



# Briefings of IMO Meeting

## MSC 103 (5th May ~ 14th May 2021)

No. IMO-0007-2021

BRIEFING STATUS

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### Subject: Newsflash of MSC 103

The Maritime Safety Committee (hereinafter referred as 'MSC'), its 103rd session was held by IMO remotely from 5th to 14th May, 2021. With this regard, please be informed of the main issues and summary of MSC 103 as below.

For your information, the amendments to SOLAS, LSA Code and FSS Code adopted at this session will enter into force on 1st January 2024 in accordance with the guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments (MSC.1/Circ.1481).

Moreover, please pay your attention that amendments to STCW Convention/Code and ESP Code will enter into force from 1st January 2023.

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

##### ○ Amendment to SOLAS Reg. II-1/25-1 (Res.MSC.482(103))

The new regulation 25-1 for water level detectors on multiple hold cargo ships other than bulk carriers and tankers is added after existing regulation 25 with the associated footnotes. It is intended that water level detectors shall be fitted at the aft end of the each cargo hold, one when the water level above the bottom of the cargo hold reaches a height of not less than 0.3m, and another at a height not less than 15% of the depth of the cargo hold but not more than 2m. The performance standards related to the above will be developed in the SDC Sub-Committee with the target completion year for the output to 2022. This new regulation comes into effect for multiple hold cargo ships constructed<sup>1</sup> on or after 1 January 2024.

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<sup>1</sup> According to SOLAS II-1/Reg.1.1.3.2, the expression 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.



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※ **Action to be taken**

- 1) **Ship owners/operators** : Note that multiple hold cargo ships constructed on or after the date of entry into force of the convention (e.g. all types of ships other than tankers and bulk carriers) meet this requirement during the review of spec. and periodic maintenance during operation after installation should be carried out by referring to the manufacturer's manual, etc. so that good operating condition can be maintained at all times.
- 2) **Shipbuilders** : Note that when designing/changing/building, water level detectors on multiple hold cargo ships constructed on or after the date of entry into force of the convention (e.g. all types of ships other than tankers and bulk carriers) should be fitted on the cargo hold located under freeboard deck. In addition, as an alternative to the water level detector at a height of not less than 0.3m can be replaced by a bilge level sensor. Further, the performance standards for bilge level sensor will be released before the entry into force of the convention..
- 3) **Manufacturers** : The development of performance standards for the water level detectors (revision on Res.MSC.188(79)) is scheduled to be completed in 2022, so it is necessary to prepare for the production and approval of the water level detectors in consideration of this. Further, note that in case of water level detectors fitted at height of not less than 0.3m, it can be replaced by a bilge level sensor.
- 4) **Administrations and RO** : Prior to the effective date of the convention, amendment of national regulation and an approval procedure according to the applicable performance standards should be established and compliance with this requirement should be confirmed for ships with multiple hold cargo ships constructed on or after January 1, 2024.



# Briefings of IMO Meeting

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*Flash*

*Final*

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○ Amendment to SOLAS Reg. III/33 (Res.MSC.482(103)), LSA Code paragraph 4.4.1.3.2 (Res.MSC.485(103)), Res.MSC.81(70) related to the revised recommendation on testing of life-saving appliances (Res.MSC.488(103)) and approval of MSC Circular for voluntary early implementation of the amendments to SOLAS/LSA Code

The amendments are that the exclusion of free-fall lifeboats from the requirement of being capable of launching and towing for cargo ships of 20,000 gross tonnage and upwards, when the ship is making headway at a speed of up to 5 knots in calm water. This amendments comes into effect on 1 Jan. 2024 or earlier if applied on a voluntary basis by the flag state for ships with free-fall lifeboat.

※ Action to be taken

- 1) **Shipbuilders** : Note that 5 knots launching test of free-fall lifeboats for cargo ships of 20,000 gross tonnage and upwards, which is implemented after the date of entry into force of the convention, is unnecessary. In addition, this regulation may be implemented before the effective date of the convention according to decision of flag Administration and early implementation is possible for korean flagged ships in this regard.
- 2) **Manufacturers** : Note that LSA code and recommendation on testing of lifesaving linked to approval of free-fall lifeboat were also revised in conjunction with SOLAS.
- 3) **Administrations and RO** : Prior to the effective date of the convention, application and establishment of procedure reflecting the amendments should be made. In particular, it is necessary for the Administration to review whether the voluntary early implementation is acceptable.

○ Amendment to ESP Code, Annex B, Part A, Annex 2 (Res.MSC.483(103))

In the table for "Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers", the column for "Renewal survey No.1" is amended to limit thickness measurements to suspect areas only and bring this requirements in line with those for bulk carriers. This amendment comes into effect for double-hull oil tankers from 1 January 2023.



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*Flash*

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※ **Action to be taken**

- 1) **Ship owners/operators and service suppliers** : Note that the scope of thickness measurement at renewal survey No.1 for double hull oil tankers that is implemented after the date of entry of the convention has been alleviated.
- 2) **Administrations and RO** : Internal procedure reflecting the amendments should be established prior to the effective date of the convention and it shall be applied from January 1, 2023 for double hull oil tankers at renewal survey No.1.

