

# **ROYAL INSTITUTION OF NAVAL ARCHITECTS**

## **REPORT OF MSC 97**

Members of the Institution's IMO Committee attended and contributed to MSC 97, held from 21 - 25 Nov 2016.

### **EXECUTIVE SUMMARY**

Brad Groves of Australia who was re-elected for Chairman of MSC for 2017.

#### **Amendments**

Amendments were made to the following, and the majority were agreed:

- 1974 SOLAS
- FSS Code
- IGC Code
- 2011 ESP Code
- 2008 IS Code
- 1978 STCW convention
- STCW Code

All the amendments were deemed to be accepted on 1 July 2019 and enter into force on 1 January 2020.

#### **GBS Verification**

Work was done on GBS verification guidelines but not completed. A revised timetable was agreed for the continuing work. No decision was made at this time on further financial arrangements for continuing audits.

#### **Carriage of 12 or more industrial personnel**

Interim recommendations on the carriage of 12 or more industrial personnel were finalised and will become a MSC Resolution. The definitions of industrial personnel agreed at this meeting will be used to develop a mandatory instrument.

#### **SOLAS regulation II-1/6**

The value of 'R' in SOLAS regulation II-1/6 was debated. A reduction in its value was proposed but received very little support. Accordingly nothing was done on this matter and it was referred to a future meeting.

## **REPORT OF MSC 97**

### **Secretary General opening comments.**

The full speech can be found on the IMO website.

### **Decisions of other IMO bodies.**

- **Minimum Propulsion Power**

The report of MEPC referred to Minimum Propulsion Power. It appeared from the papers that MSC were not required to consider it. Some delegations considered that MSC must consider safety aspects. It was confirmed that the next MEPC (71) would consider the result of the previous MEPC before forwarding it to MSC for consideration of safety matters.

- **Minimum sulphur limits (0.5%).**

Similarly some concern was raised on minimum sulphur limits (0.5%). This is another matter which needs consideration of the PPR sub-committee and the next MEPC before the safety aspects will be considered by MSC.

- **Minimum flash point of fuels**

The subject of the minimum flash point of fuels was considered briefly but it was confirmed that although the IGF Code was considered, no decision had been made on flash point limits. This matter will be brought before the MSC when MEPC has considered it.

- **Amendments to mandatory Instruments.**

All of these amendments can be seen in WP 6 and 6/add 1. They will be attached to the final report of the Committee when it is issued. They will also be considered to be accepted by contracting governments by July 2019 and enter into force on January 1<sup>st</sup> 2020.

### **1974 SOLAS convention.**

- **Regulation II-1/6 - Value of 'R'.**

A proposal was made to further reduce the value of 'R', reg. II-1/6, for smaller passenger ships (less than 2000 people). No agreement was reached and therefore the matter was referred to the next MSC with a request for delegations to get together and come up with something that can be agreed.

The following amendments were agreed:

- **Chapter II-1, part A, Reg. 1 and 2**, clarifying damage control drill requirements for existing passenger ships. **Reg. 3-12** – protection against noise. **Regs. 22,23 and 24** – harmonising text for adoption at next session.

- **Chapter II-2, part A, Reg. 1 and 10**, firefighting.
- **Chapter III, part A, reg. 1.4, and part B, regs. 30 and 37** – damage control drills for passenger ships.
- **Chapter XI-1 reg 2-1** – harmonisation of survey periods for non ESP Code ships.

#### **SOLAS 1974 as amended.**

There were a large number of amendments which were dealt with by the drafting group and noted by the committee. They will be sent to the next MSC for agreement. They included, among other things, Guidance for WT doors on passenger ships which may be left open, and navigation bridge windows fire safety.

- **FSS Code;**

**Chapter 13**, regarding arrangement of means of escape in public spaces.

- **IGC Code;**

**Chapter 3, ship arrangements** -Navigation bridge windows fire safety.

- **2011 ESP Code;**

Enhancement of survey requirements for bulk carriers and tankers including thickness measurement and close up surveys.

- **2008 IS Code ;**

Amendments to Part A and part B of the Code were debated. Part A matters were related to vessels engaged in lifting and towing operations. Part B referred to vessels involved in anchor handling operations.

The IMO Secretariat will carry out an editorial check of the amendments before they are promulgated.

- **STCW Convention**

**Chapter 1, general provisions** refer to qualification of officers operating in the Polar waters. **Chapter V training requirements** for crew on passenger ships in emergency situations, and officers operating on vessels in Polar waters.

- **STCW Code**

The amendments to the code related to the amendments to the convention referred to above.

- **Carriage of Industrial Personnel**

There was a long debate on what interim solutions could be provided and many different opinions. It was agreed that an interim solution was essential. The working group was

tasked with a number of objectives. They agreed a number of definitions which will be used to determine mandatory instruments:-

*“Industrial Personnel are persons who are transported or accommodated on board for the purpose of offshore industrial activities performed on board other vessels and/or other offshore facilities.*

*Such industrial personnel should not be considered or treated as passengers under SOLAS regulation I/2(e).*

*Offshore industrial activities are the construction, maintenance, operation or servicing of offshore facilities related, but not limited, to exploration, the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities”.*

Submissions were requested for future meetings so that the matter can be progressed.

A road map for future work was produced which involves work with the SDC sub-committee for the next few years and MSC up to 2020 with an entry into force date of 2024. The chair of the SDC sub-committee advised that all papers submitted will be debated in plenary and a correspondence group would be set up to report to SDC in 2018.

### **Goal based standards**

After a short debate and providing direction to the working group, they provided the following outcome:

- **GBS Guidelines Part A – Verification Process**

Due to time constraints the working group was only able to agree a portion of the proposed work. The amendments were agreed. Further amendments will be progressed at MSC 98.

- **Revised Timetable**

This discussion was completed as requested. The current non-conformities will be assessed and dealt with in 2017 and MSC 98 will confirm completion. Rule changes, if any, will be processed by the Secretariat for audit in 2018. The revised GBS Verification Guidelines are scheduled to be completed and adopted at MSC 100 in November 2018

### **Financial arrangements for the maintenance of verification audits**

Following the views of the auditors in regard to financial matters reported, the working group agreed to recommend to the Committee that Member States and auditors should be invited to submit proposals to the Committee.

### **Any other business**

- **Ships operating in Polar waters.**

Additional performance and test standard for equipment and systems. The SSE and NCSR sub-committee's were tasked to consider the matters raised in papers presented to this session, noting that not all ships operating in polar waters require enhanced standards.

- **Arrangements for the next session.**

Working groups and Drafting groups will probably be set up on the following:

Goal based standards.

Maritime security

Early implementation of IMO instruments

Amendments to mandatory instruments

Capacity building

## **MSC 98**

MSC 98 will be held between 7<sup>th</sup> and 16<sup>th</sup> June 2017.