



2020)

No. IMO-0007-2020

# Briefings of IMO Meeting

**MSC 102** (4th Nov. ~ 11th Nov.

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## Subject: Newsflash of MSC 102

The Maritime Safety Committee (hereinafter referred as 'MSC'), its 102nd session was held by IMO remotely from 4th to 11th November, 2020. With this regard, please be informed of the main issues and summary of MSC 102 as below.

For your information, the amendments to SOLAS, IGC Code and IGF Code adopted at this session will enter into force on 1 January 2024 in accordance with SOLAS 4 year cycle entry into force scheme.

Moreover, please pay your attention that amendments to IMDG Code will enter into force from 1st January 2022.

## 1. Adoption of amendments to mandatory and non-mandatory instruments (Agenda 3)

### 1.1 Amendments to SOLAS

- Major amendments to SOLAS Reg. II-1/3-8
  - For which the building contract is placed on or after 1 January 2024 or; 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; the delivery of which is on or after 1 January 2027.
  - . For ships of 3,000 gross tonnage and above, the mooring arrangement shall be designed, and the mooring equipment including lines shall be selected based on the guidelines(MSC.1./Circ.1619) developed by IMO.
  - . Ships of less than 3,000 gross tonnage should comply with guidelines developed by IMO as far as reasonable practicable, or with applicable national standards of the Administration.



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- For all ships, mooring equipment including lines shall be inspected and maintained in suitable condition for their intended purposes.

## **Action to be taken**

**1) Ship owners/operators** should note that mooring equipment including lines shall be inspected and maintained in suitable condition for all SOLAS ships from 1st January 2024.

※ For ships of 3,000 gross tonnage and above, Ship-specific information (towing and mooring arrangement plan which was quoted in MSC.1/Circ.1619) should be kept onboard (It needs not to be approved)

☞ Refer to "Guidelines for inspection and maintenance of mooring equipment including lines" (MSC.1/Circ.1620)

**3) Shipbuilders** should refer to above requirements and proper guidelines when designing the mooring arrangement and selecting mooring equipment including lines for the ships for which the building contract is placed on or after 1 January 2024 or, 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, the delivery of which is on or after 1 January 2027.

※ For new building ships, Ship-specific information (towing and mooring arrangement plan which was quoted in MSC.1/Circ.1619) should be provided by shipbuilders

☞ Refer to "Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring" (MSC.1/Circ.1620)



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**3) Administrations** should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

**4) Our society** should apply above amendments when approving drawings of and surveying the ships for which the building contract is placed on or after 1 January 2024 or, 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, the delivery of which is on or after 1 January 2027.

○ Major amendments to SOLAS Reg. II-1/7-2

Existing requirement in SOLAS Reg. II-1/7-2 on watertightness of the doors installed on bulkhead decks of a passenger ship was required only in final flooding stage among three damage stability verification stages(i.e. initial flooding stage, final flooding stage and residual stability verification stage), while SOLAS Reg. II-1/17 requires watertightness of doors in all of three damage stability verification stages for passenger ships. In this regard, watertightness for openings of passenger ships, which are flooded in intermediate and final equilibrium condition, was made to be mandatory through amendment to SOLAS II-1/7-2.5.2 and 3. Requirement for watertightness of passenger ship's opening in residual stability verification stage will be dealt in Explanatory notes in the future.

○ Major amendments to SOLAS Reg. II-1/12

With regard to SOLAS Reg. II-1/12.6.1 and 12.6.2, for ships constructed on or after 1 January 2024, use of a butterfly valve, which was permitted only in cargo ships, was expanded to passenger ships by deleting existing requirement for a valve type which is used for pipes penetrating collision bulkhead.



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Ships constructed on or after 1 January 2024 means ships

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

## Action to be taken

**1) Passenger ship owners/operators** should note the above amendment.

**2) Shipbuilders** should refer to the above requirements when selecting valves used for pipes penetrating collision bulkhead for passenger ships which are constructed on or after 1 January 2024.

**3) Administrations** should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

**4) Our society** should apply above amendments when approving drawings of and surveying the ships for passenger ships which are constructed on or after 1 January 2024.

○ Major amendments to SOLAS Reg. II-1/13

A central operating console for all power-operated sliding watertight doors in passenger ships shall be located in the safety center in accordance with regulation II-2/23. Safety center can be arranged as a part of or separately from a navigation bridge. If the safety center is located in a separate space adjacent to the navigation bridge, a central operating console shall also be located on the navigation bridge.



