



Briefings of IMO Meeting

MSC 106 (2nd ~ 11th Nov 2022)

No. IMO-0001-2023

BRIEFING STATUS

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Subject: Newsfinal of MSC 106

The 106th session of Maritime Safety Committee (hereinafter referred to as MSC) was convened as a hybrid meeting from 2 to 11 November 2022 to discuss a wide range of issues under the purview of the Committee. This news flash briefs on the outcomes of MSC 106 on major technical issues.

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

1.1 Amendments to SOLAS Chapter II-2 related oil fuel safety (Res. MSC.520(106) / MSC 106/19, Annex 2)

MSC has discussed oil fuel safety issues since its 101st session, concerning safety risks arising from the use of non-compliant oil fuel. As the first output of such works and subsequent to the approval by MSC 105, MSC 106 adopted the amendments to SOLAS II-2 to regulate the supply of oil fuel not complying with the flashpoint requirements in SOLAS regulation II-2/4.2.1 (i.e. the prohibition of using oil fuel with a flashpoint of less than 60°C).

With the amendments, oil fuel suppliers are required to, prior to bunkering, provide ships with a declaration certifying that the oil fuel TO BE supplied is in conformity with SOLAS regulation II-2/4.2.1 and indicating the test method utilized. Further, a bunker delivery note for the oil fuel DELIVERED to the ship shall contain either the flashpoint measured or a statement that the flashpoint has been measured at or above 70°C. Where a non-compliant case is confirmed upon analyzing a representative sample¹, the Administration needs to report the case to the IMO and take action as appropriate against the oil fuel suppliers that have been found to deliver the non-compliant oil fuel. The amendments apply to all SOLAS ships including those constructed before 1 July 2012 and enter into force on 1 Jan 2026.

In this regard, it is noted that MEPC 79 convened after MSC 106 from 12 to 16 December 2022 adopted the amendments to MARPOL Annex VI Appendix V through Res.MEPC.362(79), with a view towards the implementation on or after 1 May 2024, to include the flashpoint information in BDN in line with the adoption of Res.MSC.520(106).

Implication Analysis

- The amendments to SOLAS II-2, as adopted by Res.MSC.520(106), establish a legal ground to regulate bunker suppliers who fail to supply vessels with oil fuel not complying with the minimum flashpoint of 60°C. In implementing the provisions, however, stakeholders, other than bunker suppliers, may be also affected as assessed in the ensuing bullet points.

¹ The oil fuel sample needs to be analyzed in accordance with ISO 2719:2016 by the laboratory accredited to ISO/IEC 17025:2017, etc.



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- **Ship owners and operators** are invited to **ensure** that their fleet obtains appropriate documentations evidencing the compliance of flashpoint requirements (i.e., **oil fuel supplier's preliminary declaration certifying the compliance with SOLAS II-2/4.2.1, BDN indicating oil fuel's flashpoint, etc.**), **prior to and after bunkering**.
- **Administrations** are invited to **note** their rights and obligations arising from the amendments; and **consider** establishing their own national legislation to properly implement them, including necessary actions against confirmed non-compliant cases.

1.2 Establishment of new SOLAS Chapter XV and the IP² Code (Res. MSC.521(106) and MSC.527(106) / MSC 106/19, Annexes 3 and 9)

Subsequent to the approval of MSC 105, MSC 106 adopted new SOLAS Chapter XV and the IP Code to establish safety requirements for the transport of more than 12 industrial personnel² on cargo ships and high-speed cargo crafts, of 500 GT or upwards, adding on existing SOLAS Convention and/or the HSC Codes. The new SOLAS Chapter XV and the IP Code will apply, as shown below, and enter into force on 1 July 2024,

