



IMO MSC 102 Meeting Summary

January 14, 2021

The 102nd session of the Maritime Safety Committee, originally scheduled to be held from 13 to 22 May 2020, was postponed due to the COVID-19 pandemic and was eventually held remotely from 4 to 11 November 2020.

The Committee, taking into account the limited time available for this session and in order to ensure continuity of the work of the Sub-Committees, agreed to postpone the consideration of the following agenda items and the related documents to MSC 103:

1. agenda item 4: Capacity-building for the implementation of new measures
2. agenda item 5: Regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS)
3. agenda item 6: Development of further measures to enhance the safety of ships relating to the use of fuel oil
4. agenda item 8: Measures to improve domestic ferry safety
5. agenda item 9: Measures to enhance maritime security
6. agenda item 10: Piracy and armed robbery against ships
7. agenda item 11: Unsafe mixed migration by sea
8. agenda item 12: Formal safety assessment
9. agenda item 20: Application of the Committee's method of work
10. agenda item 23: Election of Chair and Vice-Chair for 2021

Also postponed was the consideration of proposals for new outputs under agenda item 21 (Work programme).

There were no working groups established at MSC 102.

Adoption of Amendments to Mandatory Instruments

Amendments to SOLAS Regulation II-1/3/8 Relevant to Mooring Equipment

New requirements were adopted on the design of mooring arrangements, the selection of mooring equipment including lines, and the regime for maintenance and inspection of mooring equipment including lines. Maintenance and inspection requirements will be given retroactive application for all ships.

The following associated new and revised guidelines were approved:

1. New MSC Circular, [MSC.1/Circ.1619](#), on “Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring.

2. New [MSC.1/Circ.1620](#) on “Guidelines for inspection and maintenance of mooring equipment including lines”.
3. Revised [MSC.1/Circ.1175/Rev.1](#) on “Guidance on shipboard towing and mooring equipment”. The draft amendments will enter into force on 1 January 2024.

Amendments to B-1 to B-4 of SOLAS Chapter II-1 to ensure Consistency with regard to Watertight Integrity

Amendments to SOLAS Chapter II-1 (Annex 1 of MSC 102/WP.7) were adopted to align the design criteria for watertight integrity in parts B-2 to B-4 with the probabilistic damage stability approach in parts B and B-1. The amendments address inter alia assumptions regarding progressive flooding, valves in the collision bulkhead and watertight doors.

The draft amendments will enter into force on 1 January, 2024, with [voluntary early implementation of Regulation 12.6.2](#) on collision bulkhead valves.

Amendments to IGF Code – Safety for Ships using Gases of other Low-Flashpoint Fuels.

Three (3) **amendments to the IGF Code** as listed below were adopted.

1. In paragraph 6.7.1.1, to remove tank cofferdams from the scope of requirement of pressure relief system.
2. To add new paragraph 11.8, in order to require fixed fire-extinguishing system for fuel preparation rooms.
3. To modify paragraph 16.3.3.5.1 concerning tensile tests for materials such as Aluminium alloys.

The draft amendments will enter into force on 1 January 2024.

Amendments to IGC Code

Amendments to paragraph 6.5.3.5.1 of the IGC Code concerning tensile tests for materials such as Aluminium alloys were adopted.

The draft amendments will enter into force on 1 January 2024.

Amendments to IMDG Code

Amendments 40-20 to IMDG Code were adopted, to facilitate the multimodal transport of dangerous goods.

The draft amendments enter into force on 1 January, 2022 (Administrations may apply it on a voluntary basis as from 1 January 2021).

Approval of Amendments to Mandatory Instruments

The following draft amendments were approved at this session, and are expected to be adopted at MSC 103 to be held in May 2021:

Amendments to SOLAS Chapter III, LSA Code and Resolution MSC.81(70)

Amendments to SOLAS regulation III/33, paragraph 4.4.1.3 of LSA Code and the “Revised recommendation on testing of life-saving appliances” (resolution MSC.81(70), as amended), to remove the applicability of the requirements to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water, were approved with a view to adoption at MSC 103. The

draft amendments enter into force 1 January 2024, subject to adoption by the MSC 103, with voluntary early implementation.

New Draft SOLAS Regulation II-1/25-1

Following the sinking of ro-ro cargo ship “El Faro” in 2015, a revision of SOLAS was proposed to require installation of water level detectors in cargo ships with multiple cargo holds other than bulk carriers. New draft SOLAS regulation II-1/25-1, requiring water level detectors on multiple hold cargo ships other than bulk carriers and tankers was approved and will be applied to ships constructed on or after 1 January 2024.

New Draft SOLAS Regulation II-1/3-13 and Draft Amendment to SOLAS II-1 Regulation 2

The draft amendments to SOLAS chapter II-1, which will be applied to lifting appliances having a Safe Working Load above 1,000 kg on or after 1 January 2024 were approved. Once the associated draft Guidelines are finalized at SSE 8, the amendment to SOLAS chapter II-1 would be adopted in conjunction with the approval of the draft Guidelines at future session.

Amendments to 2011 ESP Code

Amendments to 2011 ESP Code, which replace the provision of thickness measurements at the first renewal survey of double hull oil tankers, were approved with a view to adoption at MSC 103.

The draft amendments enter into force on 1 January 2024, subject to adoption by the MSC 103.

Amendment for Watertight Doors on Cargo Ships to LL, IBC Code and IGC Code

Amendments for watertight doors on cargo ships to LL regulation 27(13)(a), relevant parts of IBC Code and IGC Code were approved with a view to adoption at MSC 103 and MEPC 76, as applicable. The draft amendments enter into force on 1 January 2024, subject to adoption by the MSC 103 and MEPC 76, as applicable.

Amendments to Chapter 9 of the FSS Code

Amendments to chapter 9 of the FSS Code in respect of fault isolation requirements for cargo ships and passenger ship cabin balconies fitted with individually identifiable fire detector systems, were approved with a view to adoption at MSC 103. The draft amendments enter into force on 1 January 2024, subject to adoption by the MSC 103.

Amendments to STCW Convention and Code

MSC 102 approved the draft definition of “high voltage” as an alternating current (AC) or direct current (DC) voltage in excess of 1,000 volts. to be included in the STCW Convention **Regulation 1/1.1, and inclusion of “electro technical officer”** in the definition for “operational level” in Section A-1/1 of the STCW Code. The amendments are subject to adoption at MSC 103.

Amendments to Table B-I/2 of the STCW Code to clarify the certificates or documentary evidence for seafarers required under the STCW Convention were adopted.

Approval of Amendments to Non-Mandatory Instruments

Amendments to the EmS Guide

Draft **MSC.1/Circ.1588/Rev.1** on ‘Amendments to the Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS) Guide (MSC.1/Circ.1588)’ were approved, which is consequential to the amendments (40-20) to the IMDG Code, as adopted by MSC 102.

Amendments to the MFAG

Draft **Amendments to the IMO/WHO/ILO Medical First Aid Guide** (MFAG) for Use in Accidents involving Dangerous Goods (MFAG) (MSC/Circ.857) were approved.

Amendments to the CSS Code

Draft **MSC.1/Circ.1623** on amendments to the ‘Code of Safe Practice for Cargo Stowage and Securing (CSS Code)’

In order to include conditions for weather-dependent lashing, were approved. Draft **MSC.1/Circ.1353/Rev.2** on amendments to the associated ‘Guidelines for the Preparation of the Cargo Securing Manual’ and draft **resolution A.581(14), as amended** on amendments to ‘Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships’ and draft **MSC.1/Circ.1624** on amendments to the ‘Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code)’ were also approved.