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## ○ Major amendments to SOLAS Reg. II-1/15

With regard to cargo ports and similar openings in the side of ships below the bulkhead deck of passenger ships and the freeboard deck of cargo ships, openings such as gang way, cargo ports and fueling ports shall be fitted with doors so designed as to ensure the same watertightness and structural integrity as the surrounding shell plating if a ship is constructed on or after 1 January 2024. In addition, these openings shall open outwards.

### Action to be taken

**1) Ship owners/operators** should note the above amendment.

**2) Shipbuilders** should refer to the above amendments when designing cargo ports and similar openings in the side of ships below the bulkhead deck of passenger ships and the freeboard deck of cargo ships which are constructed on or after 1 January 2024.

**3) Administrations** should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

**4) Our society** should apply above amendments when approving drawings of and surveying the ships for ships which are constructed on or after 1 January 2024.

## ○ Major amendments to SOLAS Reg. II-1/16

Ash-chute and rubbish chute, which do not exist in current ships, were excluded from the requirement for construction and initial test of watertight closures.

### Action to be taken



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**1) Ship owners/operators** should note the above amendment.

**2) Shipbuilders** should note the above amendment.

**3) Administrations** should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

**4) Our society** should refer to the above amendments when surveying ships.

○ Major amendments to SOLAS Reg. II-1/17

Reg. II-1/17 was amended in order to harmonize with the requirements for internal watertight subdivision arrangements which is needed to comply with damage stability requirements in SOLAS II-1/B-1~2 in passenger ships. For passenger ships constructed on or after 1 January 2024, it was added to the requirement that doors in internal watertight subdivision arrangements above the bulkhead deck and also above the worst intermediate or final stage of flooding waterlines may remain open provided they can be remotely closed from the navigation bridge in order to be readily closed.

## **Action to be taken**

**1) Passenger ship owners/operators** should note the above amendment.

**2) Shipbuilders** should refer to the above requirements when designing doors in internal watertight subdivision arrangements for passenger ships which are constructed on or after 1 January 2024.



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**3) Administrations** should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

**4) Our society** should apply above amendments when approving drawings of and surveying the passenger ships for ships which are constructed on or after 1 January 2024.

○ Major amendments to SOLAS Reg. II-1/17-1

- In existing requirement "all access that leads to spaces below the bulkhead deck shall have a lowest point which is not less than 2.5 m above the bulkhead deck", 'access' was amended to 'access from the ro-ro deck' for Ro-Ro passenger ships
- It was added in the requirement that, although their openings shall be able to be closed weathertight where vehicle ramps are installed to give access to spaces below the bulkhead deck, the means of closure shall be watertight if the deck is intended as a watertight horizontal boundary.

### Action to be taken

**1) Ro-Ro passenger ship owners/operators** should note the above amendment.

**2) Shipbuilders** should note the above amendment in case of Ro-ro passenger ship construction.

**3) Administrations** should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

**4) Our society** should refer to the above amendments when surveying Ro-ro passenger ships.



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## ○ Major amendments to SOLAS Reg. II-1/19

It was added in the requirement that, for passenger ships constructed on or after 1 January 2024, and to which the requirement for installment of stability computer applies, the damage control information shall include a reference to activation of damage stability support from the onboard stability computer.

### Action to be taken

**1) Passenger ship owners/operators** should note the above amendment.

**2) Shipbuilders** should refer to the above amendments when making the damage control information of the passenger ships, to which the requirement for installment of stability computer applies, if they are constructed on or after 1 January 2024.

**3) Administrations** should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

**4) Our society** should apply above amendments when approving drawings of and surveying the passenger ships which are constructed on or after 1 January 2024.

## ○ Major amendments to SOLAS Reg. II-1/21

Ash-chute and rubbish chute, which do not exist in current ships, were excluded from the requirement for periodical operation and inspection of watertight doors, etc., in passenger ships.

### Action to be taken

**1) Passenger ship owners/operators** should note the above amendment.





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**2) Shipbuilders** should note the above amendment.

**3) Administrations** should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

**4) Our society** should refer to the above amendments when surveying ships.

○ Major amendments to SOLAS Reg. II-1/22

It was amended as watertight hatches, which are required to be kept closed during navigation, are allowed to be opened by master for a limited period of time during navigation to permit passage.