- For the transport of more than 12 industrial personnel, cargo ships or high-speed cargo crafts, regardless of their construction date³, shall comply and be certified in accordance with SOLAS Chapter XV and the IP Code;
- Nonetheless, cargo ships or high-speed cargo crafts constructed before 1 July 2024, but already authorized by the Administration to carry more than 12 industrial personnel in accordance with resolution MSC.418(97)⁴, shall comply with the requirements of the IP Code pertaining to IP's qualification, safe transfer, life-saving appliances/arrangements and dangerous goods; and
- For relevant certification, IP Safety Certificate shall be issued in addition to SOLAS Safety Certificates or HSC Safety Certificate

Implication Analysis

- Distinguished from passengers, special personnel and crew, the category of Industrial Personnel and related safety provisions have been newly developed under SOLAS Chapter XV and the IP Code. Therefore, to transport more than 12 Industrial Personnel in international voyages where the number of passengers is 12

² Industrial Personnel (IP) means all persons transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities.

³ For new constructions, the keel laying date of 1 July 2024 applies.

⁴ Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages (resolution MSC.418(97))



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or less, passenger ships or high-speed passenger crafts need no longer to used, and cargo ships additionally certified of the IP Code may be employed.

- **Ship owners, operators and builders** are invited to **note** new SOLAS Chapter XV and the IP Code and **ensure** that they are applied, as appropriate, on cargo ships and high-speed cargo ships intended for the transport of more than 12 Industrial Personnel from **1 July 2024**.
- **Administrations** are invited to **note** new SOLAS Chapter XV and the IP Code and **consider** establishing their own national legislation to implement them as appropriate.

1.3 Amendments to the IGC Code and the IGF Code for the use of high-manganese austenitic steel as a cryogenic material (Res. MSC.523(106) and MSC.524(106) / MSC 106/19, Annexes 5 and 6)

Subsequent to the approval of MSC 105, MSC 106 adopted the amendments to the IGC Code and the IGF Code to permit the use of high-manganese austenitic steel as a cryogenic material of plates, sections and forgings having minimum design temperature -165°C . The use of high-manganese austenitic steel should be done based on MSC.1/Circ.1599 (Rev.2), unless the flag Administration provides any other equivalent standards. The amendments will enter into force on 1 Jan 2026.

Implication Analysis

- With the recognition of IMO, the authorization of flag Administrations need not be obtained from 1 January 2026 to use the high-manganese austenitic steel as a cryogenic material on ships certified under the IGC Code or the IGF Code, e.g. cryogenic cargo or fuel tank. Therefore, considering the economic feasibility of the high-manganese austenitic steel compared to other cryogenic materials, it is expected that its use will increase in the future.
- **Ship owners, operators, builders, manufacturers and Administrations** are invited to **note** that high-manganese austenitic steel is now officially recognized as a cryogenic material having minimum design temperature -165°C under the IGC Code and the IGF Code.

1.4 Amendments to the 2011 ESP Code (Res. MSC.525(106) / MSC 106/19, Annex 7)

Subsequent to the approval of MSC 105, MSC 106 adopted the amendments to the 2011 ESP Code to strengthen and clarify the inspection provisions therein, as summarized below. The amendments will enter into force on 1 July 2024.

- The coating condition of bulk carriers' ballast tanks, for which examination and thickness measurements are required at annual survey, was enhanced from "poor" to "less than good";



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- Double-sided skin void spaces of bulk carriers exceeding 20 years of age and of 150 m in length and upwards were newly added for examination and thickness measurements at renewal survey and, if necessary, at intermediate survey and annual survey;
- The definitions of “Double-hull oil tanker” and “oil tanker” were modified to expressly exclude oil tankers with independent cargo tanks, such as asphalt carriers, from the application of the Code; and
- For oil tankers, the condition for accepting cargo tank pressure test by ship’s crew were partly modified

Implication Analysis

- **Ship owners, operators, and thickness measurement firms** are requested to, from 1 July 2024, **refer** to the strengthened inspection requirements in planning the structural survey of ships subject to the ESP Code. It is expected that IACS Unified Requirement Z10 and corresponding class rules will be consequentially revised in near future in line with the amendments to the 2011 ESP Code.