Approval of Unified Interpretations and other Interim Guidelines and Circulars-

Draft **MSC.1/Circ.1318/Rev.1** on revised ‘Guidelines for the Maintenance and Inspections of Fixed Carbon Dioxide Fire-Extinguishing Systems’ was approved.

Draft **MSC.1/Circ.1430/Rev.2** on revised guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces was approved.

Draft **MSC.1/Circ.1572/Rev.1** on Unified interpretations of SOLAS chapters II-1 and XII, of the technical provisions for means of access for inspections (resolution MSC.158(78)) and of the Performance Standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (resolution MSC.188(79)) (MSC.1/Circ.1572) were approved.

Draft **MSC.1/Circ.1599/Rev.1** on ‘Revised Interim guidelines on the application of high manganese austenitic steel for cryogenic service’ was approved.

Draft **MSC.1/Circ.1621** on ‘Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel’ was approved due to current lack of provisions in the IGF Code on the use of methyl/ethyl alcohol as fuel.

Draft **MSC.1/Circ.1622** on ‘Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels’ was approved to provide guidance for alternative metallic materials to be used for the construction and safe operation of low-temperature fuel and cargo-carrying ships.

Draft **MSC.1/Circ.1625** on Unified Interpretation of the IGC Code which clarifies that, for example, paragraph 4.20.1.2 of the IGC Code where tee welds could be accepted in type A or type B independent tanks, and the paragraph is applicable to type C independent bi-lobe tank with centreline bulkhead, and includes interpretations of other miscellaneous paragraphs of the Code was approved, to facilitate the consistent and global implementation of the Code. (UI GC20, GC21, GC22, GC25, GC26, GC27, GC28, GC29).

Unified interpretation regarding the outer duct in gas fuel piping systems, as referred to in paragraphs 5.4.4 and 5.13.2.4 of the IGC Code will be reconsidered at CCC Sub-Committee.

Draft [MSC.1/Circ.1626](#) on Unified interpretation of the IMDG Code, paragraph 7.1.4.4.2 was approved to clarify the target of term "life-saving appliances".

Draft [MSC.1/Circ.1627](#) on 'Interim Guidelines for the second generation intact stability criteria' was approved to provide performance-based criteria for assessing five dynamic stability failure modes in waves, namely, dead ship condition, excessive acceleration, pure loss of stability, parametric rolling and surf-riding/broaching.

Draft [MSC.1/Circ.1634](#) on Unified interpretation of SOLAS Chapter II-2 to clarify "Isolated pantries containing no cooking appliances in accommodation spaces" under SOLAS Regulation II-2/9.2.2.3.2.2(9), was approved.

[MSC.1/Circ.1636](#) on Industry recommended framework of protocols for ensuring safe ship crew changes and travel during the Coronavirus (COVID-19) pandemic was approved to provide all stakeholders a framework of protocols for ensuring safe ship crew changes.

Draft [MSC.1/Circ.1637](#) on Unified interpretation of SOLAS regulation II-1/3-10 concerning the term "unforeseen delay in delivery of ships" during the Coronavirus (COVID-19) pandemic was approved, having noted that possible modifications could be considered at a future session.

[PPR.1/Circ.9](#) on 'Revised carriage requirements for methyl acrylate and methyl methacrylate' was endorsed and the Committee concurred with the recommendation of the PPR Sub-Committee that chapter 17 of the IBC Code should be amended to include the updated carriage requirements for methyl acrylate and methyl methacrylate.

[Revised draft MSC-MEPC.5/Circ.7](#) on guidance on the timing of replacement of existing certificates by revised certificates as a consequence of the entry into force of amendments to chapters 17 and 18 of the IBC Code were approved, subject to concurrent approval by the MEPC 75 to address the new carriage requirements for IBC Code products which enter into force on 1 January 2021. Consequently, vessels holding a Certificate of Fitness or an NLS certificate will need to be provided with new certificates and corresponding product lists based on the new carriage requirements.

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