## **Action to be taken**

**1) Ship owners/operators** should refer to the above amendment for operation of watertight hatches, which are required to be kept closed during navigation when the ship is engaged in voyage.

**2) Administrations** should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

**3) Our society** should refer to the above amendments when surveying or auditing ships.

## **1.2 Amendments to IGF Code**

○ Amendment to IGF Code Ch.6(Fuel Containment System), 11(Fire Safety) and 16(Manufacture, Workmanship and Testing)



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- Tank cofferdam, which was included in existing requirement in para. 6.7.1.1, was deleted from the areas where a pressure relief system shall be provided with.
- Requirement for a fixed fire-extinguishing system in fuel preparation room was newly inserted in para. 11.8. (For ships constructed on or after 1 Jan. 2024)
- Requirement for tensile tests of aluminum alloys in para. 16.3.3.5.1 was revised.

## Action to be taken

**1) LNG propelled ship owners/operators applied by IGF Code** should note the above amendment.

**2) Shipbuilders should refer to the above amendment when designing areas** where a pressure relief system shall be provided with and fuel preparation room for LNG propelled ships which are constructed on or after 1 January 2024

**3) Administrations** should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

**4) Our society** should refer to the above amendments when approving drawings of and surveying gas propelled ships which are constructed on or after 1 January 2024.

## 1.3 Amendment to IGC Code

- Requirement for tensile tests of aluminum alloys in Ch.6(Materials of Construction), para. 6.5.3.5.1 was revised.

## 1.4 Amendments to IMDG Code



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- Summary of amendments to IMDG are as follows.
  - Provision of maritime transportation for medical waste of Category A (UN 3549) was founded.
  - Provision concerning data loggers and cargo tracking devices was newly inserted.
  - PART 5/5.5.2.5.1 requirement of equipment for detecting fumigant gas was deleted.
  - PART 5/5.4.3.1 (Documents required aboard the ship) was revised.
  - PART 7/7.1.4.4.2 (Separated stowage of goods of class 1 from living quarters, life-saving appliances and others) was revised.

## Action to be taken

**1) Ship owners/operators who carries cargoes applied by IMDG Code** should note above amendments, and refer to the relevant requirements when ships are engaged in transportation of cargoes with modified or additional provision in the code accordingly.

**2) Shipbuilders** should note above amendments, and understand relevant requirements accordingly.

**3) Administrations** should recognize the above amendment and prepare revision of national laws which relevant requirements are to be reflected on.

**4) Our society** should note above amendments, and guide relevant requirements for inquiries from ship owners/operators or ship builders about IMDG Code amendments.

## 1.5 Others



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○ "Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring" (MSC.1/Circ.1619), which is referred in amended SOLAS Reg. II-1/3-8, was approved.

This guideline includes the requirements including design of mooring arrangements that mooring winches and fairleads should be positioned to allow the use of direct, unobstructed leads from the mooring winch to the fairlead for each of the mooring lines to minimize the need for complex mooring line configurations during the normal operation of the ship.

Additionally, the guideline includes requirements to provide clear view of the installed mooring equipment and fittings from supervising personnel, deck illuminations, and others.

○ "Guidelines for inspection and maintenance of mooring equipment including lines" (MSC.1/Circ.1620), which is referred in amended SOLAS Reg. II-1/3-8, was approved.

This guideline includes the requirement that the periodic inspection of mooring lines and associated attachments should be included in the onboard maintenance plan or equivalent maintenance management system.

Additionally, it also requires that records of inspection and maintenance of mooring equipment and inspection and replacement of mooring lines should be retained on board. Such records should be kept for a period determined by the Company, but in any event the records should be kept until completion of the next annual survey.

○ MSC Circular on voluntary early implementation of regulation II-1/12.6.2 (allowing use of a butterfly valve in passenger ships by deleting existing requirement for a valve type to be used for pipes penetrating collision bulkhead) was approved as MSC.8/Circ.1.



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## 2. Goal Based Standards (GBS) (Agenda 7)

MSC approved the report on Rectification of non-conformities audit of Türk Loydu. With regard to Second GBS maintenance audit of 11 recognized organizations and IACS' Common Structural Rules (CSR), the Committee approved that IACS Common Structural Rules conform to Goal-based ship construction standards for bulk carriers and oil tankers on condition that identified non-conformities are rectified and observations are addressed.