1.5 Amendments to the IBC Code related to hinged watertight doors (Res. MSC.526(106) / MSC 106/19, Annex 8)

Subsequent to the approval of MSC 102 and with the co-adoption of MEPC 78 as resolution MEPC.345(78), MSC 106 co-adopted the amendments to the IBC Code to exclude hinged watertight doors⁵ from the openings through which progressive flooding or down-flooding may occur in any flooding stages. The amendments to the IBC Code incorporate the watertight door concept of SOLAS in the IBC Code, and correspond to the amendments to the ICLL 1988 Protocol, the IGC Code and MARPOL Convention, already and respectively adopted through resolutions MSC.491(104), MSC.492(104) and MEPC.343(78). The amendments will enter into force on 1 July 2024⁶.

Implication Analysis

- **Ship owners, operators, and builders** are invited to **note** the relaxation on the installation of hinged watertight doors in calculating damage stability for ships certified of the IBC Code, and **apply** them as appropriate in ship design.

⁵ 1) 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; and 2) hinged watertight doors that are permanently closed at sea

⁶ The implementation date of the IBC Code amendments differs to those of resolutions MSC.491(104), MSC.492(104) and MEPC.343(78), i.e. 1 Jan 2024



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1.6 Amendments to 1978 SOLAS Protocol related to the form of Cargo Ship Safety Equipment Certificate (Res. MSC.522(106) / MSC 106/19, Annex 4)

Subsequent to the approval of MSC 105, MSC 106 adopted the amendments to 1978 SOLAS Protocol to revise the form of cargo ship safety equipment certificate in line with the one appended to 1974 SOLAS Convention. The amendments will enter into force on 1 January 2026.

Implication Analysis: Not relevant

2. Non-mandatory IMO instruments adopted or approved at MSC 106 (Agenda 11, 13 and 18)

MSC 106, after its own contemplation, approved an IMO instrument, as follows:

- MSC.1/Circ.1374/Rev.1 on *Information on prohibiting the use of asbestos on board ships* : For asbestos-containing gaskets installed onboard between 1 July 2002 and 1 January 2011 in contravention of SOLAS regulation II-1/3-5, the revised Circular allows a risk-based maintenance and monitoring programme in accordance with MSC/Circ.1045⁷ instead of their removal within three(3) years. Such asbestos containing gaskets should be subsequently removed when planned repairs or removal of the relevant system is carried out.

In addition, after discussion on the reports of SSE 8 and NCSR 9, MSC 106 further adopted or approved the following IMO Instruments:

- Resolution MSC.529(106) on *Statement of Recognition of Maritime Mobile Satellite Services provided by CTTIC through BMDSS* (Refer to Annex 21 of MSC 106/19): MSC 106 recognized the BeiDou Message Service System (BDMSS), having the limited areal coverage of latitude 10°N to 55°N and longitude 75°E to 135°E and, as a mobile satellite service for use in the GMDSS; and adopted related Statement of Recognition.
- Resolution MSC.530(106) on *Performance standards for electronic chart display and information systems (ECDIS)* (Refer to Annex 22 of MSC 106/19): The revised Performance standards include references to IHO publications S-98, S-100 and S-101 to allow for the introduction of the next technical generation of Electronic Navigational Charts (S-101 ENC), and establishes requirements to embody both nautical charts and nautical publications on ECDIS, If installed on or after 1 January 2026 but before 1 January 2029, ECDIS may conform either to the revised Performance standards or resolution MSC.232(82); however, if installed on or after 1 January 2029, it needs to conform to the revised one.

