



# Briefings of IMO Meeting

## MSC 104 (4 OCT. ~ 8 OCT. 2021)

No. IMO-0012-2021

BRIEFING STATUS

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### Subject: Newsfinal of MSC 104

The Maritime Safety Committee (hereinafter referred as 'MSC'), its 104th session was held by IMO remotely from 4th to 8th Oct., 2021. With this regard, please be informed of the main issues and summary of MSC 104 as below.

For your information, the amendments as stated in paragraph 1 below to the International Convention on Load Lines and the International Code for the Construction and equipment of ships carrying liquefied gases in bulk 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).

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

##### ○ Amendment to the international convention on load lines (ILLC) (Res.MSC.491(104))

Regulation 22 and 27 of the 1988 protocol relating to the international convention on load lines, Annex B, Annex I, Chapter 2 were replaced with the followings :

- Regulation 22 Scuppers, inlets and discharges, (1) (g) :  
Table 22.1 provides the acceptable arrangements of scuppers, ~~inlets~~ and discharges.
- Regulation 27 Types of ships :  
(13) The condition of equilibrium after flooding shall be regarded as satisfactory provided :  
(a) The final waterline after flooding, taking into account sinkage, heel and trim, is below the lower edge of any opening through which progressive downflooding may take place. Such openings shall include air pipes, ventilators (even if they comply with regulation 19(4)) and openings which are closed by means of weathertight doors (even if they comply with regulation 12) or hatch covers (even if they comply with regulation 16(1) through (5)), and may exclude those openings closed by means of manhole covers and flush scuttles (which comply with regulation 18), cargo hatch covers of the type described in regulation 27(2), remotely operated sliding watertight doors, ~~hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged~~



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watertight doors that are permanently closed at sea, and sidescuttles of the non-opening type (which comply with regulation 23). However, in the case of doors separating a main machinery space from a steering gear compartment, watertight doors may be of a hinged, quick-acting type kept closed at sea whilst not in use, provided also that the lower sill of such doors is above the summer load waterline.

Regulation 22 : Minor correction to delete the "Inlets" from the existing regulation was made taking into account table 22.1 was a schematic diagram of allowable scuppers and discharges.

Regulation 27 : It has been revised to align the SOLAS and MSC.1/Circ.1572/Rev.1, taking into account the types of watertight doors (Remotely operated sliding door, Sliding door, Hinged door) fitted on watertight bulkhead for cargo ship depend on the frequency of use while at sea (Used, Normally closed, Permanently closed), but the provision related to the international convention on load lines only stated as to remotely operated sliding door as used while at sea. In addition, it was decided to apply it to all ships (new and existing ship) taking into account the amendment will have no impact on existing ships.

※ **Action to be taken**

- 1) **Ship owners/operators** : Hinged watertight doors installed to ensure watertight integrity of internal opening should be maintained so that they can be normally closed at sea after use or permanently closed at sea.
- 2) **Shipbuilders** : Relaxation on the installation of watertight doors for calculating damage stability for type A ships over 150m and reduced type B ships. Thus, it is considered that where watertight doors are installed as per the amendment, the compartments are regarded as watertight, not weathertight.
- 3) **Administrations and RO** : Prior to the effective date of the convention, revision of the relevant national regulations reflecting the amendments and an approval procedure should be established.



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### ○ Amendment to the international code for the construction and equipment of ships carrying liquefied gases in bulk (IGC Code)

Paragraph 2.7.1 of IGC Code, chapter 2 was replaced with the followings :

- Chapter 2 Ship survival capability and location of cargo tanks :  
2.7.1 In any stage of flooding :  
the waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding or downflooding may take place. Such openings shall include air pipes and openings that are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and watertight flush scuttles, small watertight cargo tank hatch covers that maintain the high integrity of the deck, remotely operated sliding watertight sliding doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and sidescuttles of the non-opening type;"

It has been revised to align the SOLAS and MSC.1/Circ.1572/Rev.1, taking into account the types of watertight doors (Remotely operated sliding door, Sliding door, Hinged door) fitted on watertight bulkhead for cargo ship depend on the frequency of use while at sea (Used, Normally closed, Permanently closed), but the provision related to the international code for the construction and equipment of ships carrying liquefied gases in bulk only stated as to remotely operated sliding door as used while at sea. In addition, it was decided to apply it to all ships (new and existing ship) taking into account the amendment will have no impact on existing ships.

#### ※ Action to be taken

- 1) Ship owners/operators : Hinged watertight doors installed to ensure watertight integrity of internal opening should be maintained so that they can be normally closed at sea after use or permanently closed at sea.



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- 2) **Shipbuilders** : Relaxation on the installation of watertight doors for calculating damage stability for IGC Code ships. Thus, where watertight doors are installed as per the amendment, the compartments are regarded as watertight, not weathertight. Further, it is considered that if hinged watertight doors installed between main machinery space and steering gear compartment as per the amendment, the division between the two compartments can be considered as watertight.
- 3) **Administrations and RO** : Prior to the effective date of the amendments, revision of the relevant national regulations reflecting the amendments and an approval procedure should be established.

### ○ **Others**

As the COVID-19 pandemic has caused disruptions to the regular IMO meeting schedule, some IMO bodies have not been able to meet in 2021 and this led to delays in the finalization of draft amendments aimed at taking effect on January 1, 2024, as per the current four-year cycle. Thus, the MSC agreed to introduce an ad-hoc mid-term cycle to allow the relevant amendments to come into force once more on January 1, 2026, between January 1, 2024 and January 1, 2028, taking into account the exceptional circumstances. In other words, the amendments adopted from July 2022 to before July 2024 will come into effect on January 1, 2026.

## 2. Goal Based Standards (GBS) (Agenda 6)

In light of the time constraints due to the remote session, the Committee decided to consider documents MSC 103/7/1 and MSC INF.3, at this session, and the remaining documents submitted under the agenda item intersessionally by correspondence for final consideration and decision at MSC 105. As a result of discussion, the Committee confirmed that, through the combined rectification GBS audit, the non-conformities identified during the first GBS maintenance audit on IACS' rules in 2018 and during the re-verification audit on DNV-GL rules in 2019 had been duly rectified; and that their rules demonstrated continued conformance with goal-based ship construction standards for bulk carriers and oil tankers.



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### 3. Report of the Sub-committees (Agenda 12, NCSR)

○ It is considered that the recognition of the Japanese Quasi-Zenith Satellite System (QZSS) as a component of the Worldwide Radionavigation System. And having noted the general support for the recognition of QZSS, the Committee approved SN.1/Circ.341 on Recognition of the Japanese Quasi-Zenith Satellite System (QZSS), as a component of the Worldwide Radionavigation System.

○ Draft amendments to SOLAS 1974 and related instruments concerning the modernization of the GMDSS were approved and it will be effected from 1st Jan. 2024 after the adoption by 105th session of MSC(Apr.2022).

- Modernization of the GMDSS : The GMDSS(Global Maritime Distress and Safety System), adopted in 1988, has been subject to review and modernization with the aim to adapt to modern communication systems and remove carriage requirements for obsolete systems.

○ Amendments of performance standards for S-VDR (Res.MSC.493(104)) and VDR (Res.MSC.494(104))

- The float-free type protective capsule for S-VDR and VDR installed on or after 1 July 2022 should be constructed as per the latest performance standards (Res.MSC.471(101)) for float-free EPIRB.

#### ※ Actions to be taken

- 1) **Ship owners/operators** : S-VDR and VDR scheduled to be installed on or after the effective date should be confirmed that it was approved as per Res.MSC.493(104) or Res.MSC.494(104).
- 2) **Manufacturers** : Measures should be taken so that S-VDR or VDR approved as per Res.MSC.493(104) or Res.MSC.494(104) adopted at this session can be installed on or after the effective date.
- 3) **Administrations and RO** : Prior to the effective date of the amendments, revision of the relevant national regulations reflecting the amendments and an approval procedure should be established.



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○ Amendments of guidelines for shore-based maintenance (MSC.1/Circ.1039/Rev.1) and annual testing (MSC.1/Circ.1040/Rev.2) of EPIRB

- EPIRB with the additional functions, such as AIS transmitter, GNSS receiver, etc, installed on or after 1 July 2022 should be maintained and tested as per the circulars approved at this session, unless otherwise specified by the flag Administration.

※ **Actions to be taken**

- 1) **Ship owners, operators and service suppliers** : Note that EPIRB installed on or after 1 July 2022 should carry out shore based maintenance and annual test as per circulars approved at this session.
- 2) **Administrations and RO** : Prior to the effective date of the amendments, revision of the relevant national regulations reflecting the amendments and an survey procedure should be established.



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### 4. Approved New Work Programs (Agenda 15)

Given the time constraints, the Committee could only consider the new output proposals pertaining to ship's remote survey/audits and autonomous ships, and approved the following two(2) outputs.

Approved new outputs	Responsible bodies (Period)
Development of guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications	III (2022-2024)
Development of a goal-based instrument for maritime autonomous surface ships (MASS)	MSC (2022-2025)

In addition, the Committee postponed the consideration of the remaining proposals submitted to this session to MSC 105; and decided not to accept any additional new output proposals towards MSC 105, with the exception of proposals requiring immediate attention as a consequence of COVID-19 or other urgent issues.

  
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