

## MSC 109 agenda pre-read

The 109th session of the IMO Maritime Safety Committee (MSC 109) will be held at the IMO from 2 to 6 December 2024. The meeting will take place in hybrid-mode, with facilities for registered delegates dialling-in remotely.

The following brief provides a preview of topics on the agenda that are of relevance to OCIMF.

### Overview of discussions

#### Maritime Autonomous Surface Ships (MASS)

- Further development of draft MASS Code with a view to finalising ahead of adoption next year.

#### Proposed adoption of amendments to statutory conventions and codes

- Proposals related to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).
- Proposals related to the International Code of Safety for Ships Using Gases or other Low-flashpoint Fuels (IGF Code).

#### Maritime security

- General updates on maritime security and piracy.
- Enhancing cybersecurity for port facilities.

#### Safe delivery of IMO GHG reduction strategy

- Update by the correspondence group and various proposals and studies commissioned.

#### General matters

- Goal-based new ship construction standards.
- The International Safety Management (ISM) Code.
- Proposal to review the IMO Casualty Investigation Code.

#### Working groups

OCIMF plans to participate in the following in-session groups:

- MASS.
- GHG Safety.

## MASS

MSC 108 agreed on 1 January 2032 as the target for entry into force of a mandatory MASS Code, with discussions on various elements of the draft MASS Code outstanding before the production of a final document. This target assumes that a non-mandatory MASS Code would be adopted by MSC 110 in the first half of 2025, followed by an experience-building phase which would inform the development of the mandatory code.

The current draft code is divided into three parts, each supported by chapters. First, the introduction outlining the key code principles, application and terminologies. Second, the key technical principles for MASS and its functions, such as system design, radiocommunications, operational context, certification and survey, and approval process. Third, the goals, functional requirements and provisions applicable to autonomous and remotely operated functions including safety of navigation, fire protection, cargo handling, machinery installations and towing and mooring.

Goal-based in principle, the code supports and aims to fulfil the requirements of statutory instruments such as SOLAS. It also recognises the evolving role of the Master of a MASS. Further discussions on this, and on several outstanding issues related to individual chapters of the draft code, are expected to take place with the MASS working group to be established during the session.

## Adoption of amendments to statutory conventions and codes

### The IGC Code

Amendments to Chapter 16 - Use of Cargo as Fuel are expected to be adopted, providing requirements for and enabling cargoes such as ammonia that are defined as toxic to be used as fuel on gas ships.

### The IGF Code

As part of ongoing work in relation to the IGF Code, the list of amendments expected to be adopted by MSC 109 includes:

- Chapter 7 on relief valves design criteria for piping systems.
- Chapter 9 on arrangements of non-return valves at fuel tank inlets from relief valves.
- Chapter 11 on fuel tank location requirements for oil and chemical tankers.
- Chapter 13 on ventilation requirements for hazardous and non-hazardous areas.

## Safe delivery of IMO GHG reduction strategy

New and alternative fuels and technologies to support the IMO's vision on GHG reduction, while beneficial to the environment, introduce enhanced risks to the maritime industry that need to be managed. The IMO Maritime Safety Committee has set out to identify a list of feasible fuels and technologies, their safety quotient and what gaps, if any, in current IMO instruments are preventing their uptake.

Additionally, individual delegations and interested parties are encouraged to present proposals and outcomes of any studies conducted on new fuels and technologies, which could assist in bridging the gap in training, safety and regulatory requirements. Consequently, MSC 109 will consider proposals and updates on the activities of various groups in this regard.

## Maritime security

Items to be considered by MSC 109 under this item include:

- An information paper on combating organised crime in the maritime industry.
- An update by the IMO Secretariat on matters including port security projects and how the IMO is helping implement maritime security measures globally.
- Progress Report of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia – Information Sharing Centre (ReCAAP-ISC).

### Cybersecurity matters

The Committee will consider proposals for next steps in enhancing maritime cybersecurity. In addition to the recently revised *Guidelines on Maritime Cyber Risk Management* (MSC-FAL.1/Circ.3/Rev.3), which focuses on shipboard threat resilience, port cybersecurity management will also be emphasised.

## Other matters

### Goal-based new ship construction standards

In 2010, MSC 87 adopted SOLAS regulation II-1/3-10 on Goal-Based Ship construction (GBS) standards for bulk carriers and oil tankers over 150 m in length. Under GBS standards, classification society ship construction rules for applicable ships are verified by audit teams established under the IMO. Any recommendations arising from these audits are considered by the IMO MSC Committee. Accordingly, MSC 109 will consider the audit recommendations from the review of the IACS Recommendation No. 34 Standard Wave Data.

### ISM Code

Several ISM Code related matters will be considered by MSC 109, including the following:

- Proposal for a comprehensive review of the ISM Code.
- An IMO-led study on the effectiveness of the ISM Code and its implementation.
- Outcomes of the joint IMO/ILO Tripartite Working Group to identify and address seafarers' issues and the human element.

### IMO Casualty Investigation Code

MSC will consider an OCIMF co-sponsored proposal on the comprehensive review of the Casualty Investigation Code (resolution MSC.255(84)) seeking to address, among other matters, issues raised about quality and timing of investigations on maritime casualties and their reporting.

### Consideration of reports of IMO sub-committees

MSC 109 will consider the reports of the following IMO sub-committees:

- 10th session of the Carriage of Cargoes and Containers (CCC 10).
- 9th session of Ship Design and Construction (SDC 9).
- 11th session of Pollution Prevention and Response (PPR 11).
- 10th session of Ship Systems and Equipment (SSE 10).
- 10th session on Implementation of IMO Instruments (III 10).

Any matters of significance to OCIMF arising out of the consideration of these reports will be covered in OCIMF's post-meeting report.