○ **Amendment to FSS Code paragraph 9.2.1.8 (Res.MSC.484(103))**

The new paragraph 9.2.1.8 for fault isolation requirements for cargo ships and passenger ship cabin balconies fitted with individually identifiable fire detector systems is added after existing paragraph 9.2.1.7. This is aiming to clarify the acceptability of less complex and costly section identifiable fault isolation for individually identifiable fire detector systems. This new paragraph comes into effect for cargo and passenger ships constructed on or after 1 January 2024.

※ **Action to be taken**

- 1) **Shipbuilders and fire detector's manufacturers** : In case of installation of individually identifiable<sup>2</sup> fire detection system on Cargo ships and passenger ship cabin balconies constructed on or after the effective date of the convention, it shall be applied. In particular, pay attention to the cost effect through this.
- 2) **Administration and RO** : Internal procedure should be established prior to the effective date of the convention and this amendment applies to the isolation requirements for fire detection system installed on cargo ships and passenger ship cabin balconies constructed on or after January 1, 2024.

<sup>2</sup> Individually identifiable means a system with the capability to identify the exact location and type of detector or manually activated call point which has activated, and which can differentiate the signal of that device from all others.



# Briefings of IMO Meeting

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### ○ Amendment to STCW convention, Reg. I/1.1 (Res.MSC.486(103))

The following new definition is added:

- “.44 High-voltage means an alternating current(AC) or direct current(DC) voltage in excess of 1,000 volts.”

This new definition comes into effect on 1 January 2023.

### ○ Amendment to STCW Code, Chapter I, section A-I/1 (Res.MSC.487(103))

The definition for “operational level” is amended, as follows:

- “.3 Operational level means the level of responsibility associated with :
- .3.1 serving as officer in charge of a navigational or engineering watch or as designated duty engineer for periodically unmanned machinery spaces or as electro-technical officer or as radio operator on board a seagoing ship, and”

This amendment comes into effect on 1 January 2023.

## 2. MASS Regulatory Scoping Exercise (Agenda 5)

MSC 103 shared the results of the Regulation Scoping Exercise (RSE), which had been in progress since MSC 99(May 2018), and determined on matters necessary for further work. At this meeting, the following specific items were identified as future work to address the operation of MASS in the maritime regulatory framework:

- Development of a new goal based MASS instrument
- MASS Terminology and definitions
- Identified theme and gaps (Terminologies such as master, crew or responsible person, remotd control station/centre, remote operator, etc.)

The definition of MASS that have been used so far has been temporarily used for RSE work, and even during RSE work, it was difficult to perform consistent work due to unclear concepts. Therefore, the definition of MASS is expected to become a major issue in establishing a work plan for the revised regulations and new regulations to be carried out in the future.



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### 3. Development of further measures to enhance the safety of ships relating to the use of fuel oil (Agenda 6)

MSC 103 drafted amendment to SOLAS on reporting of confirmed cases where oil fuel suppliers have failed to meet the flashpoint requirements of the organization and on actions against such oil fuel suppliers and regulations on the documentation of the flashpoint of the actual fuel batch when bunkering. Further, MSC 103 decided the establishment of a correspondence group in order to progress the work intersessionally and the report from the group will be submitted to MSC 105('22.05).

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

MSC postponed the relevant discussion and decision to its next session, i.e. MSC 104, due to the time constraint arising from the remote meeting.

### 5. Measures to enhance maritime security (Agenda 9)

With regard to maritime cyber security, MSC 103 approved the dissemination of the fourth version of The Guidelines on cyber security onboard ships, by means of an MSC Circular. (MSC.1/Circ.1639)

Further, MSC 103 requested to update the industry guidance listed in paragraph 4.2 of the Guidelines on maritime cyber risk management (MSC-FAL.1/Circ.3) to include the consolidated IACS Recommendation on cyber resilience (Recommendation 166) and issue MSC-FAL.1/Circ.3/Rev.1, subject to concurrent decision by the FAL Committee.

#### ※ Action to be taken

**Ship owners/operators** : "Guidelines on cyber security onboard ships" is published a fourth version of the guidelines. In particular, companies operating ships of flags that have enforced MSC-FAL.1/Circ.3 or Res.MSC.428(98) such as Cyprus, Marshall Islands, Singapore, Vanuatu should review the need to implement this guidelines.



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## 6. Report of the Sub-committees

### 6.1 Amendment to the IAMSAR Manual (Agenda 14, NCSR)

MSC approved (MSC.1/Circ.1640) on amendments to the IAMSAR Manual finalized by the ICAO/IMO Joint working group. The amendments should become applicable on 1 June 2022.

#### ※ Action to be taken

- 1) **Ship owners/operators** : Since June 1, 2022, the updated IAMSAR Manual Volume 3 reflecting MSC.1/Circ.1640 should be provided on board the ship taking account of SOLAS V/Reg.21.1.
- 2) **Administrations and RO** : It is necessary to confirm whether the latest IAMSAR Manual Volume 3 is available on board during periodical survey or audit after June 1, 2022.

### 6.2 Safety measures for non-SOLAS ships operating in polar waters (Agenda 15, SDC)

As part of 2<sup>nd</sup> generation Polar Code discussion, two(2) recommendatory safety guidelines have been developed and approved for non-SOLAS ships operating in polar waters, as shown below:

- Guidelines for safety measures for fishing vessels of 24 m in length and over operating in polar waters (MSC.1/Circ.1641)
- Guidelines for pleasure yachts of 300 gross tonnage and above not engaged in trade operating in polar waters (MSC.1/Circ.1642)

These guidelines have been tailored to fit for the categories of non-SOLAS ships by addressing structures, stability, machinery/electrical installations, fire prevention measures, life-saving arrangement, communication, etc. based on the Polar Code Part I-A



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### 6.3 Revision of the Guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (Agenda 16, SSE)

MSC approved MSC.1/Circ.1318/Rev.1 concerning the implementation of the requirement that alternative CO<sub>2</sub> cylinders should be supplied to ensure the capacity described in the FSS Code when cylinders are removed for testing and carrying out the internal inspection for all control valve to harmonize implementation of maintenance requirements of similar fire-fighting appliances (i.e. MSC.1/Circ.1432).

#### ※ Action to be taken

- 1) Ship owners/operators, service suppliers : below conditions should be considered to establish the maintenance plan :
  - In addition to 10% hydrostatic test for cylinders at the 10-year inspection, 90% remaining cylinders should be subjected to a hydrostatic test before the 20-year anniversary date. (An alternative from manufacturer may be applied, if any);
  - When cylinders are removed for testing, the cylinders should be replaced such that the quantity of fire-extinguishing medium continues to satisfy, subject to SOLAS II-2/Reg.14.2; and
  - Internal inspection of all control valves (Main/POD valve) is required every 5 years. (An alternative from manufacturer may be applied, if any)
- 2) Administrations and RO : When carrying out periodical survey of fixed CO<sub>2</sub> fire extinguishing system, it should be confirmed whether it is being maintained as per the amendment or the applicable manufacturer's instruction.





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### 7. Approved New Work Programs

MSC 103 considered the new output proposals submitted to MSC 102, and approved the following items:

Approved new outputs	Sub-Committee (Period)
Review of the IGC Code	CCC (Post-biennial*)
Revision of the 1979, 1989 and 2009 MODU Codes and associated MSC circulars to prohibit the use of materials containing asbestos, including control of storage of such materials onboard	SDC (2022-2023)
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	SSE (2022-2025)
Development of amendments to SOLAS chapters IV and V and performance standards and guidelines to introduce VHF Data Exchange System (VDES)**	NCSR (Post-biennial*)
Development of amendments to SOLAS regulation II-1/3-4 to apply requirements for emergency towing equipment for tankers to other types of ships	SDC (2022-2023)
Development of performance standards for a digital navigational data system (NAVDAT)	NCSR (Post-biennial*)
Revision of the 2010 FTP Code to allow for new fire protection systems and materials	SSE (Post-biennial*)
Revision of the Interim explanatory notes addressing the safe return to port (MSC.1/Circ.1369) and related circulars	SDC (Post-biennial*)
Development of measures to detect and report containers lost at sea that may enhance the positioning, tracking and recovery of such containers	CCC (Post-biennial*)
Development of an entrant training manual for PSC personnel	III (2022-2023)
Development of guidance in relation to IMSAS to assist in the implementation of the III Code by Member States***	III (2022-2023)

\* "Post-biennial" means the period on or after "2022-2023".



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\*\* MSC 103 agreed to exempt the SOLAS amendments from the four-year amendment cycle.

\*\*\* MEPC's concurrent decision is required.

Apart from the aforementioned approved new outputs, MSC further instructed SDC Sub-Committee to;

- With regard to the proposal to amend SOLAS chapter XII (Additional safety measures for bulk carriers) and MSC/Circ.1178 (Unified interpretations of SOLAS regulations XII/4.2 and XII/5.2), consider documents MSC 102/21/9/Rev.1 (Brazil et al.) and MSC 102/21/21 (IACS) under its agenda item "Any other Business"; and
- Consider the proposal to amend the 2011 ESP Code under its existing continuous output "Amendments to the ESP Code", taking into account documents MSC 102/21/10 (Brazil et al.) and MSC 102/21/17 (IACS).

### 8. Others

MSC postponed the discussion with respect to Cape Town Agreement 2012 to its next session, i.e. MSC 104, due to the time constraint arising from the remote meeting.

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

P.I.C:

Kim Gyuchool / Senior surveyor

Convention & Legislation Service Team

Tel: +82 70 8799 8321

Fax: +82 70 8799 8339

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

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