⁷ Guidelines for maintenance and monitoring of on-board materials containing asbestos



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- MSC.1/Circ.1315/Rev.1 on *revised guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk*: The revised Guidelines no longer restricts dry chemical powder to be potassium or prevent the use of sodium bicarbonate, and provides performance-based test methodologies for the approval of fixed dry chemical powder fire-extinguishing systems installed on or after 1 July 2023.
- MSC.1/Circ.1403/Rev.2 on *NAVTEX Manual*: The revision provides the updated NAVTEX Manual for use by national Authorities and others concerned with the preparation and broadcasting of Maritime Safety Information (MSI) from 1 Jan 2023.
- MSC.1/Circ.1503/Rev.2 on *ECDIS - Guidance for good practice*: The revised Guidance establishes the documentation and re-certification requirements for manufacturers and Type Approval Authority (TAA) to ensure the uniform implementation of ECDIS type approval when onboard ECDIS units are being updated.
- MSC.1/Circ.1614/Rev.1 on *revised interim guidelines on life-saving appliances and arrangements for ships operating in polar waters*: The revised circular additionally provides a methodology on how to estimate the calculation of the maximum expected time of rescue⁸, which needs to be established as part of operational assessment as required by the Polar Code.
- MSC.1/Circ.1630/Rev.1 on *revised standardized life-saving appliance evaluation and test report forms*: The revised forms update the standard reference related to hydrostatic release units and inflatable liferaft's materials.
- MSC.1/Circ.1655 on unified interpretations of SOLAS II-2: With regard to SOLAS regulations II-2/9.7.3.1.2 and 9.7.3.2, the Circular provides interpretations that the fire insulation for ducts and/or sleeves passing through "A" class division should be located on the same side of the division being fire insulated, with a minimum length of 450mm; and that any clearance should not be allowed between a duct and "B" class bulkhead.
- MSC.1/Circ.1656 on *GMDSS operating guidance for ships in distress situations*: This circular provides guidance concerning the use of appropriate radiocommunication equipment in distress situations; and recommends that the guidance therein be displayed on ships' bridges as an A4 size poster. It becomes effective on 1 January 2024, superseding COM/Circ.108.
- MSC.1/Circ.1657 on *Procedure for responding to DSC distress alerts by ships*: This circular contains a procedure to be followed by radio personnel on board ships when responding to VHF, MF and HF distress alerts; and recommends that the flow diagrams 1 and 2 therein be displayed on ships' bridges as A4 size posters. It becomes effective on 1 January 2024, superseding COMSAR/Circ.25.

⁸ Maximum expected time of rescue means the time adopted for the design of equipment and system that provide survival support. It shall never be less than 5 days.



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- MSC.1/Circ.1658 on *Guidance on distress alerts* : This circular illustrates the operating procedure for broadcasting ship's distress alert. It becomes effective on 1 January 2024, superseding COMSAR/Circ.45.
- MSC.1/Circ.1659 on *Guidance for the dissemination of search and rescue related information through the international enhanced group call service* : This guidance is addressed to SAR authorities for providing the procedures and responsibilities related to the dissemination of SAR-related information through EGC.
- MSC.1/Circ.1660 on *Guidance on the training on and operation of emergency personal radio devices in multiple casualty situations* : Although Emergency Personal Radio Devices (EPRD) are neither required nor regulated under mandatory IMO instruments, they may be utilized onboard as voluntary personal equipment. To address the concern that the concurrent uses of EPRDs may hinder search and rescue and harm on-scene communication at the time of multiple casualty evacuation, the Circular provides the guidance on the training and operation of EPRDs for inclusion in ship's safety management system.

