration to conduct the audit should it wish to.

Application: If approved as expected the amendment will be adopted at MSC 108 (May 2024). The changes should not affect the regulation in its applicability but provide clarification.

Subdivision and Stability

MSC 106 is expected to adopt the following:

Prohibition of the use of materials containing asbestos on all MODU's

Draft MSC resolutions on amendments to the Code for the construction of Mobile Offshore drilling Units (1979, 1989 and 2009 MODU Codes)

Previous amendments to SOLAS chapter II-1 regulation 3-5, which prohibit the installation of asbestos containing materials were not applied to MODUs.

MSC 107 is expected to adopt draft amendments to the 1979, 1989 and 2009 MODU Codes which will prohibit the new installation of materials containing asbestos. Any repairs, replacements, maintenance or additions to working parts of a MODU should be documented with an asbestos-free declaration for the materials used.

Existing materials stowed on board before 1 January 2024 are not prohibited from being retained on board but should not be installed unless they can be documented to be asbestos-free before use or installation.

During surveys of MODUs, audits of asbestos-free declarations for newly installed materials will take place.

Subject: Prohibition of the use of materials containing asbestos on all MODU's

Impact: New installations of materials containing asbestos and the use of existing materials containing asbestos are prohibited. Existing materials will need to be documented as asbestos-free before use.

Application: All MODU's (new and existing) expected entry into force 1 January 2024.

Application: Once adopted the amendments are expected to enter into force 1 January 2024 and will apply to all MODU's (new and existing) from that date. During surveys of MODUs as required by the 1979, 1989 and 2009 MODU Codes all documentation including asbestos free declarations will be audited and materials which are documented to contain asbestos will be checked to ensure that they have not been installed after 1 January 2024.

Draft MSC Circular *Guidelines for maintenance and monitoring of materials containing asbestos on board MODUs.*

In conjunction with the above, MSC 107 is expected to approve the draft Guidelines, the purpose of which is to set up a maintenance and monitoring programme with the principal objective of minimising exposure of anyone on board to asbestos fibres.

Draft MSC Circular on a *Unified interpretation on implementation of regulation 2.10.3 of the 2009 MODU Code, regulation 2.8.2 of the 1989 MODU Code and regulation 2.7.2 of the 1979 MODU Code*

This draft Unified interpretation clarifies the new requirements in the amendments to the 1979, 1989 and 2009 MODU Codes.

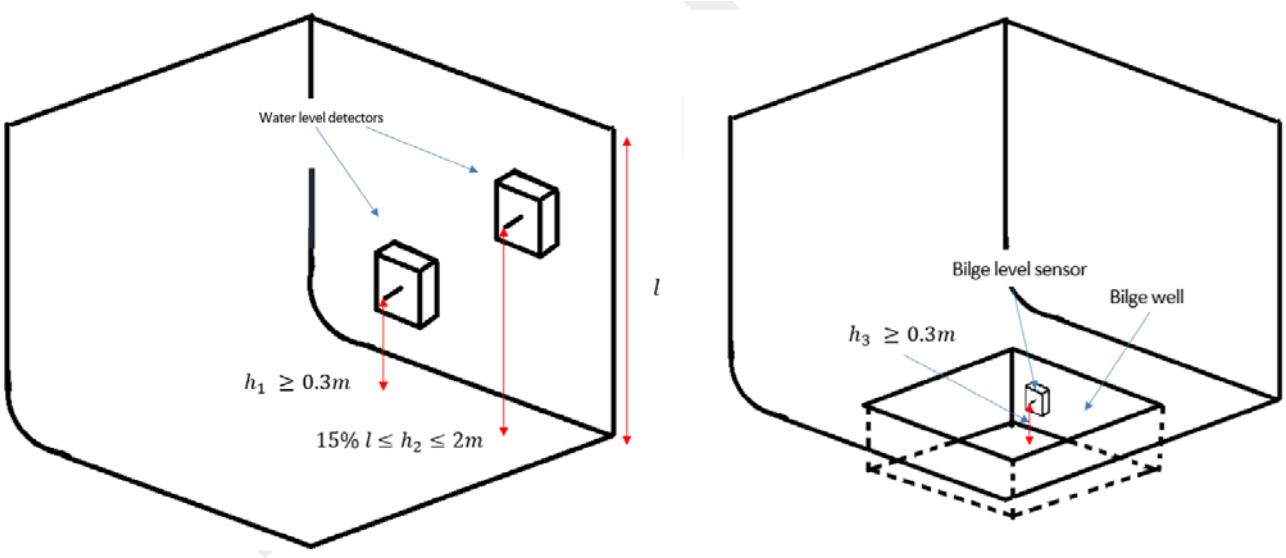
Water level detectors

Draft amendments to MSC.188(79) Performance standards for water level detectors on ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12

The draft amendments to paragraph 2.2.2 provide that for bilge level sensors in SOLAS regulation II-1/25-1.3, if the bottom of the bilge well is below the upper surface of the inner bottom, the heights of those sensors are to be measured from the bottom of the bilge well.

The revised resolution is expected to be disseminated as resolution MSC.188(79)/Rev.2 and will revoke the previous version.

MSC 107 will also consider the necessity to amend the application statement in MSC.188(79)/Rev.1 to align it with the application statement in the new draft resolution (Rev.2).



MSC 106 is expected to approve the following:

Emergency towing arrangements and procedures

Draft MSC resolution on amendments to SOLAS regulation II-1/3-4

After the pollution incidents that have repeatedly hit Europe since the end of the 1960s, provisions for emergency towing were introduced through SOLAS chapter II-1, regulation 3-4. However, the increase in the size of vessels no longer allows for emergency towing without suitable equipment.

MSC 107 is expected to approve a revision to SOLAS chapter II-1, regulation 3-4 to extend the scope of the requirements for emergency towing arrangements fitted on new ships other than tankers of not less than 20,000 GT.

Subject: Emergency towing arrangements

Impact: New ships of 20,00GT and over will need to be fitted with emergency towing arrangements .

Application: If approved as expected, the amendments will be adopted at MSC 108 (May 2024). They are expected to enter into force 1 January 2028 and will apply to ships of 20,000 GT and over (other than tankers) constructed on or after the entry-into-force date.

Clients should note that a new set of guidelines for emergency towing arrangements on new ships other than tankers will be required, as well as consequential amendments to the *Resolution MSC.35(63) - Adoption of Guidelines for Emergency Towing Arrangements on Tankers.* The work on these guidelines is expected to be completed by 2025.

Application: New ships of 20,000GT and above (other than tankers) constructed on or after the entry into force date.

Expected to enter into force 1 January 2028.

2008 Intact Stability Code

Draft revisions to MSC circular on unified interpretations of the 2008 IS Code (MSC.1/Circ.1537/Rev.1)

MSC 107 is expected to approve revisions to the *Unified Interpretations of the 2008 Intact Stability Code (MSC.1/Circ.1537/Rev.1)* to clarify that the scope of application of the interpretation of the specific down-flooding points (Φ_f) mentioned in Part A, 2.3 *Severe wind and rolling criterion (weather criterion)* of the *International Code on Intact Stability, 2008* applies to the entirety of the Code (both parts: A - *Mandatory criteria* and B - *Recommendations for certain types of ships and additional guidelines*) and not just to Part A.