With regard to Re-verification audit of DNV-GL, MSC 102 approved also that DNV-GL rules conform to Goal-based ship construction standards for bulk carriers and oil tankers on condition that DNV-GL takes proper actions to rectify identified non-conformities taking into account recommendation of audit team which recommends rectification of non-conformity audit for DNV-GL should be submitted within the time limit to review it at MSC 104.

MSC 102 approved MSC.1/Circ.1637 titled "Unified Interpretation on SOLAS Reg. II-1/3-10 during COVID-19", which allows exemption of Goal-based ship construction standards for bulk carriers and oil tankers in exceptional cases such as ships are applied by the standards due to unforeseen delay of delivery originated by COVID-19.

## 3. Report of the Sub-committees

### 3.1 MSC.1/Circ.1621, Approval of interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel (Agenda 15, CCC 6)

This interim guideline was approved in light of awareness of the increased use of methyl/ethyl alcohol as fuel and the current lack of provisions in the IGF Code.



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This interim guideline is to provide provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using methyl/ethyl alcohol as fuel to minimize the risk to the ship, its crew and the environment, having regard to the nature of the fuels involved and follow the goal-based approach (MSC.1/Circ.1394/Rev.2) by specifying goals and functional requirements for each section forming the basis for the design, construction and operation of ships.

### **3.2 MSC.1/Circ.1622, Approval of guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels (Agenda 15, CCC 6)**

This guideline was approved in light of a potential need for alternative metallic materials to be used for the construction and safe operation of low-temperature fuel and cargo-carrying ships.

IMO approved MSC.1/Circ.1599(Interim guidelines on the application of high manganese austenitic steel for cryogenic service) and in the process of developing the Interim guidelines, significant experience in the evaluation of this alternative material was acquired, thus, the recommendations contained in MSC.1/Circ.1599 are used as the basis for these guidelines.

The requirements for metallic materials used in low temperature applications on board ships constructed in accordance with the IGC/IGF Code and the guidelines apply to alternative metallic materials having a minimum design temperature between 0°C and -165°C, up to a maximum thickness of 40 mm(Material outside of scope may be conferred with flag Administration or recognized organization acting on its behalf.

### **3.3 Closure notification of Inmarsat F77 service (Agenda 16, NCSR 7)**



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Inmarsat F77 service is scheduled to be closed by 1 December 2020.

Inmarsat F77 service is GMDSS-compliant, but the SOLAS Convention does not require mandatory carriage of F77 terminal equipment. The core distress and safety communications required for GMDSS continue to be supported by the Inmarsat-C service. The voice service provided by the Inmarsat F77 service is more than adequately covered by the more recent FleetBroadband-based Fleet-Safety service, which has been recognized as a GMDSS service by IMO for a declared region.

### 3.4 Revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations

In connection with the consideration and subsequent adoption of the draft amendments to SOLAS chapter II-1, the Committee considered the draft revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations, and developed to ensure the uniform application of the amendments. After agreeing to a minor amendment the Committee adopted the Revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations (Revised Explanatory Notes), which would take effect on 1 January 2024 for ships as defined in SOLAS regulation II-1/1.1.1 as Resolution MSC.429(98)/Rev.2

### 3.5 Approval of Interim Guideline on 2<sup>nd</sup> generation Intact Stability Criteria (Agenda 17, SDC 7)

Interim Guideline on 2nd generation Intact Stability Criteria (MSC.1/Circ.1627) was approved. This criteria includes 1st & 2nd level vulnerability assessment procedures, DSA(Direct Stability Assessment) and OG(Operational Guidance) for 5 stability failure modes such as pure loss of stability, parametric roll, surf riding/broaching, dead ship condition (engine failure) and excessive accelerations



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### 3.6 Approval of draft SOLAS Reg. II-1/25-1 on Water level detectors on non-bulk carrier cargo ships with multiple cargo holds (Agenda 17, SDC 7)

There were the requirements for water level detectors in cargo holds only for bulk carriers and general cargo ships with single hold in existing SOLAS convention. However, a mandatory requirement, which mandates installment of water level detectors in non-bulk carrier cargo ships with multiple cargo holds, was discussed in SDC Sub-Committee and draft SOLAS Reg. II-1/25-1 was approved at MSC 102. This draft amendment will be adopted at next MSC 103.

### 3.7 Safe carriage of more than 12 Industrial Personnel engaged on international voyages (Agenda 17, SDC 7)

After approval of "Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages" (Res.MSC.418(97)), draft SOLAS Ch.15 and IP Code has been discussed by SDC Sub-Committee. In this context, there was a consensus among flag administrations at MSC 102 that, for existing ships after entry into force of SOLAS 15 and IP Code, the ships can be recognized to comply with SOLAS 15 and IP Code if they comply with Res.MSC.418(97). The Committee instructed SDC 8 to develop grandfathering provisions for existing ships certified under the Interim Recommendations accordingly.

☞ A grandfather clause (or grandfather policy or grandfathering) is a provision in which an old rule continues to apply to some existing situations while a new rule will apply to all future cases.

In addition, it is expected that new SOLAS Ch.15 and IP Code hardly enter into force in 2024, if IMO follows normal procedure of 4 year entry into force cycle





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(MSC.1/Circ.1481), and SDC 8 is planned to be held in 2022, the committee agreed that this is an exceptional circumstance and it will make efforts to achieve entry into force of SOLAS Ch.15 and IP Code in 2024.

### **3.8 Approval of amendments to remove the applicability of the requirements to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water (Agenda 19, SSE 7)**

Since it was decided to remove the applicability of the requirements to launch free-fall lifeboats with the ship making headway at speed up to the 5 knots in calm water, SOLAS III Reg.33, paragraph 4.4.1.3 of LSA Code and Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), which are related regulations, have been approved at this session and it will be adopted by the MSC 103 scheduled to be held in May 2021.

Prior to the effective date of the amendment, on January 1, 2024, MSC circular will be approved by MSC 103 for early implementation of the relevant regulations.

### **3.9 Approval of new requirements for onboard lifting appliances and anchor handling winches (Agenda 19, SSE 7)**

It has approved the new requirement of SOLAS Reg.II-1/3-13 which is related to onboard lifting appliances and anchor handling winches, and it will be adopted at a future session of MSC after development of MSC circular that supports the SOLAS regulation is completed.

These new requirements are divided into provisions that apply to new and existing equipment and includes it applicable to maintenance, operation, inspection, testing and inoperative lifting appliances/anchor handling winches.



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Further, these new requirements are aimed to enter into force as of January 1, 2024, but the 4-year amendment cycle for SOLAS may not be followed taking account of the exceptional circumstance contained in MSC.1/Circ.1481.

### 3.10 MSC.1/Circ.1634, Unified Interpretation of SOLAS II-2, Reg.9 (Agenda 19, SSE 7)

In relation to SOLAS Reg.II-2/9.2.2.3.2.2(9), applicable to ships carrying more than 36 passengers, related to containment of fire, this unified interpretation is that isolated pantries containing no cooking appliances in accommodation spaces are defined as category (9) "Sanitary and similar spaces" in terms of fire integrity and are only accessible from accommodation spaces and the open deck.

Member states are invited to use the UI as guidance when applying SOLAS regulation II-2/9 on ships contracted for construction on or after 1 January 2021.

## 4. Others

### 4.1 Framework of protocols for ensuring safe ship crew changes during COVID-19

Since framework of protocols for ensuring safe ship crew changes was developed by maritime organizations under COVID-19 pandemic, a circular letter (Circular Letter.4204/Add.14) was circulated to member states. After then, some flag administrations including Cook Islands submitted a document to propose including a quarantine, tests and etc. in the protocol framework at MSC 102. Importance of the protocol framework was emphasized through the document during the session and the proposal was supported by many member states consequently.



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### 4.2 Guidance on remote surveys as a reaction to increase of its use during COVID-19

Taking into account the situation of using remote survey on ships is being increased due to COVID-19 pandemic, Republic of Korea submitted a document to propose beginning discussion on development of remote survey guidance at the level of IMO, and the Committee and Sub-committees will address this issue in the future.

**General Manager of  
Convention & Legislation Service Team**

P.I.C:

Heo Kang-Yi / Senior surveyor

Convention & Legislation Service Team

Tel: +82 70 8799 8322

Fax: +82 70 8799 8339

E-mail: [convention@krs.co.kr](mailto:convention@krs.co.kr)

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