Implication Analysis

- **Ship owners and operators** are invited to **note MSC.1/Circ.1374/Rev.1, Res.MSC.530(106), MSC.1/Circ.1315/Rev.1, MSC.1/Circ.1403/Rev.2, MSC.1/Circ.1503/Rev.2, MSC.1/Circ.1614/Rev.1, MSC.1/Circ.1655, MSC.1/Circ.1656, MSC.1/Circ.1657, MSC.1/Circ.1658, and MSC.1/Circ.1660;** and **pay close attention that:**
 - I. where asbestos-containing gaskets installed onboard between 1 July 2002 and 1 January 2011 are found onboard in contravention of SOLAS regulation II-1/3-5, the procedures in MSC.1/Circ.1374/Rev.1 may be implemented subject to the authorization of flag Administration;
 - II. where an ECDIS installed onboard is updated, documentation relating to its certification may need to be obtained from manufacturers as per MSC.1/Circ.1503/Rev.2;
 - III. where their fleet is subject to the Polar Code, the maximum expected time of rescue in ship's Operational Assessment, Polar Water Operational Manual and Polar Ship Certificate may be assessed or re-assessed using the calculation method appended in MSC.1/Circ.1614/Rev.1, if possible;
 - IV. the information relating to the operation of GMDSS equipment contained in MSC.1/Circ.1656 and MSC.1/Circ.1657 may need to be displayed as a poster on ship's wheel house;
 - V. the guidance on distress alerts contained in MSC.1/Circ.1658 may be shared onboard; and
 - VI. where EPRDs are used onboard, related procedures may be included in ship's safety management system as per MSC.1/Circ.1660



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- **Ship builders** are invited to **note** to **Res.MSC.530(106)**, **MSC.1/Circ.1315/Rev.1**, and **MSC.1/Circ.1655**, and **apply** them as appropriate in their new buildings.
- **GMDSS equipment manufacturers** are invited to **note Res.MSC.529(106)** and **MSC.1/Circ.1403/Rev.2**.
- **ECDIS manufacturers** are invited to **note Res.MSC.530(106)** and **MSC.1/Circ.1503/Rev.2**, and **apply** them as appropriate.
- **Manufacturers of fixed dry chemical powder fire-extinguishing systems and/or its medium** are invited to **note** MSC.1/Circ.1315/Rev.1 and **apply** the revised guidelines therein to the one installed on or after **1 July 2023**.
- **Liferaft manufacturers** are to **note** MSC.1/Circ.1630/Rev.1 and **use** the revised test forms therein.

3. Approval of amendments to mandatory IMO instruments for subsequent adoption at MSC 107 (Agenda 10, 11, and 13)

Subsequent to the reports of HTW, SSE and NCSR Sub-Committees, MSC 106 approved the following draft amendments to mandatory IMO instruments for subsequent adoptions at MSC 107. However, it should be noted that they remain as draft documents and are not legally binding until the adoption of MSC in future.

- Draft amendments to the 1978 STCW Convention and the STCW Code, to facilitate the issuance and use of electric certificates for crew, with expected implementation date 1 Jan 2025 (Refer to Annexes 12 and 13 of MSC 106/19)
- The draft amendments to the LSA Code Chapter 4, to establish the ventilation requirements related to CO₂ concentration for totally enclosed lifeboats installed on or after 1 January 2029, with expected implementation date 1 Jan 2026. However, upon reviewing document MSC 106/11/3, MSC 106 did not approve the ventilation requirements for partially enclosed lifeboats and liferafts, but instructed the SSE Sub-Committee to reconsider the compelling need for establishing them. (Refer to Annex 14 of MSC 106/19)
- The draft amendments to SOLAS Chapter II-2, and the 1994 and 2000 HSC Codes, to prohibit the use and storage of fire-extinguishing media containing perfluoro-octane sulfonic acid (PFOS) and require their disposal to shore-based reception facilities, with expected implementation date 1 Jan 2026. However, MSC 106 instructed SSE 9 to consider the need to expand the ban to other fire-fighting foam types, in addition to PFOS, and consequentially amend MSC.1/Circ.1312. (Refer to Annexes 15 to 17 of MSC 106/19)
- The draft amendments to SOLAS, 1994 HSC Code, 2000 HSC Code, and SPS Code, to revise the record of equipment forms appended to related safety certificates regarding type of immersion suits and anti-



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exposure suits, with expected implementation date 1 Jan 2026 (Refer to Annexes 15, 16 and 17 of MSC 106/19)