Once approved it is expected that the revised circular will be disseminated as MSC.1/Circ.1537/Rev.2.

Unified interpretations of SOLAS Chapter II-1

Draft MSC circular on unified interpretation of SOLAS regulation II-1/1.1.3

This unified interpretation clarifies which set of requirements applies to ships with a contract date prior to 1 January 2024 but with a construction date between 1 January 2024 and 30 June 2024.

Mooring arrangements and openings in watertight bulkheads in passenger ships (unified interpretations)

Draft revised MSC circular on unified interpretation of SOLAS chapter II-1 (MSC.1/Circ.1362/Rev.1)

The following new draft interpretations are included:

- SOLAS regulation II-1/3-8 on mooring arrangement and equipment to clarify the documentation which was necessary to support an Administration or a recognised organization in verifying compliance with SOLAS regulation II-1/3-8.

- SOLAS regulation II-1/13.2.3 to provide clarification for pressure testing of penetrations in watertight divisions after a fire test

Once approved it is expected that this circular will be disseminated as MSC.1/Circ.1362/Rev.2.

MSC 107 will also consider:

Clarification on the application of Revised explanatory notes to the SOLAS chapter II-1

The application criterion in resolution **MSC.429(98)/Rev.2** ***Revised Explanatory Notes to the SOLAS Chapter II-1 Subdivision and Damage Stability Regulations*** is different to those in resolution MSC.429(98)/Rev.1 and resolution MSC.429(98).

MSC 107 will consider the following proposals for new work for the SDC sub-committee:

- Proposal to revise MSC.1/Circ.1175/Rev.1 *Shipboard Equipment, Fittings and Supporting Hull Structures Associated with Towing and Mooring* to align it with IACS unified requirements (URs) A1 and A2 and Recommendation No.10
- Proposal for a new output to amend regulation 25(3) of the International Convention on Load Lines, 1966, as amended by the Protocol of 1988 relating thereto
- Elements for consideration for inclusion in a new output evaluating the implementation of the Polar Code

Goal Based Standards (GBS)

In order to ensure that ships are constructed in such a manner that when properly operated and maintained, they can remain safe for their design life, and that all parts of a ship can be easily accessed for proper survey and inspection, the IMO adopted MSC.287(87) *International goal-based ship construction standards for bulk carriers and oil tankers* and SOLAS regulation II-1/3-10, by which the standards were made mandatory.

The verification audits of recognised organisations (ROs) are conducted in line with MSC.454(100) *Revised guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers*.

MSC 107 will consider the following:

- Updated report on the current status of GBS verification audits and on the GBS Trust Fund.
- Final report of the Third (2022) GBS Maintenance Audit of 13 recognised organisations and IACS' Common Structural Rules for Bulk Carriers and Oil Tankers (CSR) which reports that no non-conformities were found during the verification audits.
- Report on the observations of the GBS Audit Team including:
  - The harmonisation of audits and submission cycle
  - The need for a common standard for the presentation of GBS-relevant rule changes

MSC 107 is also expected to note:

The updated status of the work which has been undertaken to address the common observations of both the initial verification and the first maintenance verification audits.

Fire Protection, Detection and Extinguishing (SSE 8)

Additional Information
Lloyd's Register's Summary Report for SSE 9

MSC 107 is expected to adopt the following:

Prohibition of the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS)

Draft amendments to SOLAS chapter II-2 on the prohibition of the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS)

Draft amendments to the 1994 and 2000 High Speed Craft (HSC) Codes, Chapter 7

MSC 107 is expected to adopt amendments to SOLAS chapter II-2 and consequential amendments to the 1994 and 2000 High Speed Craft (HSC) Codes to prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS) due to its toxic nature. The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment.

The draft amendments to SOLAS and the HSC Codes include the requirement for substances containing PFOS to be delivered to an appropriate shore-based reception facility when removed from the ship.

Application: The new requirements will be applicable to new and existing ships not later than the date of the first survey. In accordance with MSC.1/Circ.1290 the term 'first survey' means the first annual survey, the first periodical survey or the first renewal survey of the PSSC, CSSC, SEC or HSCSC, whichever is due first, after the date of entry into force which is expected to be 1 January 2026. For a ship under construction, where the keel is laid before, but the ship is delivered after, 1 January 2026, the initial survey is the "first survey".

Subject: Prohibition of the use of PFOS in fire-fighting foams.

Impact: Fire-fighting foams containing PFOS will be banned, and any substances containing PFOS will need to go to appropriate shore-based reception facilities.

Application: New and existing ships. To be removed not later than the date of the first survey after the date of entry into force.

Clients should note that the SSE sub-committee agreed to finalise consequential amendments to MSC.1/Circ.1312 *Revised guidelines for the performance and testing criteria, and surveys of foam concentrates for fixed fire-extinguishing systems* and to consider other fluorinated foams at SSE 10 (expected March 2024).

Lloyd's Register's View

Lloyd's Register supports the possible expansion of this output to assess and potentially include other fluorinated foams, as well as define what would be the acceptable alternatives for the industry to follow, e.g. fluorine-free foam extinguishing agents. Various studies have shown that in addition to longer chain carbon fluoro-chemicals, even the short carbon chain fluoro-chemicals (C-4 or less) pose considerable risk to human health and the environment.

It is noted that there are fluorine free fire-fighting foam concentrates already available in the market (such as hydrocarbon and alcohol resistant foam types) which are certified according to the test methodology given in MSC.1/Circ.1312.

MSC 107 is expected to approve the following:

Minimising fires in ro-ro spaces and special category spaces of new and existing ro-ro passenger ships

Draft MSC resolution on amendments to SOLAS chapter II-2

Draft MSC resolution on amendments to the Fire Safety Systems Code

Clients should note that IMO issued the *Interim guidelines for minimizing the incidence and consequences of fires in ro-ro spaces and special category spaces of new and existing ro-ro passenger ships* (MSC.1/Circ.1615) pending changes to SOLAS to address the risks related to ro-ro passenger ships.

Subject: Amendments to SOLAS chapter II-2 and the FSS Code in order to minimise the incidence and consequences of fires in ro-ro spaces and special category spaces

Impact: Equipment installation requirements updated for both new and existing ships

Application:
New ships from the date of entry into force (1 Jan 2026)
Existing ships from 1 January 2028

The draft amendments to SOLAS chapter II-2 for **new and existing** ro-ro passenger ships include but are not limited to:

- Individually identifiable smoke and heat detector systems for open and closed vehicle ro-ro spaces.
- Fire detection requirements for weather decks.
- Video monitoring on vehicle spaces, open and closed ro-ro spaces and special category spaces.
- Arrangement of the weather deck on new ro-ro passenger ships.
- Water monitors for protection of the weather deck on existing ro-ro passenger ships.
- Installation of linear heat detectors.

In addition, the following amendments for **new** ro-ro passenger ships include:

- Arrangement of openings in ro-ro and special category spaces.
- Fixed water-based fire-extinguishing systems to protect weather decks primarily using water monitor(s), with nozzles being acceptable for areas which monitors could not cover. Detailed specifications for nozzles are also included as well as water supply capacity.
- Changes to structural fire protection of ro-ro and special category spaces including the protection from openings which is extended to include access to embarkation and assembly stations, as well as intakes for machinery.
- Openings in ro-ro spaces provided with closing devices such as steel A-class ramps and steel A-class doors should be permitted below survival craft and accommodation spaces (including service spaces and control stations).

At the same time, MSC 107 will also consider proposed modifications to the text of SOLAS II-2/20 to address some contradictions and anomalies that have been identified.

MSC 107 is also expected to approve applicable test standards for heat detectors and linear heat detectors in the FFS Code specifying the relevant EN 54 and IEC standards, whilst alternative standards could be accepted by the Administration.

Application: The amendments to SOLAS chapter II-2 are expected to enter into force 1 January 2026 and will be applicable to new ro-ro passenger ships from 1 Jan 2026 and to existing ro-ro passenger ships from 1 January 2028. The amendments to FSS Code will be applicable to ships constructed on or after 1January 2026.

Fire protection of control stations on cargo ships

Draft MSC Resolution on Amendments to SOLAS chapter II-2/7.5.5

Draft revised MSC.1/Circ.1456 Unified interpretations of SOLAS chapter II-2 and the FSS and FTP Codes (MSC.1/Circ.1456/Rev.1)

MSC 107 is expected to approve draft amendments to SOLAS chapter II-2/7.5.5 and consequential amendments to MSC.1/Circ.1456 with respect to the protection of control stations and cargo control rooms on cargo ships where a fire detection and alarm system is required.

Subject: Fire protection of control stations on cargo ships

Impact: New cargo ships will need to ensure that the appropriate fire protection system is in place in all control stations and cargo control rooms

Application: Expected to apply to new cargo ships constructed on or after the date of entry into force expected 1 January 2026

The draft amendments to SOLAS chapter II-2/7.5.5 add the term 'and in all control stations and cargo control rooms' to all three of the allowed methods in paragraphs 5.5.1; 5.5.2 and 5.5.3;

> 5.5.1 – Method IC requires a fixed fire detection and fire alarm system
>
> 5.5.2 – Method IIC requires an automatic sprinkler, fire detection and fire alarm system of an approved type complying with the relevant requirements of the Fire Safety Systems Code
>
> 5.5.8 – Method IIIC requires a fixed fire detection and fire alarm system.

Application: Once approved and adopted the amendments are expected to apply to new cargo ships constructed on or after the expected entry into force date of 1 January 2026. Ships constructed before the expected date of entry into force will need to comply with the current requirements of paragraph 5.5.

The associated circular (MSC.1/Circ.1456/Rev.1) is expected to be agreed in principle with a view to approval at MSC 108, pending the expected adoption of the draft amendments to SOLAS. MSC 107 will also consider the necessity or otherwise of adding the term 'and cargo control rooms' to the circular.

Fixed water-based fire-fighting systems for ro-ro spaces and special category spaces (MSC.1/Circ.1430/Rev.2)

Draft revised MSC.1/Circ.1430/Rev.2 *Revised guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces* (MSC.1/Circ.1430/Rev.3)

MSC 107 is expected to approve draft amendments to MSC.1/Circ.1430/Rev.2 changing the term "free height" to "height of protected space" with the following definition:

> "2.19 *Height of the protected space* is the distance between the lower deck plate and upper deck plate within a protected space."

Once approved the revised circular will be disseminated as MSC.1/Circ.1430/Rev.3.

Application: The revised guidelines should be used when approving fixed water-based fire-fighting systems for ro-ro spaces and special category spaces installed on or after 1 January 2024.

Amendments to MSC.1/Circ.1276 Unified interpretations of SOLAS chapter II-2

Draft revised MSC.1/Circ.1276 *Unified interpretations of SOLAS chapter II-2* (MSC.1/Circ.1276/Rev.1)

SSE 9 agreed to draft amendments to the unified interpretation contained in MSC.1/Circ.1276 on *Unified interpretations of SOLAS chapter II-2*, originally developed to address requirements for separation of galley exhaust ducts from the spaces they pass through to align it with SOLAS. The amendments delete the term 'galley exhaust' so that the unified interpretation refers to the 'separation of ducts from spaces' rather than specifically to galley exhaust ducts.

Once approved the revised circular is expected to be disseminated as MSC.1/Circ.1276/Rev.1

Amendment to MSC.1/Circ.1557 Unified interpretation of SOLAS regulation II-1/45.11

Draft revised MSC.1/Circ.1557 *Unified interpretation of SOLAS regulation II-1/45.11* (MSC.1/Circ.1557/Rev.1)

In light of information from the IEC that the review of IEC 60092-502:1999 is still in progress and may require a considerable time to complete, a small amendment to the *Unified interpretation of SOLAS regulation II-1/45.11 Hazardous Area Classification* (MSC.1/Circ.1557) was agreed. The amendment deletes '1999' from the IEC Standard reference. In order to facilitate future revisions which may require design changes to be applied only to new ships, the SOLAS/IBC/IGC requirements which are no longer applicable to new ships are also deleted.

Once approved the revised circular is expected to be disseminated as MSC.1/Circ.1557/Rev.1.

MSC 107 will consider the following proposals for new work for the SSE sub-committee:

- Proposal for a new output to amend paragraph 2.1.2.5 of chapter 5 of the FSS Code so as to align the construction requirement for gaskets used in discharge piping inside protected spaces with other IMO instruments.
- Proposal for a new output to amend circular MSC.1/Circ.1318/Rev.1 *Revised Guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems* to clarify the testing and inspection requirements of CO_2 cylinders.

Life Saving Appliances (SSE 8)

Additional Information
Lloyd's Register's Summary Report SSE 9

MSC 107 is expected to adopt the following:

Ventilation of totally enclosed lifeboats

Draft amendments to the Life-Saving Appliance (LSA) Code (Ventilation of totally enclosed lifeboats)

Draft amendments to MSC.81(70) Revised recommendation on testing of life-saving appliances

MSC 107 is expected to adopt draft amendments to the LSA Code and MSC.81(70) *Revised recommendation on the testing of life-saving appliances* for totally enclosed lifeboats as follows:

- The totally enclosed lifeboat shall admit sufficient air at all times that prevents a long-term CO_2 concentration of more than 5,000 ppm for the number of persons the liferaft is permitted to accommodate, even with the entrances closed.
- The means of ventilation shall be operable from inside the lifeboat and be arranged to ensure that the lifeboat is ventilated without stratification or formation of unventilated pockets.
- If the means of ventilation is powered, sufficient energy shall be provided for a period of not less than 24 hours.

In addition, the new requirements include requirements for the openings of the ventilation system and their means of closing.

Application: Once adopted, the draft amendments are expected to enter into force 1 January 2026. The new requirements for the ventilation of survival craft are expected to apply to all totally enclosed lifeboats installed on or after 1 January 2029.

Clients should note that the SSE sub-committee will continue discussion on the compelling need to extend the new requirements to partially enclosed lifeboats and liferafts at SSE 10 (expected March 2024).

Subject: Ventilation of totally enclosed lifeboats.

Impact: Totally enclosed lifeboats will need to be designed and fitted with a means of ventilation to meet the requirements.

Application: Expected to enter into force 1 January 2026 and expected to be applicable to all totally enclosed lifeboats installed on or after 1 January 2029.

Lloyd's Register's View

The original proposal for the ventilation of lifeboats came from the report of the investigation into the sinking of the *MOL Comfort* in the Indian Ocean which refers to the discomfort experienced by many crew members in totally enclosed lifeboats. Lloyds Register agrees with the requirements for the ventilation of totally enclosed lifeboats.

However, we are yet to be convinced that there is a compelling need to extend the requirements to partially enclosed lifeboats and liferafts. If more compelling evidence is presented in the future, this issue can be revisited then.

Draft amendments to resolution MSC.81(70) Revised recommendation on testing of life-saving appliances

MSC 107 is also expected to adopt draft amendments to MSC.81(70) in respect of ventilation for totally enclosed lifeboats including amendments to the test requirements for rigid, inflated and rigid/inflated fast rescue boats (FRBs) in paragraphs 7.4.1 and 7.5, to except them from the test requirements for the ventilation of survival craft.

Draft revised MSC.1/Circ. 1630/Rev.1 Revised standardized life-saving appliance evaluation and test report forms (survival craft)

These are consequential revisions to the test report forms in conjunction with the adoption of the draft amendments to the LSA Code and resolution MSC.81(70) on ventilation requirements for totally enclosed lifeboats. Once approved the revised circular is expected to be disseminated as MSC.1/Circ.1630/Rev.2.

Draft amendments to resolution MSC.402(96) *Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear.*

Additionally, and also as a consequence of the agreed amendments to the LSA Code and resolution MSC.81(70), MSC 107 is also expected to approve an amendment to resolution MSC.402(96) to include 'ventilation system, where fitted' in paragraph 6.2.3.

Thermal performance of immersion suits

Draft MSC resolution on amendments to resolution MSC.81(70) Revised Recommendation on the testing of life-saving appliances

MSC 107 is expected to adopt draft amendments to resolution MSC.81(70) to include a 15 minutes time frame so that a test would be stopped if the falling rate of the core temperature is more than 1.5 degrees centigrade per hour after the first half hour, if the skin temperature of the hand, foot or lumbar region should fall below 10 degrees centigrade for more than 15 minutes.

Draft revised MSC.1/Circ.1628 Revised Standardized Life-Saving Appliance Evaluation and Test Report Forms (Personal Life-Saving Appliances)

MSC 107 is also expected to approve consequential amendments to MSC.1/Circ. 1628 regarding the thermal performance of immersion suits which will be disseminated as MSC.1/Circ.1628/Rev.1.

Updating the references to ISO standard 12402-7:2020 in resolution MSC.81(70)

MSC 107 is also expected to agree to update the ISO standard references to ISO 12402-7:2020 (Personal flotation devices - Part 7: Materials and components - Safety requirements and test methods) in resolution MSC.81(70) as a minor amendment.

MSC 107 is expected to approve the following:

Minimum and maximum lowering speed of survival craft and rescue boats

Draft MSC resolution on Amendments to the Life-Saving Appliance Code (paragraph 6.1.2.8 & 6.1.2.10)

MSC 107 is expected to approve revisions to paragraphs 6.1.2.8 and 6.1.2.10 of the LSA Code thus (xxx = additions ~~xxx~~ = deletions):

> "6.1.2.8 The speed at which the fully loaded survival craft or rescue boat is lowered to the water shall not be less than that obtained from the formula:
>
> S = 0.4 + 0.02H, or 1.0, *whichever is less*
>
> where:
>
> S is the lowering speed in metres per second and
>
> H is the height in metres from the davit head to the waterline with the ship at the lightest sea-going condition."

The existing paragraph 6.1.2.10 is replaced by the following paragraph:

"6.1.2.10 The maximum lowering speed shall be ~~established by the Administration~~ 1.3 m/s. The Administration may accept a maximum lowering speed other than 1.3 m/s, having regard to the design of the survival craft or rescue boat, the protection of its occupants from excessive forces, and the strength of the launching arrangements taking into account inertia forces during an emergency stop. Means shall be incorporated in the appliance to ensure that this speed is not exceeded."

MSC 107 will also consider adding reference to the 'fully loaded condition' in paragraph 6.1.2.10 and whether further discussion is needed on the lowering speed of the fast rescue boat.

Application: Once adopted (expected at MSC 108 (May 2024)) the amendments are expected to enter into force 1 January 2026. The amendments will apply to both cargo and passenger ships although there will be no impact on passenger ships as they already have a davit height limitation in SOLAS regulation III/24.

MSC 107 will also consider the need for consequential amendments to resolution **MSC.81(70)** ***Revised Recommendation on the testing of life-saving appliances.***

Amendments to the LSA Code and resolution MSC.81(70) to address the in-water performance of SOLAS lifejackets

Draft MSC resolution on amendments to the Life Saving Appliance Code

Draft MSC resolution on draft amendments to resolution MSC.81(70) ***Revised Recommendation on the testing of life-saving appliances***

MSC 107 is expected to approve the draft amendments to the LSA Code chapter 2 and the *Revised Recommendation on the testing of life-saving appliances* (MSC.81(70)) to improve the minimum performance standards for SOLAS lifejackets.

The draft amendments are designed to ensure that the lifejacket will turn the body of an unconscious person to a face-up position where the nose and mouth are both clear of the water.

The draft amendments to the ***Revised Recommendation on the testing of life-saving appliances*** **(MSC.81(70))** includes changes to the buoyancy test, shoulder lift test and the righting test.

Application: If approved as expected the amendments to the LSA Code and resolution MSC.81(70) regarding the testing of lifejackets are expected to be adopted at MSC 108 and to enter into force 1 January 2026.

Subject: In-water performance of SOLAS lifejackets

Impact: Minimum performance standards for SOLAS lifejackets are improved so the design may need to be changed.

Application: Applicable to the testing of new SOLAS lifejackets, not expected before 1 January 2026

Draft revised MSC.1/Circ.1628 Revised Standardized Life-Saving Appliance Evaluation and Test Report Forms (Personal Life-Saving Appliances)

MSC 107 is also expected to agree to consequential amendments to MSC.1/Circ. 1628 for subsequent approval at MSC 108. The revised circular will be disseminated as MSC.1/Circ. 1628/Rev.1 concurrently with the adoption of the associated draft amendments to the LSA Code.

Amendments to the LSA Code concerning single fall and hook systems with on-load release capability

Draft MSC resolution on amendments to the LSA Code paragraphs (4.4.7.6.8 and 4.4.7.6.17)

Lifeboats and rescue boats with single fall and hook systems face a similar risk of potential accidental release during recovery operations as those with twin fall and hook systems. As these systems are used and tested in a similar way as twin fall lifeboats, they should have similar safety standards.

SSE 7 agreed to amend paragraph 4.4.7.6.17 of the LSA Code to address the issue, however, it has since been noticed that an unforeseen consequence of deleting reference to paragraph 4.4.7.6.8 from paragraph 4.4.7.6.17 of the LSA Code is that paragraph 4.4.7.6.8 would now apply to off-load hooks as well which is not appropriate for some very mechanically simplistic off-load hooks with few moving parts.

SSE 9 agreed to an additional amendment to paragraph 4.4.7.6.8 of the LSA Code (xxx = additions ~~xxx~~ = deletions):

".8 to prevent an accidental release during recovery of the boat, the hook shall not be able to support any load unless the hook is completely reset. ~~either the hook shall not be able to support any load, or~~ In the case of a hook which is capable of releasing the lifeboat or rescue boat with a load on the hook when it is not fully waterborne, the handle or safety pins shall not be able to be returned to the reset (closed) position, and any indicators shall not indicate the release mechanism is reset, unless the hook is completely reset. Additional danger signs shall be posted at each hook station to alert crew members to the proper method of resetting.

Application: Once approved, the amendments are expected to be adopted at MSC 108 and enter into force 1 January 2026. They will apply to ships where a single fall and hook system is used for launching a lifeboat or rescue boat from a date yet to be decided.

LED torches

Draft MSC circular on Unified interpretation on liferaft, lifeboat and rescue boat equipment in the LSA Code, and the 1994 and 2000 HSC Codes

The LSA Code and the 1994 and 2000 HSC Codes require that the equipment carried in a liferaft should include a waterproof torch together with one spare set of batteries and one spare bulb in a waterproof container. This unified interpretation reflects current technology and clarifies the use of light emitting diode (LED) torches.

MSC 107 will also consider:

Single essential propulsion components and their reliability (SOLAS II-1/26)

Draft MSC circular on unified interpretation of the requirements of SOLAS regulation II-1/26.2

Acknowledging that a failure in the electrical system may have an impact, which is impossible to rectify on board the ship, the SOLAS regulations for the main power generation and distribution require them to be designed with redundancy (SOLAS regulations II-1/26.3 and II-1/41.1). MSC 107 is expected to approve a unified interpretation to clarify that this redundancy philosophy shall also be applied to all electrical machines used for propulsion, i.e. to require two independent electrical machines.

At the same time, MSC 107 will consider a proposal to delay the application to 1 July 2024 to mitigate the impact on designs and the safety aspects of those designs.

Issues pertaining to resolution MSC.402(96)

MSC 96 adopted MSC.402(96) *Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear,* which entered into force 1 January 2020.

Since resolution MSC.402(96) entered into force the definitions and terms used in the resolution (namely 'make' and 'type') have been variously interpreted by key stakeholders which has led to confusion and disruption. ISO has also published the ISO 23678:2022 (series) to provide standards which are intended to support a consistent, reliable, and standardised approach to the certification of servicing technicians.

MSC 107 will consider a new output for a comprehensive review of resolution MSC.402(96) together with the recommendation to forward it directly to the intersessional LSA correspondence group so that they can begin the work prior to SSE 10.

Onboard Lifting Appliances and Anchor Handling Winches (OLAW)

MSC 107 is expected to adopt the following:

Draft MSC resolution on amendments to SOLAS chapter II-1

Draft MSC.1/Circular on Guidelines for Lifting Appliances

Draft MSC.1/Circular on Guidelines for Anchor Handling Winches

The IMO has finalised new mandatory requirements to cover lifting appliances and anchor handling winches and their associated items of loose gear. The draft amendments to SOLAS chapter II-1 were approved in principle at MSC 102 and are expected to be adopted at MSC 107 (May 2023) together with approval of the guidelines, for entry into force 1 January 2026.

The draft SOLAS regulations require new lifting appliances and anchor handling winches to be designed, constructed and installed in accordance with the requirements of a classification society which has been recognised by the Administration. The draft SOLAS amendments also require all lifting appliances and anchor handling winches to be operationally tested, thoroughly examined, inspected, operated, and maintained, based on the guidelines. Provision has also been made for inoperative equipment.

Subject: Onboard Lifting Appliances and Anchor Handling Winches (OLAW)

Impact: Anchor handling winches and lifting devices to be approved to classification standards and to be used in accordance with the associated guidelines.

Application: All lifting appliances and anchor handling winches fitted to new or existing ships.

Expected entry into force of 1 January 2026.

MSC 107 is also expected to approve the supporting draft guidelines for lifting appliances and anchor handling winches which include:

- A list of definitions.
- Design, construction and installation.
- Thorough examination and load testing.
- Guidance is also included for inoperative lifting appliances and loose gear.

Application: Once adopted the new regulations will apply to lifting appliances and anchor handling winches on all ships, both new and existing, from the expected entry into force date of 1 January 2026.

Lloyd's Register's view (External)

Lloyd's Register believes that the incorporation of requirements for onboard lifting appliances and anchor handling winches into SOLAS is important in order to increase the safety of lifting operations and we support the work of IMO in this area.

Clients are also advised to refer to Lloyd's Register's Code for Lifting Appliances in a Marine Environment (lr.org)

Revision of the Code of safety for diving systems (A.831(19)) and the Guidelines and specifications for hyperbaric evacuation systems (A.692(17)

Draft MSC resolution International Code of Safety for Diving Operations, [2023] ([2023] Diving Code)

MSC 107 is expected to adopt the draft International Code of Safety for Diving Operations, [2023] ([2023] Diving Code).

Application: The International Code of Safety for Diving Operations, [2023] ([2023] Diving Code) is expected to apply to all ships of not less than 500 GT that have a diving system installed on or after a date to be decided. The date of the completed installation should be taken as the date on which the diving unit certificate is issued. Ships that have a diving system already installed (prior to a date yet to be decided) should be certified as a diving unit according to this Code by the due date of the next Cargo Ship Safety Construction Renewal Survey or equivalent. Diving systems under construction at the time of the Code coming into effect, should consider the installation date as the date the building contract of the diving system was signed.

Subject: International Code of Safety for Diving Operations, [2023] ([2023] Diving Code)

Impact: This is a new non-mandatory Code for the safe operation of diving units and systems

Application: All ships of not less than 500 gross tonnage that have a new diving system installed.
Ships that have a Diving System already installed prior to a date yet to be decided should be certified as a diving unit according to this Code by the due date of the next Safety Construction Renewal Survey or equivalent.

The Administration may also apply these provisions as far as reasonable and practicable to ships less than 500 GT, and to other objects acting as a diving unit, but to which SOLAS does not apply.

It should be noted that the Diving Code does not apply to non-diving related plant and equipment required for the medical care or treatment of patients in a Pressure Vessel for Human Occupancy (PVHO).

MSC 107 is also expected to agree to retain the existing standards provided by the existing 1995 Code for ships that have a diving system already installed under the 1995 Code, and the *Guidelines and Specifications for Hyperbaric Evacuation Systems* (resolution A.692(17)), to co-exist along with the new revised Code after it is adopted.

Guidelines on safe operation of onshore power supply (OPS) service in port

Draft MSC circular on Interim guidelines on safe operation of onshore power supply (OPS) service in port for ships engaged on international voyages

MSC 107 is expected to approve the draft interim guidelines on safe operation of the onshore power supply (OPS) service in port for ships engaged on international voyages. The draft guidelines are intended to provide an international operational standard for the safe operation of OPS service on ships engaged on international voyages whilst they are in port, and do not apply to the electrical power supply during docking periods, e.g. dry docking and other out of service maintenance and repair.

Navigation, Communications and Search and Rescue

Additional Information
Lloyd's Register's Summary Report for NCSR 9

Please note that because of the proximity of NCSR 10 to MSC 107, the Committee will only be considering urgent matters from NCSR 10. The full report of NCSR 10 will be considered at MSC 108.

Navigation

MSC 107 is expected to adopt the following:

Electronic inclinometers

Draft amendments to SOLAS Chapter V and the Appendix (Certificates), the 1978 SOLAS Protocol and the 1988 SOLAS Protocol (mandatory carriage of electronic inclinometers).

The loss of containers due to the heavy movement of container vessels at sea or the movement of bulk cargoes liable to liquefaction or dynamic separation have caused incidents in recent years that have resulted in many seafarers losing their lives and the loss at sea of containers with high value contents (notably the loss of over 300 containers from the *MSC Zoe* in January 2019). While electronic inclinometers help with the operational assessment of ship stability, they are not considered as critical equipment for the safety of navigation. However, the data they measure, if recorded in the VDR, can be helpful in accident investigations.

MSC 107 is expected to adopt draft amendments to SOLAS Chapter V, the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Certificate, Form E and Form C, the 1978 SOLAS Protocol and the 1988 SOLAS Protocol for the mandatory carriage of electronic inclinometers which are linked to the VDR.

The new requirements will not apply to:

- Cargo ships occasionally carrying cargoes in bulk.
- General cargo ships carrying containers on deck.

Application: Once adopted the proposed amendments are expected to enter into force 1 January 2026 and will be applicable to new bulk carriers and container ships of 3,000GT and upwards, constructed* on or after 1 January 2026. The requirements will not apply retroactively to existing container ships and bulk carriers.

*In the context of SOLAS V/2.1, 'constructed' means:
A stage of construction where:
- the keel is laid;
- construction identifiable with a specific ship begins; or
- assembly of the ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material whichever is less.

Extension of the requirements of the Polar Code to non-SOLAS ships

Draft MSC resolution on amendments to SOLAS chapter XIV (Polar Code)

Draft MSC resolution on amendments to The Code for Ships Operating in Polar Waters (Polar Code)

Ships listed in chapter I/3 of the SOLAS Convention (Exceptions) (i.e. 'non-SOLAS ships' such as fishing vessels and pleasure craft) are currently not subject to the provisions of the Polar Code. As such, they are not required to have any additional safety, navigation, communication or voyage planning control measures in place when operating in polar waters, even though they are exposed to similar risks as SOLAS ships.

MSC 107 is expected to adopt draft amendments to SOLAS Chapter XIV together with draft amendments to the Polar Code which amend regulation 2 of SOLAS Chapter XIV (Application) to include non-SOLAS ships and add new chapters 9.1 (Safety of Navigation for Non-SOLAS ships) and 11.1 (Voyage Planning for Non-SOLAS ships) to the Polar Code.

Application: Once adopted the draft new regulations are expected to enter into force 1 January 2026 and will be applicable to the following types of ships on all voyages within polar waters:

- Fishing vessels of 24 metres and above.
- Pleasure yachts of 300GT and upwards not engaged in trade.
- Cargo ships of 300GT and upwards but below 500GT.

The new regulations will apply to both new and existing vessels of the types listed above. The requirements are applicable to vessels constructed* on or after the expected date of entry into force (1 January 2026) and existing vessels will need to meet the relevant requirements from the expected date of entry into force (1 January 2026) plus 1 year.

Subject: Safety measures for non-SOLAS ships operating in polar waters.

Impact: Non-SOLAS ships as specified will need to comply with the requirements of the Polar Code and SOLAS chapter XIV before transiting polar waters.

Application: The draft amendments apply to new and existing:

- Fishing vessels of 24 metres and above.
- Pleasure yachts of 300GT and upwards not engaged in trade.
- Cargo ships of 300GT and upwards but below 500GT.

New vessels from the expected date of EIF (1 January 2026) and existing vessels from the expected date of EIF (1 Jan 2026) plus 1 year.

*In the context of SOLAS XIV/1:
'*constructed*' means: "A ship the keel of which is laid or which is at a similar stage of construction."
'*At a similar stage of construction*' means "the stage at which:
- construction identifiable with a specific ship begins; and
- assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less."

It should be noted that the new chapters apply on 'all voyages in the Antarctic area and voyages in Arctic waters beyond the outer limit of the territorial sea of the Contracting Government whose flag the ship is entitled to fly'.

The certificate showing compliance with the requirements of chapters 9-1 and 11-1 of part I-A of the Polar Code should be left to the discretion of the flag Administration.

Clients should note that IMO has previously approved:

- MSC.1/Circ.1614 *Interim guidelines on life-saving appliances and arrangements for ships operating in Polar waters.*
- MSC.1/Circ.1612 *Guidance for navigation and communication equipment intended for use on ships operating in polar waters.*

Lloyd's Register's view

Based on the number of non-SOLAS vessels currently operating in polar waters, information about recent incidents during the operation of such vessels and increasing traffic in polar waters, the need to bring the level of safety of navigation for non-SOLAS vessels up to the level of safety for SOLAS vessels is of great importance.

Lloyd's Register supports the proposed amendments to SOLAS Chapter XIV and the Polar Code to mandate the application of the requirements of Chapters 9 and 11 to non-SOLAS vessels operating in polar waters.

Clients should note that Lloyd's Register can provide information and guidance on the requirements of the Polar Code through a variety of resources available through Lloyd's Register local offices or the **Polar Code page** on our website.

MSC 107 is also expected to consider the following:

Delays affecting the availability of new GMDSS radio equipment from 1 January 2024

Delays are being experienced with the availability of new GMDSS radio equipment recommended for installation on or after 1 January 2024, in compliance with the revised performance standards set out in resolutions MSC.511(105) and MSC.512(105). It is proposed that Member States are informed of the delay and consider permitting continued installation of GMDSS radio equipment conforming to the previous performance standards until 1 January 2026.

The withdrawal of the United Kingdom Hydrographic Office (UKHO) portfolio of Admiralty paper charts.

The UKHO announced in the summer of 2022 (https://www.admiralty.co.uk/sunsetting-paper-charts) the plans to withdraw the UKHO's portfolio of Admiralty Standard Nautical Charts (SNCs) and Thematic Charts in 2026 as marine, naval and leisure users are primarily using digital products and services for navigation. After it became apparent that not all users have viable alternatives to paper charts the withdrawal of paper charts was extended to 2030.

Under SOLAS regulation V/9, coastal States have an obligation to provide and update hydrographic data and nautical information necessary for safe navigation and MSC 107 will consider solutions on how this should be continued.

Communication

Proposal to revise MSC.1/Circ.1460/Rev.3

MSC 107 is expected to consider proposed revisions to the *Guidance on the validity of radiocommunications equipment installed and used on ships* (MSC.1/Circ.1460/Rev.3) to ensure GMDSS communication capability and the availability of appropriate GMDSS radiocommunication equipment.

MSC 107 will consider the following proposals for new work for the NCSR sub-committee.

- Proposal for a new output to develop minimum Performance Standards for Dual Frequency Multi-Constellation Satellite-Based Augmentation Systems (DFMC SBAS) and Advanced Receiver Autonomous Integrity Monitoring (ARAIM) in shipborne radionavigation receivers.
- Proposal for a new output to develop requirements for software maintenance of shipboard navigation and communication equipment and systems.
- Proposal for a new output to comprehensively review the International Regulations for Preventing Collisions at Sea, 1972.
- Proposal for a new output regarding the two-way communication (TWC) service demonstration for Cospas-Sarsat distress beacons using the SAR/Galileo Return Link Service.
- Proposal for a new output to revise the Performance standards for gyro compasses (resolution A.424(XI)) and Guidance for navigation and communication equipment intended for use on ships operating in polar waters (MSC.1/Circ.1612).
- Proposal for a new output for the review and revision of the IMO Standard Marine Communication Phrases (resolution A.918(22)).
- Proposal for a new output to revise resolution MSC.379(93) on Performance standards for shipborne BeiDou Satellite Navigation System (BDS) receiver equipment.

Human Element, Training and Watchkeeping

Additional Information
Lloyd's Register's Summary Report HTW 9

MSC 107 is expected to adopt the following:

Draft MSC resolution on amendments to International Convention on Standards of Training, Certification and Watchkeeping (STCW Convention) regulations I/1 and I/2

Draft MSC resolution on amendments to the Seafarers Training and Certification (STCW) Code (section A-1-2)

The draft amendments include a new definition for "original form of any certificate required by the Convention" to clarify that it means 'a certificate issued in paper or electronic form in the format approved by the Administration'.

Once adopted the draft amendments are expected to enter into force 1 January 2025.

MSC 107 is expected to approve the following:

Draft MSC resolution on amendments to the Seafarers Training and Certification (STCW) Code

MSC 107 is expected to approve draft amendments to table A-VI/1-4 of the STCW Code to prevent and respond to bullying and harassment, including sexual assault and sexual harassment (SASH), with a view to adoption at MSC 108.

Draft MSC resolution on the revised International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995

MSC 107 is expected to approve the draft revisions to the 1995 STCW-F Convention. Once approved the revised Convention is expected to be adopted at MSC 108.

Draft MSC resolution on the new Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F) Code

In conjunction with the revised Convention, MSC 107 is also expected to approve in principle the draft new STCW-F Code.

Draft MSC circular on guidelines on the use of electronic certificates of seafarers

MSC 106 referred the draft guidelines to HTW to review following a submission proposing some modifications. There was little support for the modifications and accordingly the draft guidelines have been referred back to MSC 107 for approval.

The draft amendments to section A-I/2 of the STCW Code clarify the application in the Code of existing terms and terminologies to electronic certificates and endorsements. Terms such as 'front', back', 'overleaf' are not applicable to electronic certificates and there is no need to include an official seal or photograph and signature of the seafarer.

MSC 107 will also consider:

Competencies relating to Maritime Autonomous Surface Ships (MASS) operation

MSC 107 will consider the necessity to include the issue of the development of competencies relating to the operation of Maritime Autonomous Surface Ships (MASS) in the scope of the comprehensive review of the 1978 STCW Convention and Code.

The use of the term GMDSS in the 1995 STCW-F Convention.

It is suggested that MSC should take a consistent approach across all IMO instruments and regard the GMDSS as goal-based functionalities for distress, urgency and safety communications to be performed by all vessels at sea. In this regard, it is proposed that the term "GMDSS" be retained in the 1995 STCW-F Convention.

The use of the term "fisher" in the revised STCW-F Convention and Code

MDC 107 will consider the legal advice on the use of the term 'fisher' in the revised STCW-F Convention and Code.

MSC 107 will consider the following proposals for new work for the HTW sub-committee.

- Proposal for a new output on "Comprehensive review of the International Safety Management (ISM) Code and its related guidelines".
- Proposal for a new output for development of an MSC circular to address time pressure and related organizational factors.

Carriage of cargoes and containers

Additional Information
Lloyd's Register's Summary Report CCC 8

MSC 107 is expected to approve the following:

Mandatory reporting of lost/observed freight containers

Draft MSC Resolution on amendments to SOLAS chapter V

Following the recurrent losses of containers and in response to the danger submerged containers pose to shipping, CCC 8 agreed to draft amendments to SOLAS chapter V in order to make the reporting of lost or the observance of lost freight containers mandatory through a standardised procedure.

The master of any ship involved in the loss of any number of freight containers is required to report the incident without delay to both the nearest coastal State, any shipping in the vicinity and to the flag State.

Application: The new regulations are applicable to any ship carrying one or more containers or observing a lost container. Once approved and subsequently adopted the draft amendments are expected to enter into force 1 January 2026.

Subject: Mandatory reporting of lost/observed freight containers

Impact: Ships are required to report the loss of any containers to the nearest coastal State, any shipping in the vicinity and to the flag State.

Application: Any ship carrying one or more containers or observing a lost container from EIF 1 January 2026.

Guidelines for the Safety of Ships Using LPG Fuels

Draft MSC Circular on Interim Guidelines for the Safety of Ships Using LPG Fuels

These guidelines provide the requirements for the arrangement, installation, control and monitoring of machinery, equipment and systems using LPG as fuel to minimise the risk to the ship, its crew and the environment, having regard to the nature of the fuels involved.

Application: These interim guidelines apply to all ships using LPG as fuel.

The International Code for the Safe Carriage of Grain in Bulk

Draft MSC Resolution on amendments to the International Code for the Safe Carriage of Grain in Bulk (MSC.23(59))

MSC 101 noted that the description of the loading conditions "filled compartment, trimmed", "filled compartment, untrimmed" and "partly filled compartment" although well covered by the International Code for the Safe Carriage of Grain in Bulk, may not adequately describe all the practical situations to be observed when loading ships with grain.

MSC 107 is expected to approve draft amendments to the International Code for the Safe Carriage of Grain in Bulk to introduce a new class of loading conditions for special compartments. The amendments clearly define

the loading condition of "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" and other consequential amendments.

Application: Once approved the draft amendments are expected to be adopted at MSC 108 and enter into force 1 January 2026.

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

MSC 107 is expected to approve the following:

Draft MSC circular on Unified interpretation of bunkering manifold arrangements fitted on LNG bunkering ships in the IGC Code

This draft unified interpretation addresses issues related to the operational particularities of LNG bunkering ships, some of which are fitted with cargo transfer arrangements in addition to the traditional cargo manifolds and clarifies that the area where possible leakage may occur (in the vicinity of the loading arm or bunkering boom) is required to be protected with water spray systems and fusible plugs.

Draft MSC circular on Unified interpretation of the IGC code

This draft circular provides a unified interpretations on the verification and examination required during the first full loading and unloading of the cargo, cargo containment and certification. The IGC Code does not refer to the specific scope of verifications to be carried out by surveyors. This new UI should address that and help both ship operators and surveyors.

International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code)

MSC 107 is expected to approve the following:

Draft MSC resolution on amendments to the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code)

MSC 107 is expected to approve draft amendments to the IGF Code. Please see Lloyds Register's Summary Report for CCC 8 (Summary Report CCC 8) for full details of the proposed amendments.

If approved as expected, the draft amendments are expected to be adopted at MSC 108 (May 2024) and will enter into force 1 January 2026.

Draft MSC circular on Unified Interpretation of requirements in the IGF Code for fuel preparation rooms not located on an open deck

This draft Unified Interpretation provides clarification on the application of certain tank connection space requirements in the design of fuel preparation rooms not located on an open deck in compliance with IGF Code section 5.8.

Draft MSC Circular on Unified Interpretation of paragraph 9.2.2. of the IGF Code - functional requirements of fuel transfer to consumers

This Unified Interpretation clarifies that two independent safety barriers should be in place, while, as far as practicable, using a minimum of flange connections. There should be no single common flange or other component where one single failure itself may overcome both primary and secondary barriers and may result in a gas leak into the surrounding area causing danger to the persons on board, the environment or the ship.

International Maritime Solid Bulk Cargoes Code (IMSBC Code)

MSC 107 is expected to adopt the following:

Draft MSC resolution on amendments 07-23 to the International Maritime Solid Bulk Cargoes Code

The IMSBC Code is regularly reviewed and amended to take account of new requirements for existing substances or new substances. MSC 107 is expected to adopt amendments 07-23 to the IMSBC Code. This is a consolidated version of the IMSBC Code and completely replaces the current (06-21) version. (Circular letter No.4642).

Subject: Amendments to the IMSBC Code (07-23)

Impact: This is a new consolidated version of the IMSBC Code and completely replaces the current version

Application: Ships carrying cargoes subject to the requirements of IMSBC Code from 1 January 2025 with voluntary early application from 1 July 2024.

The amendments include but are not limited to:

The following draft amendments were agreed by the sub-committee and will be referred to MSC:

- Draft new individual schedule for DUNITE SAND and for GRANULAR DUNITE;
- Draft new individual schedule for BROWN FUSED ALUMINA;
- Draft new individual schedule for CRUSHED GRANODIORITE;
- Draft new individual schedule for CELESTINE (STRONTIUM SULPHATE);
- Draft new individual schedule for DIRECT REDUCED IRON (D) (by-product fines with moisture of at least 2%);
- Draft new individual schedule for ELECTRIC ARC FURNACE DUST, PELLETIZED
- Draft new individual schedule for FLOATATION CHEMICAL GRADE BARYTE; and
- Draft new individual schedules for POTASSIUM NITRATE (unclassified), SODIUM NITRATE (unclassified) and POTASSIUM NITRATE and SODIUM NITRATE MIXTURE (unclassified).

Application: Once adopted the revised IMSBC Code is expected to enter into force 1 January 2025 with voluntary early application of 1 July 2024.

MSC 107 will consider the following proposals for new work for the CCC sub-committee:

- Proposal for a new output to amend the Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264).
- Proposal for a new output on annual listing and real-time updating of solid bulk cargoes not listed in the IMSBC Code but shipped based on provisional assessments (tripartite agreements).
- Proposal to revise MSC.1/Circ.1353/Rev.2 to permit lashing software as a supplement to container stowage and securing plan.
- Proposal for a new output on prevention of loss of containers at sea Formal safety assessment.

Development of amendments to SOLAS chapter II-2 and the FSS Code concerning detection and control of fires in cargo holds and on the cargo deck of containerships

MSC 106 agreed to establish a Formal Safety Assessment (FSA) Experts Group to review the outcomes of any relevant studies that address detection and control of fires on containerships including a study by the European Maritime Safety Agency (EMSA), and the risk analysis and risk control options.

MSC 107 is expected to refer the final full report of the study conducted by EMSA (FSA Study "Investigating Cost-Efficient Measures for Reducing the Risk from Cargo Fires on Container Vessels (CARGOSAFE)) which can be downloaded using the following link https://www.emsa.europa.eu/containership-safety/cargosafe.html, to the FSA Experts Group for their review.

Development of further measures to enhance the safety of ships relating to the use of fuel oil

MSC previously agreed that the issue of "fuel oil safety" which is currently regulated in MARPOL Annex VI should be brought within the purview of the MSC (rather than the MEPC) and possibly incorporated into SOLAS. MARPOL remains under the auspices of the MEPC, but it is agreed that MSC should take a more robust stance on the safety issues related to fuel.

MSC 107 will consider the reports of the intersessional correspondence group and in particular the following:

- A proposal to develop a joint MSC-MEPC circular to establish a single sampling regime under the SOLAS and MARPOL Conventions as well as to limit the scope of such a circular to oil fuels only.
- Information sources to support the development of possible measures related to oil fuel parameters other than flashpoint.
- Possible measures related to oil fuel parameters other than flashpoint.
- Proposal to develop regulatory measures to enhance the safety of ships using oil fuel that contains unusual components.
- Unified interpretation of SOLAS regulation II-2/4.6 concerning flashpoint documentation.
- Sampling integrity, bottle size and sampling locations.

MSC 107 will consider the following proposal for new work:

Proposal for a new output on guidelines for fire prevention by detecting hazardous levels of airborne fuels and oil-based vapours on ships in the field of maritime safety.

Development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS)

IMO completed the Regulatory Scoping Exercise (RSE) in relation to the use of Maritime Autonomous Surface Ships (MASS). This completes the review of all the instruments within the MSC remit and can be found in detail in MSC.1/Circ.1638 *Outcome of the Regulatory Scoping Exercise for the use of Maritime Autonomous Surface Ships (MASS)* with the instruments considered during the RSE listed in full in Appendix 1.

IMO is developing a non-mandatory goal-based MASS Code (expected to be effective from 1 July 2024) as an interim measure prior to the adoption of a mandatory MASS Code (expected to enter into force 1 January 2028). While the scope of application remains to be agreed, it is expected to initially be limited in application to cargo vessels only and exclude application to passenger ships. Discussion on the complexities of extending the application to passenger ships will take place at a later stage.

It is intended that the mandatory Code will be a new instrument, however, the various chapters of SOLAS and associated instruments will need to be amended to ensure coherent implementation. MSC 106 worked on the development of the Code focussing on the structure and method for the development of goals and functional requirements of the code.

MSC 107 will review the reports of the intersessional correspondence group, the intersessional working group, and the joint working group on MASS, and consider the following:

- The preliminary draft of the non-mandatory International Code of Safety for Maritime Autonomous Surface Ships (MASS Code).
- The establishment of an intersessional MASS Working Group to meet the tight time schedule for the completion of the work on the MASS Code.
- A preliminary and voluntary industry standard MASS vocabulary (ISO/TS 23860 was published by ISO/TC 8 in June 2022).
- Information on the implementation of autonomous navigation in the Russian Federation.
- Proposals for a risk-assessment methodology, suitable to address risks associated with MASS.
- A clarification of MSC/Circ.566, MSC/Circ.733 and MSC/Circ.867 concerning trials under regulation I/13 of the 1978 STCW Convention in which the officer of the navigational watch acts as the sole lookout in periods of darkness, in relation to MSC.1/Circ.1604 concerning MASS trials.
- Proposed text for a human element section in the draft MASS Code.
- Proposal on priority considerations for developing navigation functional requirements of MASS Code.
- Consideration on the minimum competencies required for MASS navigation for remote operators.
- Overview of new industry specification for MASS vocabulary.

New Work Proposals (not included under the headings above)

MSC 107 will consider the following proposals for new work:

- Proposal for a new output to consider a review of the 2017 Guidelines on Maritime Cyber Risk Management (MSC-FAL.1/Circ.3/Rev.2) and identification of next steps.
- Proposal for a new output to formulate guidelines for harmonising the date format of various certificates issued under IMO instruments.
- Proposal for a new output to facilitate a regulatory framework to support the safe delivery of IMO's strategy on reduction of GHG emissions from ships.
- Timeline and format of the road map for the safe decarbonisation regulatory assessment to deliver the regulatory framework.

Any Other Business

MSC 107 will also consider the following:

- Correction to resolutions MSC.215(82) Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in all Types of Ships and Double-Side Skin Spaces of Bulk Carriers and MSC.288(87) Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers with regard to coating inspector certifications.
- Outcome of the Joint Action Group to review the impact of the COVID-19 pandemic on the world's transport workers and the global supply chain (JAG-TSC).
- Update on domestic ferry safety.
- IMO/IACS cooperation on the IACS Quality System Certification Scheme (QSCS).
  Safety and decent work in fisheries.

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