



IMO News Final

MSC 107



One hundred-seventh session of the Maritime Safety Committee (hereinafter referred to as MSC) was convened in London from 31 May to 9 June 2023 to discuss a wide range of issues under the purview of the Committee. This News Final briefs on the outcome of MSC 107 and provides impact analysis on key technical issues.

1. Adoption of amendments to mandatory IMO instruments (Agenda 3)

1.1 New SOLAS requirements on lifting appliances and anchor handling winches¹ (Res. MSC.532(107) / MSC 107/20, Annex 2)

The safety issues relating to lifting appliances and anchor handling winches had been discussed under a longstanding agenda item of the SDC Sub-Committee since New Zealand et al proposed a concerned output through document MSC 89/22/12 in the year 2011.

After the approval of MSC 102, MSC 107 finally adopted the amendments to SOLAS chapter II-1 to regulate, under the SOLAS Convention, lifting appliances and anchor handling winches, which used to be addressed through the rules of classification Societies and/or ILO Convention No.152. In this regard, the definitions of various terms, such as “lifting appliance”, “anchor handling winch”, “loose gear”, etc., were added to regulation II-1/2, and the safety provisions of lifting appliances and anchor handling winches were established as new regulation 3-13, under SOLAS chapter II-1.

The new SOLAS regulation II-1/3-13 will be supplemented by the Guidelines for anchor handling winches and the Guidelines for lifting appliances, which were respectively approved by MSC 107 as MSC.1/Circ.1662 and MSC.1/Circ.1663.



Fig. 1 – Shipboard lifting appliance



Fig. 2 – Anchor Handling Winch

¹ Anchor handling winch means any winch used for the purpose of deploying, recovering and repositioning anchors and mooring lines of other ships or MODUs in subsea operation (NB: As per paragraph 9 of SSE 4/WP.4, it does not mean the traditional anchor windlass onboard for ship's own anchor)

Appliances	Applicable requirements
Lifting appliance installed on or after 1 January 2026	<ul style="list-style-type: none"> To be designed, constructed, and installed in accordance with class rules or standards acceptable to the Administration To be load tested and thoroughly examined after installation and after repair or alteration To be permanently marked with safe working load (SWL) with documentary evidence
Lifting appliance installed before 1 January 2026	<ul style="list-style-type: none"> To be tested and thoroughly examined, based on the Guidelines for lifting appliances (MSC.1/Circ.1663) no later than the first renewal survey on or after 1 January 2026 To be permanently marked with safe working load (SWL) with documentary evidence
Anchor handling winches installed on or after 1 January 2026	<ul style="list-style-type: none"> To be designed, constructed, installed, and tested, based on the Guidelines for anchor handling winches (MSC.1/Circ.1662)
Anchor handling winches installed before 1 January 2026	<ul style="list-style-type: none"> To be tested and thoroughly examined, based on the Guidelines for anchor handling winches (MSC.1/Circ.1662) no later than the first renewal survey on or after 1 January 2026

The amendments will enter into force on 1 January 2026, and some provisions therein will retroactively apply to the appliance installed before 1 January 2026. In this regard, it may be noteworthy that MSC 106 endorsed the mutual understanding relating to the certification of existing lifting appliances, as summarized below. For more detail, please refer to paragraph 11.52 of MSC 106/19.

- Existing lifting appliances with valid certificates issued under another international instrument, e.g., ILO Convention No.152, should be considered compliant with SOLAS regulation II-1/3-13.2.4; and
- Existing lifting appliances without valid certificates issued under another international instrument should be documented as compliant with SOLAS regulation II-1/3-13.2.4 by a factual statement issued by the Administration or a classification society recognized by the Administration.

Impact Analysis

Owner / Shipyard / Equip / All ship types / Retroactive

Unless flag Administrations otherwise instruct (e.g., their own certification scheme), KR will continue to certify the following categories of lifting appliance through the Certificates of Test and Thorough Examination and the Register of Ship's Lifting Appliances including Cargo Handling Gear issued in accordance with relevant KR class rules, to comply with SOLAS regulation II-1/3-13.

- New lifting appliance installed on or after 1 Jan 2026; and
- Existing lifting appliance installed before 1 Jan 2026 holding a valid certificate under ILO Convention 152, including KR's own certificates/register

Therefore, for new ships, KR's own certificates/register scheme (i.e., where KR's class notation LG is given), which used to be required by class rules, may no longer remain as optional but as mandatory.

For existing lifting appliance installed before 1 Jan 2026 not holding the valid certificate, a factual statement shall be issued no later than the date of the first renewal survey on or after 1 Jan 2026, upon satisfactory

completion of verification including load test, thorough examination, SWL marking, etc.

Regardless of installation date, lifting appliance shall be tested, thoroughly examined, inspected, operated, and maintained based on MSC.1/Circ.1663 and, if applicable, class rules.

Unless flag Administration expressly exclude lifting appliance with SWL below 1,000 kg, they shall be subject to the new SOLAS regulation II-1/3-13.

1.2 Prohibition on the use and storage of fire-extinguishing media containing PFOS (Res. MSC.532(107), 536(107) and 537(107) / MSC 107/20, Annexes 2, 6, and 7)

After the approval of MSC 106, MSC 107 adopted the amendments to SOLAS chapter II-2, 1994 HSC Code, and 2000 HSC Code to prohibit the use and storage of fire-extinguishing media containing perfluorooctane sulfonic acid (PFOS) and to enforce their disposal to shore-based reception facilities². The amendments aim to safeguard human health and the environment and will enter into force on 1 January 2026.

Considering the existing restriction on the use of PFOS under the Stockholm Convention on Persistent Organic Pollutants since 2009, the amendments are not expected to have a huge impact on the maritime industry. However, where fire-extinguishing media (e.g., foam liquid) on ships-in-service are confirmed to contain PFOS, they need to be disposed to appropriate shore-based reception facilities no later than the first survey on or after 1 January 2026.



Fig. 3
Fixed foam fire-extinguishing system

Impact Analysis

Owner / Shipyard / Equip / All ship types / Retroactive

Fire-extinguishing media (e.g., foam liquid) containing PFOS shall not be used for fire extinguishing system and equipment, as listed below but not limited to, or stored onboard.

- Fixed foam fire-extinguishing system
- Deck foam system
- Portable foam fire-extinguishers; and
- Portable foam applicators

To verify the compliance on or after 1 Jan 2026, documented evidence confirming the non-inclusion of PFOS (e.g., manufacturer's declarations, test reports, etc.) should be provided and kept onboard. Ship owners should be mindful that failure to provide the documented evidence may be considered non-compliance, which may lead to the circumstance that such a medium onboard should be disposed to shore-based reception facilities.

² As per the agreement made by the SSE Sub-Committee, a related IMO GISIS Module will be developed by the IMO Secretariat to collect and provide the information of shore-based reception facilities.

1.3 Installation of electronic inclinometer (Res. MSC.532(107) / MSC 107/20, Annex 2)

While *Performance standards for electronic inclinometers* (resolution MSC.363(92)) have been in place since 2013, the installation of electronic inclinometers has not been mandatory under SOLAS Convention. However, continued accidents, such as capsizing of bulk carriers or loss of containers at sea, have revealed the need for electronic inclinometers on wheelhouses to enable the provision of ship's heeling information to crew and VDR.

As a result, MSC 107 adopted the amendments to SOLAS chapter V to enforce the installation of electronic inclinometer on containerships and bulk carriers of 3,000 GT and upwards constructed on or after 1 Jan 2026. In this regard, the definitions of the terms “bulk carrier” and “container ship” were newly established for application to SOLAS Chapter V, and *Performance standards for electronic inclinometers* (resolution MSC.363(92)) were listed as a footnote to SOLAS regulation V/18. These amendments will enter into force on 1 January 2026.

Based on MSC 106's confirmation, electronic inclinometers are not required for cargo ships occasionally carrying dry bulk cargoes and general cargo ships carrying containers on deck, and any backup systems for an electronic inclinometer would not be needed.

Impact Analysis

Owner / Shipyard / Equip / Containerships / Bulk carriers / 3,000 GT▲

Ship's VDR should be connected to an electronic inclinometer, if fitted, in accordance with the performance standards on VDR (resolution MSC.333(90), as amended), such that the roll motion can be reconstructed during playback.

1.4 Safety measures for non-SOLAS ships operating in the polar waters (Res. MSC.532(107) and 538(107) / MSC 107/20, Annexes 2 and 8)

After the implementation of the Polar Code in 2017, concerns remained that there were still no international requirements ensuring the safety of non-SOLAS ships operating in the polar waters.

As a result of the NCSR Sub-Committee's works, MSC 107 adopted the amendments to SOLAS chapter XIV and the Polar Code to provide safety-related provisions for non-SOLAS ships navigating in the polar waters, i.e., new chapters 9-1 (safety of navigation) and 11-1 (voyage planning) of the Polar Code Part I-A.

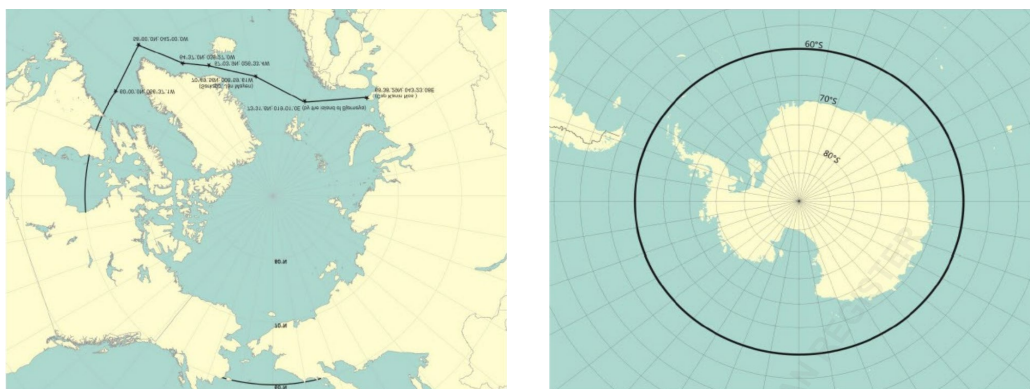


Fig. 4 – the scope of polar waters (Arctic and Antarctic areas)

These amendments will enter into force on 1 January 2026 and will apply to the following categories of non-SOLAS ships. If constructed before 1 Jan 2026, such non-SOLAS ships, for navigation in the polar waters, shall meet the new chapters 9-1 and 11-1 of the Polar Code Part I-A by 1 January 2027.

- fishing vessels of 24 m in length overall and above;
- pleasure yachts of 300 GT and upwards not engaged in trade; and
- cargo ships of 300 GT and upwards but below 500 GT

Based on MSC 106's decision, the certification proving compliance with the requirements of chapters 9-1 and 11-1 of part I-A of the Polar Code will be left to the discretion of the flag Administration.

Impact Analysis

Owner / Non-SOLAS ships navigating in the polar water, including fishing vessels / Retroactive

It is anticipated that, amongst the types of non-SOLAS vessels, fishing vessels operating in the polar water may be the most likely to be affected by the amendments. While fishing vessels of 24 meters in length overall and above shall in principle comply with chapters 9-1 and 11-1 of the Polar Code Part I-A, the application of chapter 9-1 may be alleviated by the policy of flag Administrations. As the certification and the applicable requirements may be determined by national laws, additional guidance is awaited from flag Administrations.

1.5 Revised forms of safety-related certificates (Res. MSC.532(107), 533(107), 534(107), 536(107), 537(107), 542(107) and 543(107) / MSC 107/20, Annexes 2, 3, 4, 6, 7, 12 and 13)

MSC 107 adopted amendments to various forms of safety-related certificates, which are appended to the 1974 SOLAS Convention, 1978 SOLAS Protocol, 1988 SOLAS Protocol, 1994 HSC Code, 2000 HSC Code, 1983 SPS Code, and 2008 SPS Code. The modified certificate forms incorporate the amendments to SOLAS chapter V and the LSA Code, respectively adopted by resolutions MSC.532(107)³ and MSC.207(81)⁴, as detailed below:

Convention	Concerned certificate forms	Amendments
1974 SOLAS 1978 SOLAS Protocol 1988 SOLAS Protocol	Cargo Ship Safety Equipment Certificate (CSSE)	The ship type "Containership" was newly added
1988 SOLAS Protocol	Cargo Ship Safety Certificate (CSS)	The ship type "Containership" was newly added
1974 SOLAS	Nuclear Cargo Ship Safety Certificate (CNUC)	The ship type "Containership" was newly added
1974 SOLAS	Form P	Entries 10 to 10.2 were replaced by "Number of immersion suits"
1974 SOLAS	Form E Form C	<ul style="list-style-type: none"> • Entries related to immersion suits were replaced by "Number of immersion suits" • A new entry "electronic inclinometer" was added

³ The definition of the term "containership" and the requirement of electric inclinometers were added in SOLAS chapter V.

⁴ The categories of immersion suits and anti-exposure suits classified as lifejackets or complying with the requirements of lifejackets were deleted from sections 2.3 and 2.4 of the LSA Code.

Convention	Concerned certificate forms	Amendments
1994 HSC Code 2000 HSC Code	Record of equipment	Entries 9 to 10.2 were replaced by “Number of immersion suits” and “Number of anti-exposure suits”
1983 SPS Code ⁵ 2008 SPS Code	Form SPS	Entries related to immersion suits were replaced by “Number of immersion suits”

These amendments will enter into force on 1 January 2026, and related certificates issued in old forms before 1 January 2026 need not be re-issued until their expiry in accordance with paragraph 3.1 of MSC-MEPC.5/Circ.6⁶.

Impact Analysis

Owner / Certificates / Immersion suits / Lifejacket / Electronic inclinometer

Related safety certificates based the modified forms will be re-issued at the time of renewal surveys on or after 1 January 2026, unless required by other reasons.

To be clear on the issue related to the modified certificate forms, please note that lifejackets are required regardless of the type of immersion suits provided onboard, and the confirmation on the compatibility between shipboard lifejackets and immersion suits are only required for the immersion suits designed to be worn with lifejackets.

1.6 Ventilation of totally enclosed lifeboats (Res. MSC.535(107) / MSC 107/20, Annex 5)

The accident investigation on the sinkage of *MOL Comfort* identified the concern that the absence of ventilation may cause overheating, elevate CO₂ levels, and hamper human breathing inside a totally enclosed lifeboat after abandoning the ship.

Following the discussion at the SSE Sub-Committee and the approval by MSC 106, MSC 107 adopted the amendments to Chapter IV of the LSA Code to establish the requirements relating to ventilation means for totally enclosed lifeboats. The ventilation means may be of either a powered or passive type but shall satisfy the ventilation capacity of 5 m³/hour per person for the total number of persons the lifeboat is permitted to accommodate.

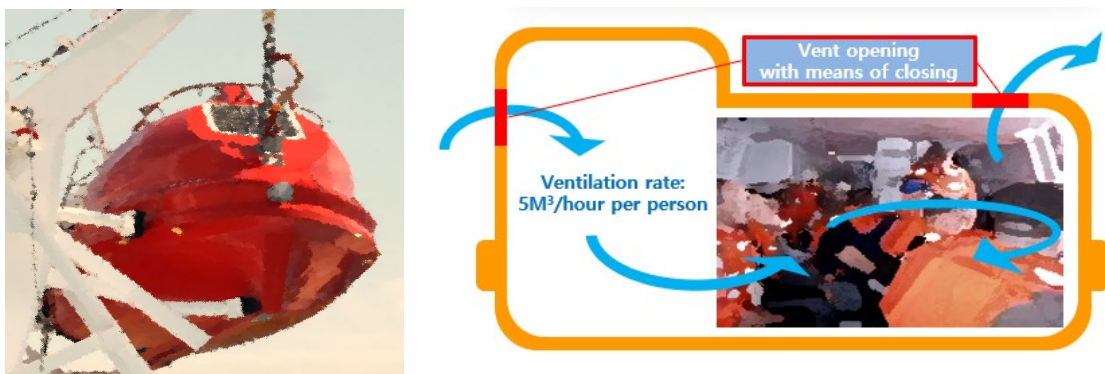


Fig. 5 - Ventilation of Totally enclosed lifeboat

⁵ The SPS Codes are not mandatory IMO instruments from a standpoint of legal status.

⁶ Guidance on the timing of replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates in IMO instruments.

These amendments will be supplemented by three (3) IMO instruments adopted or approved at this session, as follows:

- **Resolution MSC.544(107)** (MSC 107/20, Annex 14): This resolution provides amendments to the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)) by also establishing the ventilation test procedure for totally enclosed lifeboats based on the amendments to chapter IV of the LSA Code, as adopted by resolution MSC.535(107). The revised recommendations apply to life-saving appliances installed on or after 1 January 2029.
- **MSC.1/Circ.1630/Rev.2**: The circular contains revised standardized life-saving evaluation and test report forms (survival craft) relating to the ventilation performance test and opening arrangements for totally enclosed lifeboats.
- **Draft amendments to paragraph 6.2.3 of resolution MSC.402(96)** (MSC 107/20, Annex 30): These draft amendments identify a ventilation system as a new component subjected to an annual thorough examination and operational test conducted by an approved service supplier. As resolution MSC.402(96) is a mandatory IMO instrument that supplements SOLAS regulation III/20.11, its draft revision approved at this session will be adopted at MSC 108 in 2024.

The amendments to the LSA Code enter into force on 1 January 2026 and apply to totally enclosed lifeboats installed on or after 1 January 2029.

Impact Analysis

Owner / Shipyard / Equip / All ship types / Totally enclosed lifeboats

Lifeboat manufacturers are expected to develop the ventilation system for totally enclosed lifeboats complying with the amendments to LSA Code ASAP, in accordance with resolution MSC.544(107) and MSC.1/Circ.1630/Rev.2). Concurrently, the legal system of flag Administrations for certification of such a lifeboat (e.g., MED) should be in place.

In this regard, please note that the totally enclosed lifeboats complying with the new ventilation requirements should be installed in the following cases (i.e., the installation on or after 1 January 2029)

- Ships contracted for construction on or after 1 January 2029: All totally enclosed lifeboats
- Ships contracted for construction before 1 January 2029 (including existing and new ships): The installation with a contractual delivery date on or after 1 January 2029 (In the absence of a contractual delivery date, the actual delivery date of the lifeboat applies.)

1.7 Amendments to the IMSBC Code (07–23) (Res. MSC.539(107) / MSC 107/20, Annex 9)

Upon the finalization by E&T 37, as authorized by CCC 8, MSC 107 adopted a consolidated version of the IMSBC Code, which include the amendments (07–23).

The amendments (07–23) add⁷ and delete solid bulk cargoes in the IMSBC Code Appendix 1 “Individual schedule of solid bulk cargoes”, as listed below:

⁷ Where shipowners/operators intend their fleet to transport newly added solid bulk cargoes from 1 January 2024, they need to apply KR for the addition of such cargoes in IMSBC certificates and, where necessary, for related technical review.

Status	Bulk Cargo Shipping Name (BCSN)	Group	Hazard
Deleted	FISH MEAL (FISH SCRAP), STABILIZED UN 2216 Anti-oxidant treated	B	UN 2216
New	CELESTINE CONCENTRATE ⁸	A	-
New	BARYTE, FLOTATION CHEMICAL GRADE	A	-
New	BROWN FUSED ALUMINA	C	-
New	CRUSHED GRANODIORITE FINES	A	-
New	DIRECT REDUCED IRON (D) (By-product fines with moisture content of at least 2%)	A and B	MHB
New	DUNITE	C	-
New	DUNITE FINES	A	-
New	ELECTRIC ARC FURNACE DUST, PELLETIZED	A and B	MHB
New	FISH MEAL (FISH SCRAP), STABILIZED Anti-oxidant treated	B	MHB
New	GROUND GRANULATED BLAST FURNACE SLAG POWDER	A	-
New	MAGNESITE FINES	A	-
New	POTASSIUM NITRATE	C	-
New	SODIUM NITRATE	C	-
New	SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE	C	-

The amendments (07-23) also expressly identified “bulk density (as required by SOLAS regulation XII/10)” as one of the cargo information which needs to be provided by shippers to ships before loading.

In conjunction with the amendments (07-23), two (2) IMO instruments were approved at this session, as follows:

- MSC.1/Circ.1395/Rev.6 (MSC 107/WP.8, Annex 19): The revised circular newly includes the BCSN “ELECTRIC ARC FURNACE DUST, PELLETIZED” in the list of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted.
- MSC.1/Circ.1664 (MSC 107/WP.8, Annex 16): The circular propagates the revised form for cargo information for solid bulk cargoes, which additionally includes “bulk density (as required by SOLAS regulation XII/10)”.

The amendments (07-23) will enter into force on 1 January 2025 and may be applied voluntarily from 1 January 2024.

Impact Analysis

Owner / Shipyard / Ships carrying dry bulk cargoes / Retroactive

To transport the dry bulk cargoes newly established through the IMSBC Code amendments (07-23), ship owners may request KR, from 1 January 2024, to conduct pertinent technical review and subsequently apply for the survey to update the IMSBC certificates issued to their fleet.

⁸ The BCSN “CELESTINE CONCENTRATE” was newly included under the category of “Mineral concentrates” in Appendix 1 of the IMSBC Code without establishing its own individual schedule. The cargo may be transported without a technical review or a modification to ship’s IMSBC certificate, where ship’s IMSBC certificate is already listed with ‘Mineral concentrate’.

The dry bulk cargoes deleted through the amendments (07-23) will be removed, as appropriate, from the IMSBC certificates, if listed, by an attending surveyor from 1 January 2025.

1.8 Use of electronic certificates relating to seafarers' training and competence (Res. MSC.540(107) and 541(107)/MSC 107/20, Annexes 10 and 11)

MSC 107 adopted the amendments to STCW Convention and STCW Code to provide legal grounds for electric certificates for seafarers and facilitate such issuance and use. These amendments will enter into force on 1 January 2025 and will be supplemented by the guidelines on the use of electronic certificates of seafarers (MSC.1/Circ.1665) approved at this session.

In this regard, noting the similarity between MSC.1/Circ.1665 and FAL.5/Circ.39, MSC 107 considered the need to develop a consolidated IMO instrument addressing electronic certificates for all Conventions under the purview of IMO including those for ships and crew, and invited MEPC and LEG Committees to review such a need, taking into account various implications.

Impact Analysis

Administration / Crew

Notwithstanding the amendments to the STCW Convention and Code, the use of electronic certificates relating to seafarer's training and competence is subject to the legislation and policy of flag Administrations.

2. Non-mandatory IMO instruments adopted or approved by MSC 107 (Agenda 6, 11, 12, 14, and 15)

After discussion under relevant agenda items, MSC 107 adopted or approved non-mandatory IMO instruments for subsequent adoptions, as listed in the ensuing paragraphs.

2.1 MSC 107, after its consideration under agenda 6, approved an IMO instrument as follows:

- Draft MSC-MEPC circular on *Guidelines for the sampling of oil fuel for determination of compliance with the revised MARPOL Annex VI and SOLAS Chapter II-2* (MSC 107/20, Annex 16):

With regard to regulation 18.5 of Annex VI to MARPOL, resolution MEPC.182(59) has provided an agreed method to obtain a representative sample of the oil fuel delivered for use onboard ships. As part of the work to enhance oil fuel safety, MSC approved a draft joint MSC-MEPC circular based on resolution MEPC.182(59) to supplement both SOLAS regulation II-2/4.2.1 and the aforementioned MARPOL provision. The draft joint circular will be issued after getting approval from MEPC.

2.2 After discussing the report of the eighth session of the CCC Sub-Committee under agenda 11, MSC 107 approved various non-mandatory IMO Instruments relating to the safety of gaseous fuels or liquified gas carriers, as follows:

- MSC.1/Circ.1666 on *Interim guidelines for the safety of ships using LPG fuels*:

This circular provides safety provisions for the arrangement, installation, control, and monitoring of ships using LPG as fuel and aims to minimize the risk to the ship, its crew, and the environment, having regard to the nature of LPG. It applies to ships using LPG as fuel to which part G of SOLAS chapter II-1 applies.

Impact Analysis

Shipyard

Where MSC.1/Circ.1666 is to be applied on a ship using LPG as fuel for the compliance with part G of SOLAS chapter II-1, the flag Administration needs to be consulted beforehand, through KR, for the recognition as an equivalency to the IGF Code.

- **MSC.1/Circ.1667 on *Unified interpretation of requirements in the IGF Code for fuel preparation rooms not located on an open deck*:**

Under section 5.8 of the IGF Code Part A-1, fuel preparation rooms (FPR) need not be located on an open deck, provided they comply with the requirements for tank connection spaces (TCS). In this regard, this circular provides clarification that certain TCS requirements do not need to be unreasonably applied to the design of an FPR not located on an open deck.

Particularly, it is interpreted that, unless a fuel preparation room (FPR) is also defined as a tank connection space (TCS), such an FPR should not be unreasonably applied with a bolted hatch required for TCS as per the IGF Code 5.11.3, or alleviated to hazardous area zone 2 by misleadingly applying the IGF Code 12.5.3.2.

Further, according to the interpretation of the circular, the bilge well requirement in paragraph 15.3.2 of the Code, i.e., a level indicator and a temperature sensor, need not apply to an FPR handling fuel only in the gas phase.

- **MSC.1/Circ.1668 on *Unified interpretation of bunkering manifold arrangements fitted on LNG bunkering ships in the IGC Code*:**

Due to the specifics of liquefied gas bunkering ships, some of these vessels may be provided with additional cargo transfer equipment including transfer loading arms, bunkering booms, transfer hoses, reducers, spool pieces, and transfer hose reels. However, it was not clear what safety provisions in the IGC Code should apply to them.

In this regard, this circular provides interpretations that this additional transfer equipment should comply with paragraphs 11.3.1.4, 11.3.1.5, 11.4.1, 11.4.3, and 18.10.3.2 of the IGC Code for fire detection and fire protection in cargo area (such as fusible elements, ESD functionality, water spray system protection, dry chemical powder fire-extinguishing systems and drip trays) as well as hull protection from low temperature.



Fig. 6 – LNG bunker loading arm

Impact Analysis

Shipyard / Equip

Due to the stringent interpretations compared to the current application, there may be substantive implication to be incorporated in the design and construction. A separate IACS UI GC is being developed.

- **MSC.1/Circ.1669 on *Unified interpretation of the IGC Code*:**

This circular provides unified interpretations of paragraphs 4.20.3.5, 4.20.3.6, 4.20.3.7, 5.13.2.5, and 13.3.5 of the IGC Code concerning the conduct of verifications and examinations required during the first full loading and unloading of liquified gas cargo. It also allows the items that may be confirmed during a gas trial. In this regard, IACS UI GC 13 (Rev.2) is expected to be amended in line with the circular.

Impact Analysis

Owner / Shipyard

The survey planning should cover the items to be verified during a gas trial, the first full loading and/or unloading, as listed in MSC.1/Circ.1669. In particular, the initial class certificate and IGC Code certificate should be conditionally issued at the time of ship's delivery. Surveyor's attendance may be required at the first cargo loading and unloading.

- **MSC.1/Circ.1670 on *Unified interpretations of the IGF Code*:**

The circular provides unified interpretations of paragraph 9.2.2 of the IGF Code relating to an acceptable piping arrangement for fuel transfer to the consumer. Based on the interpretations, such piping arrangements should not have a single common flange of primary and secondary barriers or other components where a single failure may result in a gas leakage into the surrounding area. However, a single common flange with two sealing systems may be accepted at the fuel connection (e.g. gas regulating units) to the gas consumers including gas combustion units(GCU), boilers, and engines.



Fig. 7 - Single common flange

2.3 After discussing the report of the ninth session of the SDC Sub-Committee under agenda 12, MSC 107 adopted or approved various IMO Instruments relating to interpretations, performance standards, etc., as listed below.

- **MSC.1/Circ.1673 on *Unified interpretation of SOLAS regulation II-1/1.1.3*:**

The circular provides interpretations on the application dates in the provisions of SOLAS chapter II-1. Firstly, it clarifies the expression "ships constructed before 1 January 2024" for ships subject to the provisions of SOLAS regulation II-1/1.1.1.1, as illustrated below:

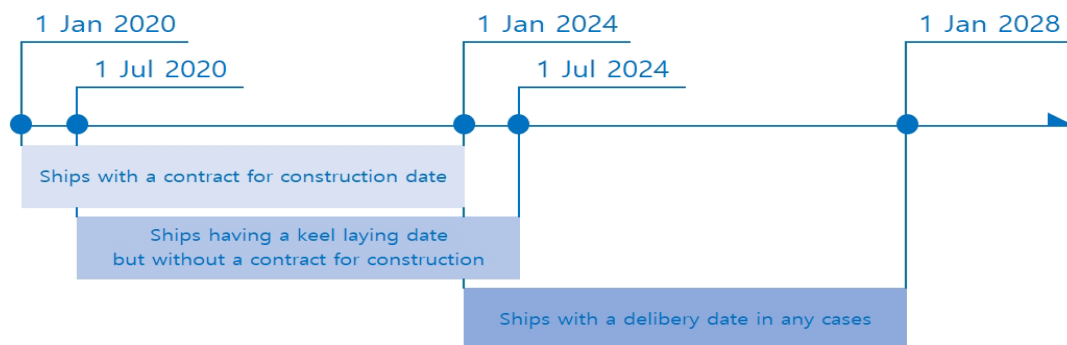


Figure 8 - Illustration of application dates of SOLAS chapter II-1

Secondly, it provides an interpretation that the expression "multiple hold cargo ships other than bulk carriers and tankers constructed on or after 1 January 2024" in SOLAS regulation II-1/25-1 should be subject to the definition of "ships constructed on or after 1 January 2024" in SOLAS regulation II-1/1.1.3.2. In this regard, it is noted that SOLAS regulation II-1/1.1.3.2 defines "ships constructed on or after 1 January 2024" as ships;

- i. for which the building contract is placed on or after 1 January 2024; or
- ii. in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2024; or
- iii. the delivery of which is on or after 1 January 2028.

Impact Analysis	Shipyard
To note the application provisions for SOLAS Chapter II-1 Part B and regulation 25-1 as interpreted in MSC.1/Circ.1673.	

• **MSC.1/Circ.1537/Rev.2 on *Unified interpretation on the 2008 IS Code* :**

MSC.1/Circ.1537 and its revision provided an interpretation on the kind of openings that may not be or are incapable of being closed weathertight in applying the down-flooding angle (ϕ_i). However, it was identified that the application scope of that interpretation was inadvertently restricted at the time of publishing MSC.1/Circ.1537, unlike what was originally intended. Therefore, the revised circular now amends the unified interpretations of the 2008 IS Code (MSC.1/Circ.1537/Rev.1) relating to the down-flooding angle and expands the scope of their application to general criteria of the Code. The revision may not influence existing ships, as IACS member Societies have applied the interpretation for the entire 2008 IS Code since 2017.

• **MSC.1/Circ.1362/Rev.2 on *Unified interpretation on SOLAS chapter II-1* :**

The revised circular adds two (2) new interpretations concerning SOLAS regulations II-1/3-8 and II-1/13.2.3.

The first interpretation relates to SOLAS regulation II-1/3-8, which was amended by resolution MSC.474(102) for the implementation on 1 January 2024, and clarifies necessary documentation and process for an Administration or a recognized organization to verify the compliance of ships with the requirements.

The second one pertains to SOLAS regulation II-1/13.2.3 and provides interpretations on the pressure testing of penetrations used for the passage of heat-sensitive piping systems in watertight divisions of passenger ships after a fire test.

Impact Analysis

Owner / Shipyard

Close attention should be paid to the first interpretation relating to SOLAS regulation II-1/3-8 for an appropriate implementation on or after 1 January 2024.

- Resolution MSC.188(79)/Rev.2 on *Revised performance standards for water level detectors on ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12* (MSC 107/20, Annex 26):

This revision corrects the performance standards such that, unlike other water level sensors installed based on the inner bottom of the cargo hold, only bilge level sensors alternatively permitted by SOLAS regulation II-1/25-1.3 are to be installed based on the bottom of the bilge well. It applies to the water level detectors installed on or after 1 January 2024 and revokes the performance standards (Rev.1).

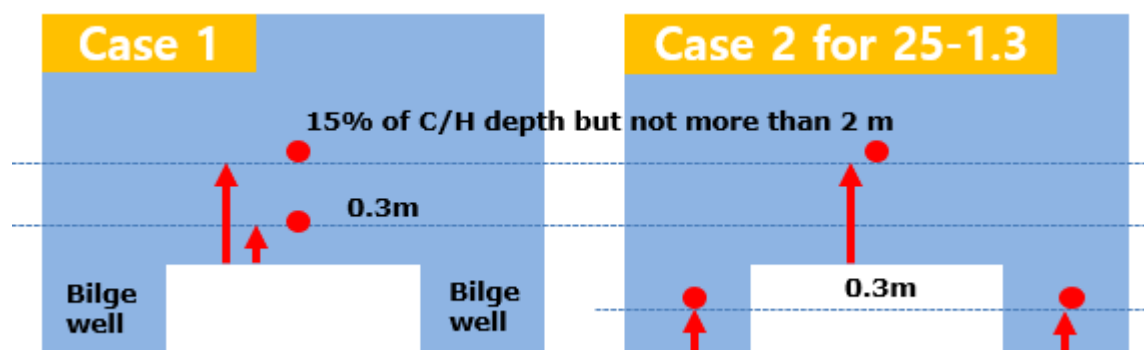


Fig.9 - detector's installation height

2.3.1 In addition, after the discussion on the report from SDC 9, a set of IMO instruments were amended or established to prohibit the materials containing asbestos onboard MODUs, as follows:

- amendments to 1979, 1989, and 2009 MODU Codes (MSC 107/20, Annexes 22, 23, and 24):

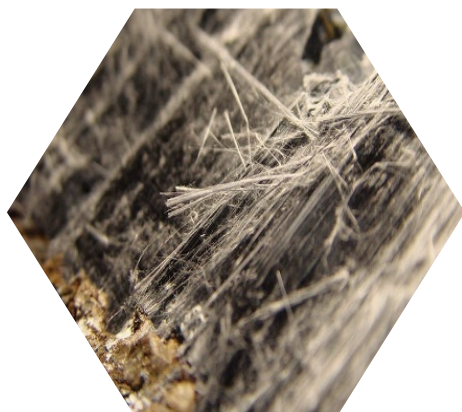


Fig.10 - Asbestos

SOLAS regulation II-1/3-5 prohibits the new installation of asbestos-containing materials on SOLAS ships but does not regulate those on MODUs. In this connection, the 2009 MODU Code has already restricted the materials which contain asbestos, but the 1979 and 1989 MODU Codes have been silent on such prohibition. Therefore, not only has the need arisen to restrict the installation of asbestos-containing materials under the 1979 and 1989 MODU Codes but also the demand to clarify how such materials should be controlled and confirmed under the 2009 MODU Code.

As such, the amendments to 1979, 1989, and 2009 MODU Codes, as respectively adopted by resolutions MSC.545(107), MSC 546(107) and MSC.547(107) at this

session, requires to prohibit the new installation of materials that contain asbestos on all MODUs. These amendments take effect on 1 January 2024 without a period of grace.

- **MSC.1/Circ.1671 on *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 circular provides interpretations on the prohibition of asbestos-containing materials and will be added as a footnote to the relevant new requirements in each MODU Code. It clarifies that non-inclusion of asbestos should be evidenced by asbestos-free declarations for the material used; and that existing materials stowed onboard before 1 January 2024 are not prohibited from being retained onboard but should not be installed unless they can be documented to be asbestos-free.



Fig.11 – Pipe insulation containing asbestos

- **MSC.1/Circ.1672 on *Guidelines for maintenance and monitoring of materials containing asbestos on board MODUs***:

These guidelines correspond to MSC.1/Circ.1045 which supplements SOLAS regulation II-1/3-5 and guide on setting up and utilizing a maintenance and monitoring program for MODUs with the principal objective of minimizing exposure to asbestos fibers of anyone (e.g., owners, operating personnel, and repair personnel) onboard MODUs.

2.4 After discussing the report of the ninth session of the SSE Sub-Committee under agenda 14, MSC 107 adopted or approved various non-mandatory IMO Instruments relating to fire safety, life-saving appliance, new Diving Code, ship propulsion, electric system, etc., as listed below:

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

There was concern that, regarding the protection coverage of fixed water-based firefighting system, the term “free height” had been used throughout MSC.1/Circ.1430/Rev.2 without a clear definition. To address the concern, the revised circular now defines the term “height of the protected space” as the distance between the lower deck and upper deck and modifies the term “free height” to “height”.

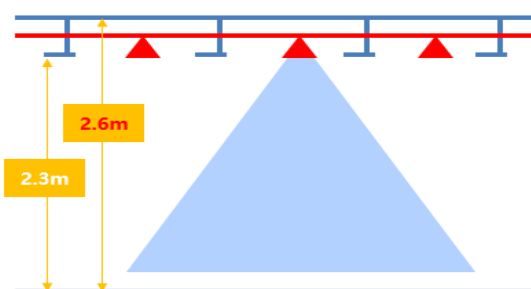


Fig.12 – Definition of height

Impact Analysis

Shipyard / Equip

Due to the definition of “height”, the volume of protected space may be increased and, subsequently, applicable water discharge density and coverage may be intensified. This change may result in the modification to the design and capacity of fixed water-based firefighting system installed in ro-ro spaces and special category spaces.

- Resolution MSC.544(107) on *Amendments to the revised recommendation on testing of life-saving appliances* (MSC 107/20, Annex 14):

In addition to the ventilation requirements of totally enclosed lifeboats, as reported in section 1.6 of this brief, this resolution amends paragraph 3.2.3 of the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)) to restrict the duration of thermal protective tests of immersion suits using human subjects to 15 minutes where skin temperature falls below 10°C. It also updates the current reference footnoted in resolution MSC.81(70), as amended, to ISO 12402-7:2020 as a minor correction, regarding the tests of components and material of lifejackets.

- MSC.1/Circ.1628/Rev.1 on *Revised standardized life-saving evaluation and test report forms (personal life-saving appliances)*:

The revised circular contains updated test report forms corresponding to resolution MSC.544(107) concerning the thermal protective test of immersion suits (i.e. restricting the test duration for human test subjects to 15 minutes).

- Resolution MSC.548(107) on *International Code of Safety for Diving Operations, 2023* (MSC 107/20, Annex 35):

The 2023 Diving Code was adopted by MSC 107 to provide a minimum international standard for the design, construction, installation, and survey of diving systems integrated on ships, floating structures, and MODUs engaged in diving operations. The Code aims to apply to ships of not less than 500 GT tons that have a diving system installed on or after 1 January 2024.

- MSC.1/Circ.1674 on *Unified interpretation of the LSA Code, the 1994 and 2000 HSC Codes on the use of LED torches*:

Under the LSA Code, the 1994 and 2000 HSC Code, one spare bulb is required together with a waterproof electric torch as equipment for survival crafts and rescue boats. However, it was not clear if an LED torch consisting of more than one LED bulb may comply with the one spare bulb requirement without providing a separate spare bulb. Through the discussion at SSE 9, the circular now provides interpretations that a spare LED bulb is not required, if the failure of any one LED bulb in an electronic LED torch does not prevent the other LED bulbs from fully functioning; and clarifies that the provision of an additional waterproof electric torch can be accepted as an alternative to one spare set of batteries and one spare bulb.

- MSC.1/Circ.1276/Rev.1 on *Revised unified interpretations of SOLAS chapter II-2*:

Regarding the fire insulation for trunks and ducts which pass through, or contiguous to, an enclosed space, the revised circular expands the application scope of the unified interpretations in MSC.1/Circ.1276 from galley exhaust ducts to any ducts subject to SOLAS regulations II-2/9.7.2 and II-2/9.7.5. The revised interpretations apply to new building ships.

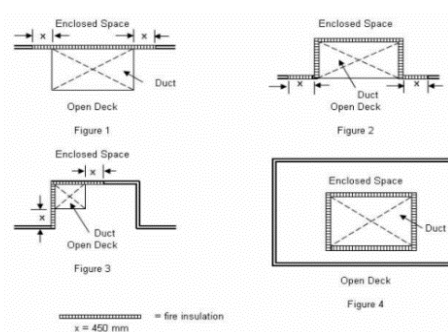


Fig.13 – Examples of ducts contiguous to enclosed space

- MSC.1/Circ.1557/Rev.1 on *Revised hazardous area classification (application of SOLAS regulation II-1/45.11)*:

The revised circular provides amendments to the hazardous area classification contained in MSC.1/Circ.1557 to update the inconsistencies between the standard IEC 60092-502:1999 and relevant IMO instruments, such as SOLAS, IGC Code, and IBC Code. The primary interpretations, however, remain without a substantial modification in that the requirements in SOLAS and related Codes should take precedence over IEC standards, such as IEC 60092-502:1999, where any discrepancies exist.

- **MSC.1/Circ.1675 on *Interim guidelines on safe operation of onshore power supply (OPS) service in port for ships engaged on international voyages*:**

Considering that the application of onshore power supply (OPS)⁹ is gradually expanding, these Interim guidelines guide verification, testing, operation, maintenance, documentation, and personnel familiarization to promote the safe operation of OPS service in port on ships engaged in the international voyage.

Impact Analysis	Owner
Where OPS equipment is installed onboard and used in ports, it is highly recommended that OPS operation procedures be included in ship's SMS, taking into account MSC.1/Circ.1675.	

2.5 After discussing the urgent matters reported by NCSR 10 under agenda 15, MSC 107 approved non-mandatory IMO Instruments relating to the non-availability of GMDSS equipment, as shown below:

- **MSC.1/Circ.1613/Rev.2 on *Iridium SafetyCast service manual*:**

The *Interim Iridium SafetyCast Manual* (MSC.1/Circ.1613/Rev.1) has provided information on Iridium's EGC service. MSC 107 approved the removal of the term "Interim" from the title and, as no other amendments were proposed, agreed that it should become effective on 1 July 2023.

- **MSC.1/Circ.1676 on *Delays affecting the availability of new GMDSS equipment compliant with the revised Performance standards set out in resolution MSC.511(105), MSC.512(105), and MSC.513(105)*:**

Due to the delay in developing relevant IEC standards, concerns were raised that there may not be GMDSS installations complying with the Performance standards approved by MSC 105 for implementation on 1 January 2024. MSC 107 urgently discussed the matter together with the recommendation from NCSR 10 and issued the circular permitting continued installation of VHF, MF, MF/HF, and Inmarsat-C conforming to the old Performance standards until 1 January 2028.

Impact Analysis	Owner / Shipyard / Equip
Unless otherwise instructed by the flag Administration, KR will accept the continued installation of VHF, MF, MF/HF, and Inmarsat-C conforming to the old Performance standards until 1 January 2028.	

⁹ On-shore Power Supply (OPS) means the equipment that supplies onshore power to ships berthing in port, including shipboard installations and shore installations, and may be also referred to as alternative maritime power (AMP), cold ironing, shore-side electricity and onshore power supply, high- or low-voltage shore connection, etc., in other words.

- MSC.1/Circ.1460/Rev.4 on *Guidance on the validity of radiocommunications equipment installed and used on ships*:

MSC.1/Circ.1460/Rev.3, which was approved by MSC 104, required that VHF radiocommunication equipment should be updated to cover the new digital channels established in appendix 18 of ITU Radio Regulation, until the first radio survey after 1 January 2024. Given the non-availability of VHF radiocommunication equipment and the proximity of the implementation date, MSC 107 urgently discussed the proposal in document MSC 107/15/1 and the recommendation from NSCR 10 and decided to defer the implementation date to 1 January 2028 by issuing MSC.1/Circ.1460/Rev.4.

Impact Analysis

Owner / Shipyard / Equip

Upgrading VHF through software updates or replacement has been postponed until 1 January 2028.

3. Approval of amendments to mandatory IMO instruments for subsequent adoption by MSC 108 (Agenda 11, 12, 13, 14, and 19)

After discussing the reports of CCC, SDC, HTW, and SSE Sub-Committees, MSC 107 approved draft amendments to mandatory IMO instruments for subsequent adoptions at MSC 108 or a later session, as listed below. However, it should be noted that these draft amendments are not legally binding as draft amendments until the adoption of MSC in the future.

3.1 Draft amendments to SOLAS on various issues (Expected implementation date: 1 January 2026 or 2028)

Chapter	Reg.	Draft amendments	Remark
II-1	3-4	All new ships other than tankers of not less than 20,000 GT are to be fitted with emergency towing arrangements. ¹⁰	MSC 107/20, Annex 25
II-2	4.2.1.9	The draft amendments add a provision similar to MARPOL Annex VI, regulation 18.3.1.1.3 to ensure oil fuel quality to not jeopardize the safety of ships or adversely affect the performance of the machinery or be harmful to personnel.	MSC 107/20, Annex 17
II-2	7.5.5	On ships constructed on or after 1 January 2026, a fixed fire detection and fire alarm system shall be installed in all control stations and cargo control rooms, regardless of the protection methods IC, IIC, and IIIC.	MSC 107/20, Annex 33
II-2	9.6 20	These draft amendments aim to enhance the fire safety of ro-ro passenger ships. In this regard, various countermeasures are proposed, such as individually identifiable smoke and heat detection (including linear heat detectors), video monitoring, structural fire protection, and fixed water monitors, against fire in ro-ro spaces, vehicle spaces, special category spaces, or weather decks.	MSC 107/20, Annex 33

¹⁰ A set of supplementing guidelines will be developed by the SDC Sub-Committee with a target completion year of 2025. As such, the entry-into-force date of these draft amendments is expected to be 1 January 2028.

Chapter	Reg.	Draft amendments	Remark
		While the draft amendments are generally intended for application to ro-ro passenger ships constructed on or after 1 January 2026, some provisions will retroactively apply to ships constructed before the date.	
II-2	7.5.2 23.6.10	As part of the discussion on the fire safety of ro-ro passenger ships, it was agreed that the term “fire detection and alarm system” should be consistently used as “fire detection and <u>fire</u> alarm system”.	MSC 107/20, Annex 33
V	31.2 32.3	The draft amendments establish the reporting procedure relating to the detection, positioning, tracking, and recovery of containers lost at sea.	MSC 107/20, Annex 20

3.2 Draft amendments to the IGF Code on various issues (Expected implementation date: 1 January 2026)

The draft amendments to the IGF Code were approved by MSC 107 with a view toward adoption at MSC 108 to address numerous safety issues and correct editorial errors. For more details, please refer to MSC 107/20, Annex 18.

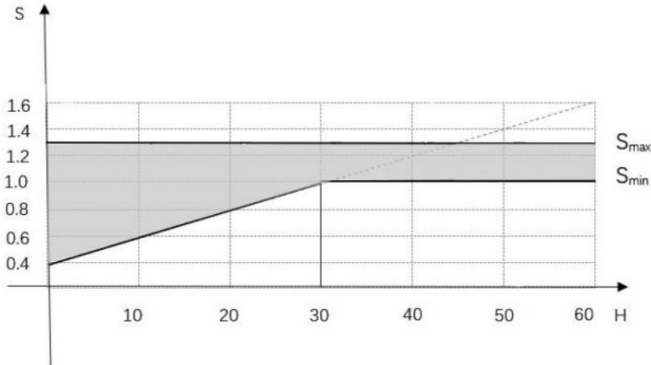
3.3 Draft amendments to the FSS Code on the fire safety of ro-ro passenger ships (Expected implementation date: 1 January 2026)

Chapter	Reg.	Draft amendments	Remark
7	2.5	These draft amendments establish the engineering specification of a fixed water-based fire-extinguishing system (i.e. water monitors) to be required on ro-ro passenger ship’s weather decks, in line with the draft amendments to SOLAS regulation II-2/20.	MSC 107/20, Annex 34
9	-	Combined smoke and heat detectors and linear heat detectors are to be included in the engineer specification of fixed fire detection and fire alarm systems, to supplement the draft amendments to SOLAS regulation II-2/20.	MSC 107/20, Annex 34

3.4 Draft amendments to the LSA Code on various issues (Expected implementation date: 1 January 2026¹¹)

Chapter	Paragraph	Draft amendments	Remark
II	2.2.1.6.2	In-water performance of lifejackets is to be verified through the enhanced tests confirming their buoyancy and stability to turn the body of an unconscious person in the water to a “face-up” position where a nose is clear of the water in addition to a mouth.	MSC 107/20, Annex 31
IV	4.4.7.6.8 4.4.7.6.17	Under the existing paragraph 4.4.7.6.17 of the LSA Code, a single fall and hook system for launching a lifeboat or rescue boat could be deemed as if not required to comply with relevant provisions even in case an on-load release function is provided. To address the concern, paragraphs 4.4.7.6.8 and 4.4.7.6.17 of the Code will be modified.	MSC 107/20, Annex 31

¹¹ The draft amendments to the LSA Code will be applied to life-saving appliance installed on or after 1 January 2026.

Chapter	Paragraph	Draft amendments	Remark
VI	6.1.2.8 6.1.2.10	<p>Given the growing size of vessels, the upper limit of the minimum lowering speed of survival crafts and rescue boats is to be restricted to 1.0 m/s. In addition, the maximum lowering speed is not to be more than 1.3 m/s, unless the Administration accepts another value.</p> 	MSC 107/20, Annex 31

3.5 Draft amendments to the Grain Code (resolution MSC.23(59)) (Expected implementation date: 1 Jan 2026, MSC 107/20, Annex 19)

MSC 107 approved the draft amendments to the Grain Code to introduce, to new and existing ships, a new class of loading condition for “specially suitable compartment partly filled in way of the hatch opening, with ends untrimmed” and specify the requirements under which grain could be carried in such compartments. The draft amendments are expected to be adopted at MSC 108.

3.6 Draft amendments to the 2011 ESP Code (Expected implementation date: 1 Jan 2026, MSC 107/20, Annex 21)

The draft amendments clarify that the Administrations (not their recognized organizations) may directly exercise the right to audit thickness measurement firms, by modifying the *Procedures for approval and certification of a firm engaged in thickness measurement of hull structures* in the relevant parts of the 2011 ESP Code. However, such amendments do not prevent the Administrations to delegate the authorization of thickness measurement firms to their recognized organizations in implementing the 2011 ESP Code.

3.7 Draft corrections to the Performance Standards for Protective Coatings (Expected implementation date: 1 Jan 2026, MSC 107/20, Annex 44)

NACE Coating Inspector Level 2 has been identified as one of the qualifications for coating inspectors under paragraph 6.1.1 of the two (2) Performance Standards for Protective Coatings (PSPC), as adopted by resolutions MSC.215(82) and MSC.288(87). Under agenda 19, NACE International informed the IMO that it had changed its name to AMPP, and also informed that the certification of NACE Coating Inspector Level 2 became that of AMPP Certified Coating Inspector. As a consequence of such changes, MSC 107 approved the minor correction replacing the related references in the two (2) PSPCs. These corrections will be adopted at MSC 108 as amendments to the two (2) PSPCs.

3.8 Draft amendments to the IP Code for the training arrangement of industrial personnel (Expected implementation date: 1 Jan 2028 or earlier, MSC 107/20, paragraph 3.88.2.2)

The IMO Secretariat identified the concerns that some footnotes annotated to mandatory IMO instruments adopted

at MSC 106 contained compulsory requirements or interpretations, and submitted document MSC 107/3/6 documents for MSC 107 to discuss solutions.

In particular, the footnote under paragraph 1.3 of Part III of the IP Code, as adopted by resolution MSC.527(106) lists the acceptable training specifications for industrial personnel in a way to provide an interpretation. After consideration, MSC 107 decided to add a new paragraph 1.4 in Part III of the IP Code to provide an alternative provision for the existing paragraph 1.3 and footnote the training specifications as examples. Considering that the new IP Code is yet in force, these draft amendments approved at this session are expected to be adopted after the entry into force of the IP Code, i.e. 1 July 2024.

3.9 Draft amendments to table A-VI/1-4 in part A of the STCW Code (Expected implementation date: 1 January 2026, MSC 107/20, Annex 27)

Table A-VI/1-4 in part A of the STCW Code provides the specification of the minimum standard of competence in personal safety and social responsibilities. Following the discussion by HTW 9, the draft amendments to table A-VI/1-4 were approved by MSC 107 with a view toward subsequent adoption at MSC 108, to include new competencies for all seafarers relating to bullying and harassment, including sexual assault and sexual harassment (SASH).

3.10 Draft amendments to the 1995 STCW-F Convention (Expected implementation date: 1 Jan 2026, MSC 107/20, Annex 28)

The comprehensive revision of the 1994 STCW-F Convention was approved by MSC 107 with a view to subsequent adoption at MSC 108. The draft amendments will be supplemented by the draft STCW-F Code (HTW 9/15, Annex 11), which was approved in principle by MSC 107 for adoption in conjunction with the amendments to the 1995 STCW-F Convention.

4. New work program (Agenda 17)

MSC 107 approved the following new outputs. The new output categorized as “Biennial” will be initiated with urgency by the Committee or responsible Sub-Committees within the period of the year 2024-2025, and the one categorized as “Post-biennial” will get started at an appropriate point after the period of the year 2024-2025.

New outputs approved by MSC 107	Responsible bodies	
Comprehensive review of the requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96)) to address challenges with implementation of the requirements	SSE	Biennial
Identification of measures to improve the security and integrity aspects of AIS	NCSR	Biennial
Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels	MSC	Biennial
Revision of appendices A and B of the Revised guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175/Rev.1)	SDC	Post-biennial
Development of amendments to paragraph 2.1.3.2 of chapter 5 of the FSS Code on construction requirement for gaskets	SSE	Post-biennial

New outputs approved by MSC 107	Responsible bodies	
Revision of the Revised guidelines for the preparation of the cargo securing manual (MSC.1/Circ.1353/Rev.2) to include a harmonized performance standard for lashing software to permit lashing software as a supplement to the Cargo Securing Manual	CCC	Post-biennial
Development of procedures and requirements for the recognition of augmentation systems in the World-wide radionavigation system	NCSR	Post-biennial
Development of performance standards for dual frequency multi-constellation satellite-based augmentation systems (DFMC SBAS) and advanced receiver autonomous integrity monitoring (ARAIM) in shipborne radionavigation receivers	NCSR	Post-biennial
Revision of the Guidelines on Maritime Cyber Risk Management (MSC-FAL.1/Circ.3/Rev.2) and identification of next steps to enhance maritime cyber security	MSC	Biennial
Development of guidelines for software maintenance of shipboard navigation and communication equipment and systems	NCSR	Post-biennial
Development of guidelines for EPIRB which implement the two-way communication service via Return Link service as a complement to EPIRB performance standards (resolution MSC.471(101))	NCSR	Post-biennial
Development of measures to prevent the loss of containers at sea	CCC	Biennial
Review and update of the Code of Practice for Atmospheric Oil Mist Detectors (MSC/Circ.1086)	SSE	Post-biennial
Development of guidance to address time pressure and related organizational factors	HTW	Post-biennial
Development of guidelines for harmonizing the date format of various certificates issued under IMO instruments	III	Post-biennial
Revision of 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)	NCSR	Post-biennial
Amendment to regulation 25 of the 1988 Load Line Protocol regarding the requirement for setting of guard rails on the deck structure	SDC	Biennial
Revision of the IMO Standard Marine Communication Phrases (resolution A.918(22))	NCSR	Post-biennial
Revision of the Performance Standards for Shipborne BeiDou Satellite Navigation System (BDS) receiver equipment (resolution MSC.379(93))	NCSR	Post-biennial
Revision of the Revised guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (MSC.1/Circ.1318/Rev.1) to clarify the testing and inspection provisions for CO2 cylinders	SSE	Post-biennial

In addition, MSC 107 also instructed CCC 9 to consider the following proposals under the existing agenda item on “Amendments to the IMSBC Code and supplements”:

- Amendment to MSC.1/Circ.1264 on Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds; and
- Annual listing and real-time updating of solid bulk cargoes not listed in the IMSBC Code but shipped based on provisional assessments (tripartite agreements)

Due to the large volume of submission papers proposing new work outputs and pending work programmes already approved, MSC 107 decided that no submission paper proposing new outputs would be accepted at MSC 108. In this regard, MSC 108 will consider possible solutions to address the concern.

5. Development of a goal-based MASS Code (Autonomous ships) (Agenda 5)

5.1 MSC 107 established WG on MASS and continued to prepare the draft non-mandatory MASS Code, as found in Annex 1 of MSC 107/WP.9.

5.2 The Committee also updated the road map for developing a goal-based MASS Code, as found in Annex 15 of MSC 107/20. The milestones of the road map are as shown below;

- the approval and entry into effect of a non-mandatory MASS Code at MSC 109 in 2024; and
- the adoption of the mandatory MASS Code at MSC 111 in 2026 for entry into force on 1 Jan 2028

6. Any other issues (Agenda 3, 12, and 14)

6.1 The IMO Secretariat identified the concerns that some footnotes annotated to mandatory IMO instruments adopted at MSC 106 contained compulsory requirements or interpretations, and submitted document MSC 107/3/6 documents for MSC 107 to discuss solutions.

- While considering these matters, it was found that the footnote corresponding to SOLAS regulation II-2/3.59 was expressed in mandatory language. Therefore, the Committee requested the IMO Secretariat to modify it to a non-mandatory expression.
- MSC 107 further identified that the amendments to Appendix V of MARPOL Annex VI (i.e. information to be included in the BDN) had been already adopted by resolution MEPC.362(79), and decided to update the second footnote under SOLAS regulation II-2/4.2.1.6, which references the MARPOL Annex VI/18 relating to the aforementioned amendments to MARPOL Annex VI.

The updated footnotes are expected to be issued as a corrigendum to the report of MSC 106, i.e., document MSC 106/19.

6.2 MSC 107 considered the inconsistent use of the references to SOLAS regulation II-1/1.1.1 or 1.1.1.1 within resolution MSC.429(98)¹² and its revisions, and agreed to consistently use the references as SOLAS regulation II-1/1.1.1. Such updates are expected to be issued as corrigenda to related MSC reports (i.e. MSC 98, MSC 99, and MSC 102).

6.3 MSC 107 discussed the draft unified interpretation of SOLAS chapter II-1 on single essential propulsion components and their reliability (SSE 9/20, Annex 16), as reported by SSE 9. The draft interpretation tried to clarify the acceptable arrangement of unconventional single essential propulsion components to ensure their reliability. However, due to the objection from an IMO Member State, the draft unified interpretation could not be approved at this session. Alternatively, MSC 107 instructed SSE 10 to revisit the matter and invited interested parties to submit pertinent papers to SSE 10.

¹² Resolution MSC.429(98): REVISED EXPLANATORY NOTES TO THE SOLAS CHAPTER II-1 SUBDIVISION AND DAMAGE STABILITY REGULATIONS

6.4 With regard to the fire extinguishing system for the protection of galley cooking equipment (e.g. deep-fat cooking equipment, ducts, etc.), MSC 107 authorized the IMO Secretariat to update the references to ISO 15371:2009 footnoted to SOLAS regulations II-2/9.7.5.1.1.3, II-2/9.7.5.2.4 and II-2/10.6.4.1, with ISO 15371:2015 when preparing the next publication of the 1974 SOLAS Convention.

6.5 Having considered the report of the NCSR Sub-Committee, MSC 107 endorsed NCSR 10's approval of COMSAR/Circ.32/Rev.2, which provides numerous interpretations of GMDSS requirements. The revised circular, amongst others, contains an updated table on the GMDSS installations required for each sea area and clarifies the test procedures on electromagnetic interference (EMI) induced on navigation/communication antennae due to LED lights, etc.

Should you have inquiries, please contact P.I.C. Thank you.

Attachments: MSC 107/20, MSC 107/20/Add.1 and MSC Circulars approved at MSC 107

**General Manager
Convention & Legislation Service Team**

P.I.C: Kim Kyoungyong / Principal Surveyor
Tel: +82 70 8799 8328
Fax: +82 70 8799 8339
E-mail: convention@krs.co.kr

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