- The draft amendments to SOLAS Chapter V and the appendix (Certificates), to establish the definitions of the terms “bulk carrier” and “container ship” for SOLAS Chapter V and to require the installation of electronic inclinometer⁹ on container ships and bulk carriers of 3,000 GT and upwards constructed on or after 1 Jan 2026. It was also confirmed by MSC 106 that the draft requirement for electronic inclinometers should not apply to cargo ships occasionally carrying dry bulk cargoes and general cargo ships carrying containers on deck, and that electronic and mechanical back-up systems for inclinometers would not be needed as they were not considered critical for safety of navigation (Refer to Annexes 15, 23 and 24 of MSC 106/19)
- The draft amendments to SOLAS Chapter XIV and the Polar Code, to apply newly established chapters 9-1 (safety of navigation) and 11-1 (voyage planning) of the Polar Code Part I-A to non-SOLAS ships¹⁰. The draft requirements are expected to be implemented on 1 Jan 2026, and will be also applicable to the non-SOLAS ships constructed before 1 Jan 2026. Based on MSC 106’s decision, the certificate showing 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. (Refer to Annexes 15 and 19 of MSC 106/19)

It may be noteworthy that the draft new SOLAS regulation II-1/3-13 previously approved at MSC 102 are also expected to be adopted at MSC 107 to regulate lifting appliances and anchor handling winches; and that, in this regard, MSC 106 discussed two (2) non-mandatory guidelines, including the draft guidelines for lifting appliances and the draft guidelines for anchor handling winches, for concurrent approval at MSC 107. (Refer to Annex 15 of MSC 106/19, and Annexes 2 and 3 of MSC 106/WP.11)

In this regard, the Committee endorsed the mutual understanding relating to the certification of existing lifting appliances, as contained in paragraph 11.52 of MSC 106/19, which may be summarized below:

- 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

⁹ Refer to Performance standards for electronic inclinometers (resolution MSC.363(92))

¹⁰ Non-SOLAS ships hereby means 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



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Implication Analysis

- The draft amendments of various IMO instruments as mentioned above, if adopted at MSC 107, will require appropriate follow-up actions by Administrations, classification Societies, ship owners, operators, builders and/or manufacturers. Therefore, **all concerned parties** are invited to **note** the draft amendments at this stage, and **monitor** them or **take** preparatory action as necessary.

4. New work programme (Agenda 16)

MSC 106 approved the following new outputs. The new output categorized as “Biennial” will be initiated with an urgency by responsible Sub-Committees within the period of year 2022-2023, and the one categorized as “Post-biennial” will get started at an appropriate point after the period of year 2022-2023.

New outputs approved by MSC 106	Responsible bodies	
Review of the appropriateness and effectiveness of SOLAS regulation IV/5 (Provision of radiocommunication services)	NCSR	Post-biennial
Development of measures to ensure the safe operation of elevators on board ships	SSE	Post-biennial
Revision of SOLAS regulation V/23 and associated instruments to improve the safety of pilot transfer arrangements	NCSR	Biennial (2022-2023)
Development of guidance to assist competent authorities in the implementation of the Cape Town Agreement of 2012	III	Biennial (2022-2023)
Amendments to the Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation (MSC.1/Circ.1331) concerning the rigging of safety netting on accommodation ladders and gangways	SDC	Post-biennial
Revision of resolution A.1050(27) to ensure the safety of personnel entering enclosed spaces on board ships	CCC	Biennial (2022-2023)

Implication Analysis

- All concerned parties** are invited to **note** the approved new work programmes under the purview of MSC, and, where necessary, **consider** making an input to the discussion of the relevant Sub-Committees, through the IMO member States and/or international organizations to which they belong



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5. Progress of developing a goal-based instrument for MASS (Autonomous ships) (Agenda 5)

5.1 As per the road map for developing a goal-based MASS Code, as endorsed by MSC 105, MSC 106 further considered various issues and, in particular, prepared the structure of the draft MASS Code, as found in Annex 1 of MSC 106/WP.8. The Correspondence Group established by MSC 106 will continue the development of the non-mandatory MASS Code limited to cargo ships at this stage, and report back to MSC 107.

5.2 The Committee also updated the road map for developing a goal-based MASS Code, as found in Annex 10 of MSC 106/19. However, the milestones of the road map remain unchanged, 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 110 in 2025 for entry into force in 1 Jan 2028

5.3 Finally, MSC 106 decided to establish the GBS Working Group at MSC 107 to consider the example for the development of functional requirements for the MASS Code, as found in Annex 2 of MSC 106/WP.8, and, if considered appropriate, to subsequently amend MSC.1/Circ.1394/Rev.2 to facilitate its use in future.

6. Any other issues (Agenda 2, 7, 13 and 18)

6.1 Having considered the final report of the UN Panel of Experts regarding DPRK, the Committee instructed the NCSR Sub-Committee to review hardware and software security standards for preventing the tampering of AIS transponder and advice back to the Committee.

6.2 The Committee noted the shipping industry's intention, as notified in MSC 106/INF.10, to remove the Indian Ocean High Risk Area (HRA) with effect from 00:01 UTC on 1 January 2023 due to the improved piracy situation in the region.

6.3 MSC 106 approved the update of ISO standard's reference (i.e. ISO 799-1:2019) footnoted to SOLAS regulation V/23.2.3 as contained in the 2020 SOLAS consolidated edition issued by the IMO Secretariat. Based on the decision, the updated ISO standard (i.e. ISO 799-1:2019) may be applied for the certification of pilot ladders, in lieu of ISO 799:2004¹¹.

6.4 MSC 106 endorsed the approval of COMSAR.1/Circ.32/Rev.1, which provides revised interpretations of GMDSS requirements in SOLAS Chapter IV and other related IMO instruments. However, some delegations expressed their concern on the misunderstanding that may arise from COMSAR.1/Circ.32/Rev.1, and indicated

¹¹ ISO 799:2004 is still referenced to in resolution A.1045, which is footnoted to SOLAS regulation V/23.1.2. The discrepancy of references to ISO 799:2004 and ISO 799-1:2019 will be further discussed in NCSR 10. Therefore, until the IMO determines, KR interprets that both the standards may be accepted as applicable international standards for pilot ladders, unless ship's Administration otherwise instructs; but recommends that, where newly provided or replaced, pilot ladders certified as per ISO 799-1:2019 be installed onboard as far as possible.



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their plans to submit papers to forthcoming IMO/ITU EG 18 and NCSR 10, with a view towards further modifications to and/or clarifications on the circular.

6.5 With regard to the longstanding unresolved issues of resolution MSC.402(96)¹² and ISO 23678:2022¹³, MSC 106 could not reach a conclusion on the definition of the term “make and type”, footnoting ISO 23678:2022 to paragraph 7.1.1 of resolution MSC.402(96), etc.; and instructed SSE 9 to urgently discuss the matters under the A.O.B agenda with a view towards reporting back to MSC 107.

6.6 MSC 106 also instructed SSE 9 to discuss the publication of ISO 15364:2021¹⁴ and the consequential amendments to MSC/Circ.677¹⁵ arising thereof, and report them back to MSC 107.

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

Attachments: MSC 106/19, MSC 106/Add.1 and MSC Circulars approved at MSC 106

General Manager

Convention & Legislation Service Team

P.I.C: Kim Kyoungyong / Principal surveyor

Convention & Legislation Service Team

Tel: +82 70 8799 8328

Fax: +82 70 8799 8339

E-mail: convention@krs.co.kr

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¹² Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear

¹³ Ships and marine technology - Service personnel for the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear

¹⁴ Ships and marine technology - Pressure-vacuum valves for cargo tanks and devices to prevent the passage of flame into cargo tanks

¹⁵ Revised standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers