

MARITIME SAFETY COMMITTEE
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**REPORT OF THE MARITIME SAFETY COMMITTEE
ON ITS 102ND SESSION**

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1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 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 (Circular Letter No.4213/Add.2) and was eventually held remotely from 4 to 11 November 2020, chaired by Mr. Brad Groves (Australia). The Vice-Chair of the Committee, Mr. Juan Carlos Cubisino (Argentina), was also present.

1.2 The session was attended by Members and Associate Members; representatives from the United Nations Programmes, specialized agencies and other entities; observers from intergovernmental organizations with agreements of cooperation; and observers from non-governmental organizations in consultative status, as listed in document MSC 102/INF.1.

Opening address of the Secretary-General

1.3 The Secretary-General welcomed participants and delivered his opening address, the full text of which can be downloaded from the IMO website at the following link:

<https://www.imo.org/en/MediaCentre/SecretaryGeneral/Pages/Secretary-GeneralsSpeechesToMeetings.aspx>

Expressions of sympathy

1.4 In his opening address, the Secretary-General informed the Committee of the passing of Mr. William O'Neil, IMO Secretary-General Emeritus, on 29 October 2020. Mr. O'Neil led the Organization from 1990 to 2004, making him the second longest serving Secretary-General. He remained a constant part of the IMO family after the end of his tenure, actively participating in many IMO events and continuing to work tirelessly for the maritime community.

1.5 The delegation of Canada, supported by others, thanked the Secretary-General for his tribute and also thanked delegates and members of the Secretariat for the many thoughtful notes received since Mr. O'Neil's passing.

1.6 The Secretary-General also expressed his sincere sympathy to the delegations of Greece and Turkey for the victims of the earthquake that occurred on 30 October 2020 in the region of the Turkish coast bordering the Aegean Sea, also commending those involved in the search and rescue operations.

Chair's remarks

1.7 The Chair thanked the Secretary-General for his opening address and stated that his advice and requests would be given every consideration in the deliberations of the Committee.

Maritime incidents

1.8 The Committee noted a statement by the delegation of Malaysia concerning a collision between the offshore support vessel **Dayang Topaz** and the **Baram B** oil platform. The full text of the statement is set out in annex 30.

1.9 The delegation of Thailand informed the Committee of the sinking of the ferry **Seatran Ferry 12** in the South China Sea on 23 October 2020. The ferry was en route from Japan to Thailand with 10 Thai nationals serving on board. Five had been rescued in good time and the other five were still missing. The delegation expressed its gratitude to the coastal State for the rescue efforts.

1.10 The Committee noted a statement by the delegation of Singapore expressing their deep appreciation to the parties that came to the aid of the Singapore-registered tanker **Torm Alexandra**, which was boarded by unknown perpetrators in the Gulf of Guinea on 7 November 2020. The swift cooperation among the parties prevented the ship from being taken over by the perpetrators.

1.11 The Committee noted a statement by the delegation of the Marshall Islands regarding the attacks endured by merchant ships and their crews in the Gulf of Guinea, including the attacks on the tankers **La Boheme** and **Jane**. The full text of their statement is set out in annex 30.

Measures taken to facilitate the remote session

1.12 The Committee recalled that, at its second extraordinary session in September 2020, which was part of the extraordinary session of all IMO Committees (ALCOM/ES), it had agreed to waive rule 3 of its rules of procedure, in part, to allow sessions to be held remotely; and rule 4, in part, to allow sessions to be held with less than 2 months' notice. The Committees had also jointly adopted MSC-LEG-MEPC-TCC-FAL.1/Circ.1 on *Interim guidance to facilitate remote sessions of the Committees during the COVID-19 pandemic*.

1.13 The Committee, taking into account the limited time available at this session and in order to ensure continuity of the work of the Sub-Committees, agreed to postpone the consideration of agenda items 4, 5, 6, 8, 9, 10, 11, 12, 20 and 23, and the respective documents submitted under those items, to MSC 103. It also agreed to postpone to MSC 103 the consideration of any proposals for new outputs under agenda item 21 (Work programme), and documents submitted under agenda item 22 (Any other business) before the postponement of MSC 102.

1.14 The Committee noted that, based on the decisions of the Council (C/ES.32/D) and in consultation with the Secretariat, the Chair had decided that, since the rescheduling of MSC 102 occurred less than 6 months after postponement, the submission of additional documents would not be allowed, with the exception of documents related to the impact of the COVID-19 pandemic on safety-related matters, to be submitted under agenda item 22 (Any other business) (see section 22).

Adoption of the agenda and related matters

1.15 The Committee adopted the agenda (MSC 102/1/Rev.1) and agreed to be guided in its work, in general, by the annotations contained in document MSC 102/1/1/Rev.1 and by the provisional timetable (MSC 102/1/1/Rev.1, annex, as amended).

1.16 In the context of measures to improve domestic ferry safety (agenda item 8, postponed to MSC 103), the Committee noted and agreed with a statement by the delegation of Thailand, reiterating the importance of the agenda item, which needed continuous support from every concerned party to improve the safety of ferry services; expressing the view that the work was on the right course and that the delegation was very satisfied with the progress made so far; maintaining that the COVID-19 pandemic should not deter the development on domestic ferry safety, including the related cooperation; and requesting the Secretariat¹ to continue its work in collaboration with stakeholders and report the progress made for consideration by MSC 103.

¹ **Point of contact:**
Mr. Irfan Rahim
Head, Special Projects
Maritime Safety Division
Email: IRahim@imo.org

Credentials

1.17 The Committee noted that the credentials of 106 delegations attending the session were in due and proper form.

2 DECISIONS OF OTHER IMO BODIES

2.1 The Committee, having noted the decisions of TC 69 (MSC 102/2), C 122, C/ES.30, C 123 (MSC 102/2/1), C/ES.31, C/ES.32 and ALCOM/ES (MSC 102/2/5), agreed to take action as appropriate under the relevant agenda items.

Outcome and action requested by A 31

2.2 The Committee noted the outcome of A 31 (MSC 102/2/2), in particular that A 31 had invited MSC 102 and MEPC 75 to consider the proposals made in document A 31/10/2 (Germany et al.) on the process of updating the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)* and take action as appropriate. The Committee also noted that, in this connection, documents MSC 102/2/3 and MSC 102/2/4 (Russian Federation et al.) had been submitted to this session. Taking into account the time constraints, the Committee agreed to postpone consideration of this matter, including documents A 31/10/2, MSC 102/2/3 and MSC 102/2/4, to MSC 103 and requested the Secretariat to inform MEPC 75 accordingly.

2.3 The Committee also noted that A 31 had invited MSC 102 to consider the issues raised in document A 31/10/4 (United States and IACS) on draft amendments to the *Use and fitting of retro-reflective materials on life-saving appliances* (resolution A.658(16)), together with the comments made in Committee 2, and take action, as appropriate. In this regard, the Committee noted that the matter would be considered under agenda item 19 (Ship systems and equipment), together with document MSC 102/19/1 (United Kingdom et al.) (see paragraphs 19.37 to 19.39).

2.4 The Committee further noted that A 31 had requested MSC and MEPC to consider the Consolidated Audit Summary Reports (CASRs) containing lessons learned from 17 mandatory audits completed in 2017 and 2018 (Circular Letter No.4028) and, in due course, to advise the Council of the outcome of their consideration. The Committee agreed to follow previous practice and, subject to concurrent decision by MEPC 75, instructed the III Sub-Committee to consider the CASRs of the audits completed in 2017 and 2018 and report to the Committees the outcome of their considerations.

3 CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

GENERAL

3.1 Contracting Governments to the 1974 SOLAS Convention were invited to consider and adopt proposed amendments to:

- .1 SOLAS chapter II-1, in accordance with the provisions of article VIII of the Convention;
- .2 the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), in accordance with the provisions of article VIII and regulation II-1/2.28 of the Convention;

- .3 the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), in accordance with the provisions of article VIII and regulation VII/11.1 of the Convention; and
- .4 the International Maritime Dangerous Goods Code (IMDG Code), in accordance with the provisions of article VIII and regulation VII/1.1 of the Convention.

3.2 More than one third of the Contracting Governments to the 1974 SOLAS Convention were present during the consideration and adoption of the said amendments by the expanded Maritime Safety Committee, in accordance with articles VIII(b)(iii) and VIII(b)(iv) of the Convention. The proposed amendments to the Convention and the Codes mandatory under it had been circulated, in accordance with SOLAS article VIII(b)(i), to all IMO Members and Contracting Governments to the Convention by Circular Letters No.3999 of 11 July 2019 and No.4135 of 7 November 2019.

3.3 In connection with the adoption of the aforementioned amendments, the Committee was also invited to consider and:

- .1 approve a draft MSC circular on amendments to the *Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide)* (MSC.1/Circ.1588);
- .2 agree in principle to draft amendments to the *IMO/WHO/ILO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)* (MSC/Circ.857);
- .3 approve a draft MSC circular on guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring;
- .4 approve a draft MSC circular on guidelines for inspection and maintenance of mooring equipment including lines; and
- .5 approve a draft MSC circular on the revised guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175).

PROPOSED AMENDMENTS TO THE 1974 SOLAS CONVENTION

3.4 The Committee recalled that MSC 101 had approved draft amendments to SOLAS chapter II-1 concerning towing and mooring equipment and watertight integrity (MSC 101/24, paragraph 12.12) and considered the different implementation dates in the draft amendments to SOLAS regulations II-1/1.3.2.3 (Application) and II-1/3-8,2,3 (Towing and mooring equipment), i.e. 1 January 2028 and 1 January 2027, respectively.

3.5 Following consideration and having noted that no comments had been submitted to the session, the Committee:

- .1 confirmed the contents of the proposed amendments to chapter II-1 of the annex to the 1974 SOLAS Convention, as set out in annex 1 to document MSC 102/WP.5, subject to editorial improvements, if any; and
- .2 instructed the Drafting Group to investigate the aforementioned different implementation dates and advise the Committee accordingly (see paragraph 3.29).

Additional editorial amendments

3.6 The Committee considered additional draft editorial amendments to chapter II-1 of the annex to the Convention identified by the Secretariat when preparing the new 2020 SOLAS Consolidated Edition, as well as those brought to the attention of the Secretariat by Member States (MSC 102/WP.5, annex 2).

3.7 Subsequently, the Committee confirmed the additional editorial amendments to chapter II-1 of the annex to the Convention, as set out in annex 2 to document MSC 102/WP.5, and agreed to incorporate them in the draft amendments to be adopted, subject to editorial improvements, if any (see paragraph 3.5).

Date of entry into force of the proposed amendments

3.8 The Committee agreed that the draft amendments to chapter II-1 of the annex to the 1974 SOLAS Convention proposed for adoption at this session should be deemed to have been accepted on 1 July 2023 and enter into force on 1 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).

Voluntary early implementation of regulation II-1/12.6.2

3.9 Having considered comments by the delegation of Italy on the need for voluntary early implementation of new draft SOLAS regulation II-1/12.6.2 (Peak and machinery space bulkheads, shaft tunnels, etc.) in regard to the type of valves to be used for pipelines passing through collision bulkheads, with a view to ensuring that the new regulation would also be applied to ships built before 1 January 2024, the Committee agreed to instruct the Drafting Group to prepare a draft MSC circular on voluntary early implementation of the amendments to SOLAS regulation II-1/12.6.2 (see paragraph 3.29.10).

PROPOSED AMENDMENTS TO THE IGF, IGC AND IMDG CODES, MANDATORY UNDER THE 1974 SOLAS CONVENTION

Draft amendments to the IGF Code

3.10 The Committee recalled that MSC 101 had approved draft amendments to sections 6 (Fuel containment system), 11 (Fire safety) and 16 (Manufacture, workmanship and testing) of the IGF Code, concerning regulations for the pressure relief system and fuel preparation room fire-extinguishing systems, and the welding of metallic materials and non-destructive testing for the fuel containment system (MSC 101/24, paragraphs 9.2 and 9.3).

3.11 Having agreed that new draft regulation 11.8 of part A-1 of the IGF Code was intended for new ships and noting that no pertinent comments had been submitted, the Committee:

- .1 modified the beginning of new draft regulation 11.8, as follows: "For ships constructed on or after 1 January 2024, fuel preparation rooms..."; and
- .2 confirmed the contents of the proposed amendments to the IGF Code, as set out in annex 3 to document MSC 102/WP.5, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.12 The Committee agreed that the draft amendments to the IGF Code proposed for adoption at this session should be deemed to have been accepted on 1 July 2023 and enter

into force on 1 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).

Draft amendments to the IGC Code

3.13 The Committee recalled that MSC 101 had approved draft amendments to chapter 6 (Materials of construction and quality control) of the IGC Code, concerning welding procedure tests for cargo tanks and process pressure vessels (MSC 101/24, paragraph 9.3).

3.14 Having noted that no pertinent comments had been submitted, the Committee confirmed the contents of the proposed amendments to the IGC Code, as set out in annex 4 to document MSC 102/WP.5, subject to editorial improvements, if any.

Date of entry into force of the proposed amendments

3.15 The Committee agreed that the draft amendments to the IGC Code proposed for adoption at this session should be deemed to have been accepted on 1 July 2023 and enter into force on 1 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).

Draft amendments to the IMDG Code

3.16 The Committee recalled that draft amendments (40-20) to the IMDG Code had been agreed by CCC 6, finalized by E&T 32 and subsequently circulated to all IMO Member States and Contracting Governments to the 1974 SOLAS Convention in accordance with SOLAS article VIII and the IMDG Code (MSC 75/24, paragraph 7.36.3), for consideration with a view to adoption at this session.

3.17 The Committee also recalled that, in accordance with the decision taken at MSC 87, the IMDG Code should be amended every 2 years and a consolidated text of the Code should be produced every 4 years (MSC 87/26, paragraph 10.21). Therefore, a consolidated text of the Code was expected to be adopted at this session.

3.18 Having noted that no comments had been submitted on the proposed amendments to the IMDG Code, the Committee confirmed their contents, as set out in annex 5 to document MSC 102/WP.5, subject to editorial improvements, if any.

Editorial corrections to the Spanish version of the Code

3.19 The Committee considered document MSC 102/3/2 (Spain), proposing editorial corrections to the Spanish version of draft amendment 40-20 to the IMDG Code, concerning the names and descriptions in the Code, in order to harmonize them with the United Nations Recommendations on the Transport of Dangerous Goods – Model Regulations, solely from an editorial point of view.

3.20 Consequently, the Committee agreed to incorporate these editorial corrections in the Spanish version of amendment 40-20 to the IMDG Code.

Date of entry into force of the proposed amendments

3.21 The Committee agreed that the draft amendments to the IMDG Code, proposed for adoption at the current session, should be deemed to have been accepted on 1 December 2021

and enter into force on 1 June 2022, and that SOLAS Contracting Governments could apply the amendments in whole, or in part, on a voluntary basis from 1 January 2021.

RECTIFICATION OF ERRORS IN THE 1994 HSC CODE

3.22 The Committee noted information regarding corrections to the amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code), adopted by resolutions MSC.259(84) and MSC.438(99), provided in document MSC 102/3/3 (Secretariat); and also noted that Note Verbale NV.024 had been issued on 10 December 2019, confirming the corrections in a Procès-Verbal of Rectification.

NON-MANDATORY INSTRUMENTS

Revised EmS Guide

3.23 The Committee recalled that E&T 32 had prepared consequential draft amendments to the *Revised Emergency Response Procedures for Ships Carrying Dangerous Goods* (MSC.1/Circ.1588), emanating from draft amendment 40-20 to the IMDG Code (E&T 32/WP.1, annex 5).

3.24 Having noted that no comments on the draft amendments to the Revised EmS Guide had been submitted, the Committee confirmed its contents, as set out in annex 6 to document MSC 102/WP.5, subject to editorial improvements, if any.

Medical First Aid Guide (MFAG)

3.25 The Committee recalled that CCC 6 had noted the discussion and opinion of E&T 32 on the draft amendments to the *IMO/WHO/ILO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods* (MFAG) (MSC/Circ.857) and had agreed to submit the draft amendments to the Committee for approval, in principle, subject to concurrent approval by WHO and ILO (CCC 6/14, paragraph 6.55).

3.26 Having noted that no comments had been submitted on the draft amendments to MFAG, the Committee confirmed its contents, as set out in annex 7 to document MSC 102/WP.5, subject to editorial improvements, if any.

Mooring arrangements and equipment

3.27 The Committee recalled that SDC 6 had agreed to draft MSC circulars on:

- .1 guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring;
- .2 guidelines for inspection and maintenance of mooring equipment including lines; and
- .3 revised guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175),

with a view to approval in conjunction with the adoption of the draft amendments to SOLAS regulation II-1/3-8 (SDC 6/13, paragraphs 3.18, 3.19 and 3.22 and annexes 2, 3 and 4, respectively).

3.28 Having noted that no pertinent comments had been submitted, the Committee confirmed the contents of the three draft circulars, as set out in annexes 8, 9 and 10, respectively, to document MSC 102/WP.5, subject to editorial improvements, as necessary.

ESTABLISHMENT OF THE DRAFTING GROUP

3.29 Having considered the above matters, the Committee established the Drafting Group on Amendments to Mandatory Instruments and instructed it, taking into account comments made and decisions taken in plenary, to prepare, for consideration by the Committee with a view to adoption or approval, as appropriate:

- .1 the final text of the draft amendments to chapter II-1 of the 1974 SOLAS Convention, as amended, including the associated MSC resolution;
- .2 the final text of the draft amendments to sections 6, 11 and 16 of the IGF Code, including the associated MSC resolution;
- .3 the final text of the draft amendments to chapter 6 of the IGC Code, including the associated MSC resolution;
- .4 the final text of the draft amendments to the IMDG Code, including the associated MSC resolution;
- .5 the final text of the draft amendments to the *Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide)* (MSC.1/Circ.1588), including the associated MSC circular;
- .6 the final text of the draft amendments to the *IMO/WHO/ILO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)* (MSC/Circ.857);
- .7 the final text of the draft guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring, including the associated MSC circular;
- .8 the final text of the draft guidelines for inspection and maintenance of mooring equipment including lines, including the associated MSC circular;
- .9 the final text of the draft revised guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175), including the associated MSC circular, with a view to dissemination as MSC.1/Circ.1175/Rev.1; and
- .10 a draft MSC circular on voluntary early implementation of the amendments to SOLAS regulation II-1/12.6.2.

REPORT OF THE DRAFTING GROUP

3.30 Having considered the report of the Drafting Group (MSC 102/WP.7 and MSC 102/WP.7/Add.1), the Committee approved it in general and took action as outlined below.

Adoption of amendments to the 1974 SOLAS Convention and related mandatory codes

Amendments to chapter II-1 of the annex to the 1974 SOLAS Convention

3.31 The expanded Committee, including delegations of 106 Contracting Governments to the 1974 SOLAS Convention, considered the final text of proposed amendments to chapter II-1 of the annex to the Convention, prepared by the Drafting Group (MSC 102/WP.7, annex 1), and adopted them unanimously by resolution MSC.474(102), as set out in annex 1.

3.32 In adopting resolution MSC.474(102), the expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments to the Convention should be deemed to have been accepted on 1 July 2023 (unless, prior to that date, objections were communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and enter into force on 1 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).

Amendments to the IGF Code

3.33 The expanded Committee, including delegations of 106 Contracting Governments to the 1974 SOLAS Convention, considered the final text of proposed amendments to sections 6, 11 and 16 of the IGF Code, prepared by the Drafting Group (MSC 102/WP.7, annex 2), and adopted them unanimously by resolution MSC.475(102), as set out in annex 2.

3.34 In adopting resolution MSC.475(102), the expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments to the IGF Code should be deemed to have been accepted on 1 July 2023 (unless, prior to that date, objections were communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and enter into force on 1 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).

Amendments to the IGC Code

3.35 The expanded Committee, including delegations of 106 Contracting Governments to the 1974 SOLAS Convention, considered the final text of proposed amendments to chapter 6 of the IGC Code, prepared by the Drafting Group (MSC 102/WP.7, annex 3), and adopted them unanimously by resolution MSC.476(102), as set out in annex 3.

3.36 In adopting resolution MSC.476(102), the expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments to the IGC Code should be deemed to have been accepted on 1 July 2023 (unless, prior to that date, objections were communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and enter into force on 1 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).

Amendments to the IMDG Code

3.37 The expanded Committee, including delegations of 106 Contracting Governments to the 1974 SOLAS Convention, considered the final text of proposed amendments to the IMDG Code applicable to draft amendment 40-20 of the IMDG Code (Circular Letter No. 4135, annexes 1 and 2), prepared by the Drafting Group (MSC 102/WP.7/Add.1), and adopted them unanimously by resolution MSC.477(102), as set out in annex 4.

3.38 In adopting resolution MSC.477(102), the expanded Committee determined, in accordance with article VIII(b)(vi)(2)(bb) of the 1974 SOLAS Convention, that the adopted amendments to the IMDG Code should be deemed to have been accepted on 1 December 2021 (unless, prior to that date, objections were communicated to the Secretary-General, as provided for in article VIII(b)(vi)(2) of the Convention) and enter into force on 1 June 2022, in accordance with the provisions of SOLAS article VIII.

3.39 The Committee agreed, as stated in operative paragraph 4 of resolution MSC.477(102), that Contracting Governments could apply the aforementioned amendments in whole or in part on a voluntary basis from 1 January 2021, pending their entry into force on 1 June 2022.

Approval of amendments to, and new, non-mandatory instruments

3.40 The Committee considered the final text of amendments to, and/or new, non-mandatory instruments, as appropriate, prepared by the Drafting Group (MSC 102/WP.7, annexes 4 to 8, respectively), and:

- .1 approved MSC.1/Circ.1588/Rev.1 on *Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide)* (MSC.1/Circ.1588);
- .2 agreed in principle to draft amendments to the IMO/WHO/ILO *Medical First Aid Guide for Use in Accidents Involving Dangerous Goods* (MFAG) (MSC/Circ.857), as set out in annex 5, with a view to concurrent approval by ILO and WHO;
- .3 approved MSC.1/Circ.1619 on *Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring*;
- .4 approved MSC.1/Circ.1620 on *Guidelines for inspection and maintenance of mooring equipment including lines*;
- .5 approved MSC.1/Circ.1175/Rev.1 on *Revised guidance on shipboard towing and mooring equipment*; and
- .6 approved MSC.8/Circ.1 on *Voluntary early implementation of the amendments to SOLAS regulation II-1/12*.

Instructions to the Secretariat

3.41 The Committee authorized the Secretariat, when preparing the authentic texts of the amendments adopted at this session, to make any editorial corrections that might be identified, including updating references to renumbered paragraphs, and to bring to the attention of the Committee any errors or omissions which required action by the Contracting Governments to the 1974 SOLAS Convention.

3.42 The Committee further requested the Secretariat to ensure that the final text of the amendments contained in the annexes to the report was presented as clean text (i.e. not showing track changes).

4 CAPACITY-BUILDING FOR THE IMPLEMENTATION OF NEW MEASURES

4.1 The Committee agreed to defer the consideration of this agenda item to MSC 103 (see paragraph 1.13).

5 REGULATORY SCOPING EXERCISE FOR THE USE OF MARITIME AUTONOMOUS SURFACE SHIPS (MASS)

5.1 The Committee agreed to defer the consideration of this agenda item to MSC 103 (see paragraph 1.13).

6 DEVELOPMENT OF FURTHER MEASURES TO ENHANCE THE SAFETY OF SHIPS RELATING TO THE USE OF FUEL OIL

6.1 The Committee agreed to defer the consideration of this agenda item to MSC 103 (see paragraph 1.13).

7 GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS

7.1 With the adoption of the revised agenda and its annotations (see paragraph 1.15), the Committee agreed to consider at this session only the GBS audit reports and to postpone the deliberations of documents MSC 102/7 and MSC 102/7/4, as well as information documents MSC 102/INF.15, MSC 102/INF.20 and MSC 102/INF.24, to a future session.

7.2 In this connection, the Committee also agreed that documents MSC 102/7/5 (China and IACS) and MSC 102/7/6 (ASEF and CESA) on unified interpretation of SOLAS regulation II-1/3-10 concerning the term "unforeseen delay in delivery of ships" would be considered under agenda item 22 (Any other business), together with COVID-19 related matters (see paragraphs 22.14 to 22.17).

GBS audit reports

7.3 The Committee recalled that, in order to establish continued conformity with the *Goal-based ship construction standards for bulk carriers and oil tankers* (resolution MSC.287(87)) (GBS), scheduled maintenance audits were conducted on an annual basis in 2018 and 2019 in accordance with the GBS Verification Guidelines (resolution MSC.296(87)) and that, with the Revised GBS Verification Guidelines (resolution MSC.454(100)) taking effect, the scheduled interval for maintenance audits had now changed to 3 years.

Rectification of non-conformities audit of Türk Loydu

7.4 The Committee recalled that MSC 100, following the initial verification of the ship construction rules for bulk carriers and oil tankers of Recognized Organization (RO) Türk Loydu Uygunluk Değerlendirme Hizmetleri A.Ş. (Türk Loydu) and the decision that the information provided by Türk Loydu had demonstrated that its rules conformed to the GBS, had requested that the non-conformities identified by the GBS Audit Team be rectified by Türk Loydu (MSC 100/20, paragraph 6.10).

7.5 The Committee noted that, after receiving the request of Türk Loydu for a rectification audit, the Secretary-General had established a two-person GBS Audit Team, which concluded that the three non-conformities identified in the initial verification audit (MSC 100/6/4) had been rectified, based on the corrective actions taken by Türk Loydu.

7.6 In this respect, the Committee had for its consideration document MSC 102/7/1 (Secretary-General), containing the GBS audit report on the rectification of non-conformities identified in the initial verification audit of Türk Loydu's ship construction rules, as submitted by the Audit Team and, in this context, noted the information provided in document MSC 102/INF.7, containing the status report of corrective actions taken by Türk Loydu in addressing GBS initial audit observations and to address the outcome of the GBS audit on rectification of non-conformities.

7.7 Subsequently the Committee confirmed that the request of MSC 100 that the identified non-conformities be rectified had been duly accomplished and that the initial audit had been successfully completed for Türk Loydu's ship construction rules in accordance with paragraphs 6 to 18 of the GBS Verification Guidelines (resolution MSC.296(87)).

Second GBS maintenance audit

7.8 With the aim of establishing continued conformity with GBS in accordance with the GBS Verification Guidelines (resolution MSC.296(87)), the Committee considered documents MSC 102/7/2 and Add.1 (Secretary-General) containing the final report of the second GBS maintenance audit of 11 recognized organizations and IACS' Common Structural Rules (CSR) for bulk carriers and oil tankers.

7.9 In this respect, the Committee noted that the audit had been conducted in 2019 when the GBS Verification Guidelines adopted by resolution MSC.296(87) were still applicable, but that the Audit Team took into account the Revised GBS Verification Guidelines (resolution MSC.454(100)) as and when necessary.

7.10 The Committee noted the Audit Team's final recommendations in section 1.4 of the report, recommending that the rules of all ROs listed under paragraph 2 conform to GBS, provided that the non-conformities identified were rectified and the recommendations of the Audit Team were taken into account, and that the ROs and/or IACS submit a request for a rectification audit in accordance with the Revised GBS Verification Guidelines.

7.11 In this connection, the Committee noted a statement by the observer from IACS, which is set out in annex 30. The Committee also noted information on the corrective action taken by China Classification Society with respect to non-conformity CCS/2019/Maint/NC/1 (MSC 102/7/2, annex 1).

7.12 In considering the final report of the second GBS maintenance audit of 11 recognized organizations and IACS' CSR for bulk carriers and oil tankers, the Committee:

- .1 confirmed that the information provided by the Submitters (all IACS member ROs, except for DNV-GL) had demonstrated continued conformance with GBS;
- .2 agreed that the identified non-conformities should be rectified, taking into account the recommendations of the Audit Team; and
- .3 requested that those ROs with individual non-conformities submit a request for a rectification audit and that IACS member ROs submit a joint request for a verification audit on the rectification of non-conformities for the confirmed non-conformities concerning IACS' CSR in a timely fashion.

Re-verification audit of DNV-GL

7.13 The Committee recalled that MSC 100 had noted that the GBS Audit Team had been unable to conduct the first maintenance of verification audit of the rule changes submitted by DNV-GL due to the large number of changes made as a result of the merger of DNV and GL on 12 September 2013 (MSC 100/6/5, paragraph 5).

7.14 The Committee also recalled that, taking into account the special case of DNV-GL, MSC 100 had agreed to conduct a re-verification audit of DNV-GL's rules in accordance with paragraph 20 of part A of the GBS Verification Guidelines (resolution MSC.296(87)) while confirming that ships contracted by DNV-GL since the successful initial verification audit (MSC 96/25, paragraph 5.8) were deemed to meet GBS, pending consideration of the audit report on the re-verification of DNV-GL's ship construction rules.

7.15 In this respect, the Committee had for its consideration document MSC 102/7/3 (Secretariat), containing the GBS Audit Team report on the re-verification of DNV-GL's ship construction rules, and in particular the Audit Team's final recommendations in section 1.4.

7.16 In considering the audit report and the information provided by the Secretariat that DNV-GL had requested the Secretary-General to conduct a rectification of non-conformities audit on 14 September 2020, pending confirmation of the audit findings by the Committee at this session, the Committee:

- .1 confirmed that the information provided by DNV-GL demonstrated that its ship construction rules continued to conform to the *Goal-based ship construction standards for bulk carriers and oil tankers*;
- .2 agreed to the identified non-conformities being rectified and the observations being addressed, taking into account the recommendations made by the Audit Team; and
- .3 noted that DNV-GL had already submitted a request for a rectification of non-conformities audit to the Secretary-General.

Planned GBS audits

7.17 The Committee noted information provided by the Secretariat that, in order to reduce costs and administrative burden to the Organization, the Secretary-General intended to establish a single Audit Team for a combined audit of the rectification of non-conformities confirmed by MSC 100, stemming from the first GBS maintenance audit in 2018, and the non-conformities confirmed by the Committee at this session with respect to the re-verification audit of DNV-GL.

7.18 The Committee noted also that the aforementioned combined GBS rectification of non-conformities audit would use the fund reserve from the GBS Trust Fund at no further cost to the audited ROs and that it would be duly informed and consulted on the audit progress and planned future audits.

8 MEASURES TO IMPROVE DOMESTIC FERRY SAFETY

8.1 The Committee agreed to defer the consideration of this agenda item to MSC 103 (see paragraph 1.13).

9 MEASURES TO ENHANCE MARITIME SECURITY

9.1 The Committee agreed to defer the consideration of this agenda item to MSC 103 (see paragraph 1.13).

10 PIRACY AND ARMED ROBBERY AGAINST SHIPS

10.1 The Committee agreed to defer the consideration of this agenda item to MSC 103 (see paragraph 1.13).

11 UNSAFE MIXED MIGRATION BY SEA

11.1 The Committee agreed to defer the consideration of this agenda item to MSC 103 (see paragraph 1.13).

12 FORMAL SAFETY ASSESSMENT

12.1 The Committee agreed to defer the consideration of this agenda item to MSC 103 (see paragraph 1.13).

13 HUMAN ELEMENT, TRAINING AND WATCHKEEPING

Report of HTW 6

13.1 Having recalled that MSC 101 had already taken action on urgent matters emanating from HTW 6 (MSC 101/24, paragraphs 15.1 to 15.8), the Committee approved, in general, the report of the sixth session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW 6/13 and MSC 102/13) and took action as indicated below.

Conversion of training material into e-learning training material

13.2 The Committee noted the advice of HTW 6 that a conversion of STCW model courses into e-learning model courses would change the current approach and goal of model courses, as they were not courses ready to be delivered but tools assisting Member States and other stakeholders to develop detailed training programmes; and that this would further require careful consideration of any accountability implications for the subsequent assessment of competence, training quality and independent evaluations relating to this training material in accordance with the STCW Convention.

13.3 In this connection, the Committee requested the III Sub-Committee to consider how e-learning training material could assist with the implementation of instruments other than the STCW Convention and advise the Committee accordingly.

Use of the Model Course Trust Fund

13.4 The Committee endorsed the systematic use of the Model Course Trust Fund to hire experts to develop and revise model courses, subject to the Secretariat's contracting process, to be applied to all IMO bodies dealing with model courses, as necessary, subject to the concurrent decision of MEPC 75.

New joint ILO/IMO medical guide for ships

13.5 The Committee endorsed the initiative to develop a new joint ILO/IMO medical guide for ships (HTW 6/13, paragraphs 3.12 to 3.15).

Draft amendments to table B-I/2 of the STCW Code

13.6 The Committee considered a draft MSC resolution on amendments to table B-I/2 of the STCW Code, together with document MSC 102/13/3 (ICS), proposing a minor correction to the "Notes" located under the draft revised table B-I/2 to ensure the notes were aligned with the provisions of the STCW Convention and Code.

13.7 Following consideration, and having agreed to the modifications proposed in document MSC 102/13/3, the Committee adopted resolution MSC.478(102) on *Amendments to part B of the Seafarers' Training, Certification and Watchkeeping (STCW) Code*, as set out in annex 6.

Review of the checklist for considering human element issues by IMO bodies

13.8 The Committee endorsed the decision of HTW 6 to carry out a review of the *Checklist for considering human element issues by IMO bodies* (MSC-MEPC.7/Circ.1) and associated guidance and instructions under the existing output on "Role of the human element".

Draft definition of "high-voltage"

13.9 The Committee approved the draft definition of "high-voltage" prepared by HTW 6, as set out in annex 7, to be included in STCW regulation I/1, and requested the Secretary-General to circulate this draft amendment in accordance with article XII of the STCW Convention, with a view to adoption at MSC 103.

Draft amendments to the definition of "operational level"

13.10 The Committee approved a draft amendment to section A-I/1 of the STCW Code prepared by HTW 6, as set out in annex 8, to include the capacity "electro-technical officer" in the definition of "operational level", and requested the Secretary-General to circulate it in accordance with article XII of the STCW Convention, with a view to adoption at MSC 103.

Secretary-General's reports pursuant to STCW regulations**Secretary General's report pursuant to STCW regulation I/7**

13.11 The Committee noted that no reports on initial communication of information pursuant to STCW regulation I/7, paragraph 2, had been completed for consideration at this session.

Secretary-General's report pursuant to STCW regulation I/8

13.12 The Committee considered the reports for Antigua and Barbuda, Australia, Brazil, Canada, China, Colombia, Czechia, Democratic People's Republic of Korea, Denmark, Estonia, Germany, Iran (Islamic Republic of), Ireland, Israel, Japan, Latvia, Luxembourg, Mexico, Morocco, Poland, Portugal, Romania, Slovenia, Sweden, Turkey, Thailand, Ukraine and Hong Kong (China), as set out in documents MSC 102/WP.3 and Add.1; and confirmed that the information provided by the aforementioned Parties demonstrated that they continued to give full and complete effect to the provisions of the STCW Convention; and requested the Secretariat to issue updated information concerning the subsequent reports by means of MSC.1/Circ.1164/Rev.22.

13.13 The Committee also encouraged Parties to the STCW Convention to submit their subsequent reports, in accordance with sections A-I/7 and A-I/8 of the STCW Code.

13.14 Having noted an intervention by the delegation of Japan, supported by the delegations of Malaysia, Norway, the Philippines and the United Arab Emirates, expressing the view that uniform and clear guidance for competent persons, addressing the evaluation process, as well as technical assistance, was needed; together with additional information provided by the Chair of the HTW Sub-Committee, the Committee agreed that this matter, already under consideration by the Sub-Committee within the output "Implementation of the STCW Convention", should be given priority and instructed the Sub-Committee to take action accordingly.²

Approval of competent persons

13.15 The Committee considered documents MSC 102/13/1 and Add.1 (Secretariat), containing information provided by STCW Parties regarding experts made available or recommended for inclusion in the list of competent persons, as well as competent persons withdrawn from the list.

13.16 Following consideration, the Committee:

- .1 approved the inclusion of 12 competent persons recommended by four Parties in the *List of competent persons maintained by the Secretary-General pursuant to section A-1/7 of the STCW Code (MSC.1/Circ.797/Rev.33)* and requested the Secretariat to issue the revised list by means of MSC.1/Circ.797/Rev.34;
- .2 noted the competent persons who had been withdrawn from the List by two STCW Parties;
- .3 invited STCW Parties to inform the Secretariat of any amendments that the List might require (withdrawals, additions, change of address, etc.), with a view to ensuring that those listed in the latest revision were available to serve as competent persons and were readily contactable; and
- .4 having thanked those STCW Parties that had nominated competent persons, encouraged all Parties to submit additional nominations to ensure that the provisions of the STCW Convention were implemented effectively.

Joint ILO/IMO working group to identify and address seafarers' issues and the human element

13.17 The Committee noted that consideration of document MSC 102/13/2 (Secretariat), concerning the establishment of a joint ILO/IMO working group to identify and address seafarers' issues and the human element, had been postponed, pending the outcome of discussions on this matter in the Legal Committee.

14 IMPLEMENTATION OF IMO INSTRUMENTS

14.1 The Committee approved, in general, the report of the sixth session of the Sub-Committee on Implementation of IMO Instruments (III) (III 6/15 and Add.1, and MSC 102/14) and took action as indicated below.

² The new STCW GISIS module, the development of which was agreed at MSC 98, is in its final stage of preparation and its intent is to harmonize and streamline compliance with the reporting and information communication requirements under the 1978 STCW Convention.

14.2 With regard to the actions requested of it in paragraphs 2.2, 2.4, 2.7 and 2.8 of document MSC 102/14, the Committee noted that A 31 had adopted the following four resolutions prepared by the Sub-Committee:

- .1 *Procedures for port State control, 2019* (resolution A.1138(31));
- .2 *Guidance on communication of information by Member States* (resolution A.1139(31));
- .3 *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2019* (resolution A.1140(31)); and
- .4 *2019 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)* (resolution A.1141(31)).

14.3 Recalling its earlier decision that all proposals for new outputs would be considered at MSC 103 (see paragraph 1.13), the Committee noted that the consideration of action items 2.3 and 2.5 of document MSC 102/14, concerning two new outputs proposed by the Sub-Committee, i.e. "Producing a new entrant training manual for PSC personnel" and "Development of guidance in relation to IMSAS to assist in the implementation of the III Code" (MSC 102/14), had been deferred to MSC 103.

Methodology for developing guidelines on port State control

14.4 The Committee re-affirmed the methodology agreed by III 3 and endorsed by MSC 97 and MEPC 70 (MSC 97/22, paragraph 9.6) for developing guidelines for port State control (PSC) and amendments thereto, under the coordination of the Sub-Committee, for consolidation within the *Procedures for port State control*, when deciding on the attribution of new tasks to sub-committees.

Model agreement for the authorization of ROs acting on behalf of the Administration

14.5 The Committee considered the draft MSC-MEPC.5 circular on model agreement for the authorization of recognized organizations acting on behalf of the Administration (III 6/15, annex 8), together with document MSC 102/14/1 (Norway et al.), proposing either the deletion of, or amendments to, paragraph 6.5.5 of the draft model agreement since it would contain vague and undefined expressions. In this connection, the Committee noted that the text of paragraph 6.5.5 was identical to that of paragraph 5.3.2.4 of the recommendatory part III of the Code for Recognized Organizations (RO Code) (resolutions MSC.349(92) and MEPC.237(65)).

14.6 During the extensive debate that followed, a number of delegations expressed support for the amendments proposed in document MSC 102/14/1, pointing out the need to clarify the expressions "dangerous occurrences" and "accidents" when signing the agreement, and stating that the reporting requirements in the specific provisions under consideration went beyond the scope of related mandatory provisions contained in relevant IMO instruments.

14.7 Other delegations, recalling that MSC 101 had already considered the matter in detail, expressed the view that the text of the model agreement, as proposed by III 6, should be approved at this session, stressing the importance of reporting procedures to flag Administrations in order to enable them to oversee the work of ROs, especially in a situation where the former were becoming increasingly dependent on the latter.

14.8 Following the discussion, the Committee, having noted that views on the matter were almost evenly divided, instructed III 7 to further consider the text of paragraph 6.5.5 only, taking

into account the amended text proposed in paragraph 10 of document MSC 102/14/1. The Committee further instructed the Sub-Committee to consider also, in this context, paragraph 5.3.2.4 of the recommendatory part III of the RO Code, with a view to advising the Committees on whether the text of both paragraphs should be aligned; and agreed to inform MEPC accordingly.

Non-mandatory instrument on regulations for non-convention ships

14.9 The Committee recalled that MSC 96 had instructed the Sub-Committee to develop a model course on the safety of passenger ships not covered by SOLAS, on the basis of existing material, e.g. GlobalReg and the Manila Statement; and that MSC 101 had included an item on "Measures to improve domestic ferry safety" in the provisional agenda for MSC 102, agreeing that the work be carried out under existing output OW 33 (Finalization of a non-mandatory instrument on regulations for non-convention ships), with the III Sub-Committee as an associated organ.

14.10 Having noted that the development of training material on domestic ferry safety might have implications regarding the previous instruction of MSC 96 to develop a model course, the Committee agreed that the Sub-Committee should not proceed with the development of a model course at this time, pending further instructions from the Committee taking into account the outcome of the work on measures to improve domestic ferry safety.

Working arrangements for III 7

14.11 The Committee recalled that III 7 had initially been scheduled to take place in July 2020 and its work was to include, in particular, the anticipated development of draft Assembly resolutions on the Procedures for PSC, 2021; Survey Guidelines under the HSSC 2021; and the 2021 Non-exhaustive list of obligations under instruments relevant to the III Code.

14.12 Taking into account the postponement of III 7 to 2021, the Committee agreed that, subject to concurrent decision by MEPC 75, the correspondence groups established by III 6 should continue their work on the basis of their agreed terms of reference. The groups should also take into account, as per the instructions to be received from the Chair of the Sub-Committee in consultation with the chairs of other relevant bodies, any pertinent outcome of the IMO bodies that had met since III 6. Such additional work should correspond to the regular work of the correspondence groups established at every session in order to progress the work of the Sub-Committee as much as possible, in particular regarding the preparation of draft Assembly resolutions.

MSC Zoe casualty

14.13 The Committee noted a statement by the delegation of the Netherlands, providing information on the investigation into the **MSC Zoe** (IMO no.9703318) casualty, carried out by the Dutch Safety Board, in cooperation with the Panama Maritime Authority (PMA) and the Federal Bureau for Maritime Casualty Investigation of Germany (BSU). The full text of the statement is set out in annex 30. In this regard, the delegation indicated that a marine safety investigation report on the loss of 342 containers during a storm off the coasts of Germany and the Netherlands, on 2 January 2019, had been uploaded into the GISIS Marine Casualties and Incidents module (C0012974) for consideration by the Correspondence Group on Analysis of Marine Safety Investigation Reports.

15 CARRIAGE OF CARGOES AND CONTAINERS

Report of CCC 6

15.1 The Committee approved, in general, the report of the sixth session of the Sub-Committee on Carriage of Cargoes and Containers (CCC) (CCC 6/14 and MSC 102/15) and took action as indicated below.

Draft interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel

15.2 The Committee approved MSC.1/Circ.1621 on *Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel*.

Application of high manganese austenitic steel for cryogenic service

15.3 The Committee approved 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*.

15.4 Having noted information regarding a satisfactory result of the fatigue test provided in document MSC 102/INF.14 (Republic of Korea), the Committee also approved MSC.1/Cir.1599/Rev.1 on *Revised interim guidelines on the application of high manganese austenitic steel for cryogenic service*.

Draft amendments (40-20) to the IMDG Code and associated circulars

15.5 The Committee recalled that the draft amendments (40-20) to the IMDG Code (MSC 102/3/1) and associated circulars, as finalized by E&T 32 directly after CCC 6, had been considered under agenda item 3 (see paragraphs 3.16 to 3.21 and 3.23 to 3.26).

Draft amendments to the CSS Code and consequential amendments to other instruments

15.6 The Committee approved MSC.1/Circ.1623 on *Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code)*. In this context, the Committee also approved consequential amendments as follows:

- .1 MSC.1/Circ.1353/Rev.2 on *Guidelines for the preparation of the Cargo Securing Manual*; and
- .2 MSC.1/Circ.1624 on *Amendments to the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code)*.

15.7 In this regard, the Committee also adopted resolution MSC.479(102) on *Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships*, as set out in annex 9, which would replace resolution A.581(14), as amended, taking into account the decision of the Assembly (resolution A.886(21)) that the function of adopting performance standards and technical specifications, as well as amendments thereto, would be performed by MSC. Consequently, the Committee invited the Assembly to endorse the action taken by the Committee and revoke resolution A.581(14).

Unified interpretations of the IGC and IMDG Codes

15.8 In considering the draft MSC circular on unified interpretation of the IGC Code, as set out in annex 9 to document CCC 6/14, the Committee noted the following views concerning the term "duct" (CCC 6/14, annex 9, paragraph 3.1):

- .1 duct did not always mean equipment enclosure, thus the expression "meant to be" should be modified to "meant to include";
- .2 the term "the outer pipe or duct" should include not only the outer pipe but also the structural pipe duct for the inner pipe;
- .3 the term "any structure" should be deleted since it might include Gas Valve Unit (GVU) rooms, which should not be regarded as the outer duct;
- .4 the term "structural pipe duct" for the inner pipe should be further clarified; and
- .5 modifying the term "meant" to "meant to be" could be supported, but deleting the reference to paragraph 16.4.3.1 should be carefully considered.

15.9 Following discussion and having noted the concerns regarding the draft unified interpretation of the term "duct", the Committee:

- .1 instructed the CCC Sub-Committee to further consider the draft unified interpretation in paragraph 3.1 and invited interested Member States and international organizations to submit further comments and proposals to CCC 7, under the agenda item "Unified interpretation of provisions of IMO safety, security and environment-related conventions"; and
- .2 subsequently approved MSC.1/Circ.1625 on *Unified interpretations of the IGC Code*, which, in view of the decision just taken (see paragraph 15.9.1), did not include the interpretation of paragraph 3.1 proposed by CCC 6.

15.10 The Committee also approved MSC.1/Circ.1626 on *Unified interpretation of the IMDG Code*.

Revision of Inspection programmes for cargo transport units carrying dangerous goods

15.11 The Committee noted the discussion and progress made by the Sub-Committee on the revision of the *Inspection programmes for cargo transport units carrying dangerous goods* (MSC.1/Circ.1442, as amended by MSC.1/Circ.1521), in particular the importance of IMO's involvement in the work of the International Plant Protection Convention (IPPC) regarding the pest control associated with the movement of CTUs and their cargoes; and that the Secretariat was requested to closely follow the work of IPPC and to participate as a member of the Sea Containers Task Force.

15.12 In this context, the Committee noted a statement by the observer from FAO, expressing support for the work undertaken by the CCC Sub-Committee and its Correspondence Group on Revision of the Inspection Programmes for Cargo Transport Units Carrying Dangerous Goods, in particular the Secretariat's participation as a member of the IPPC Sea Containers Task Force; and encouraging Member States and international organizations to take joint action, with a view to improving the management of contamination of CTUs and their cargoes. The full text of the statement is set out in annex 30.

15.13 The Committee also encouraged Member States to undertake CTU inspections in accordance with the inspection programmes and report their findings to the Organization.

E&T 34 and 35

15.14 The Committee noted that the thirty-second extraordinary session of the Council had adopted the meeting reconstruction priority list (C/ES.32/D, annex 1) and in particular had agreed that:

- .1 the Editorial & Technical Group (E&T) 34, depending on the finalization of amendments to the UN Orange Book, might be held in conjunction with other meetings, and could move to 2021; and
- .2 CCC 7 could move to 2021, to be held in conjunction with an E&T Group session to finalize both the IMSBC and IMDG Codes.

15.15 In this context, the Committee noted that all four correspondence groups established by CCC 6 were continuing their work, with the terms of reference approved by CCC 6; that the reports could be submitted as a revision of the existing documents submitted within CCC 7's document deadline (CCC 7/3, CCC 7/4, CCC 7/6/2 and CCC 7/10, respectively); and that a provisional deadline for submission of the revised reports had been tentatively set as 30 April 2021, with a view to allowing time for a possible submission to CCC 7 of commenting documents on these reports (see also paragraphs 15.17 and 21.23).

15.16 Following discussion, the Committee:

- .1 approved the holding of E&T 34 (IMDG Code, depending on the finalization of amendments to the UN Orange Book), to take place in spring 2021, with a view to preparing the next set of draft amendments (41-22) to the IMDG Code;
- .2 approved the holding of E&T 35 (IMDG and IMSBC Codes) to take place immediately after CCC 7; and
- .3 authorized E&T 33³ and E&T 34 to consider IMDG and IMSBC Codes-related CCC 7 submissions (under agenda items 5 and 6 of CCC 7), respectively, with a view to reporting back to CCC 7 (see also paragraph 21.23).

15.17 Subsequently, the Committee authorized one additional deadline to be established for commenting documents to be submitted to CCC 7, taking into account the arrangements for the E&T Groups, continuation of the correspondence groups and delay of CCC 7 (see also paragraph 21.23).

16 NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

REPORT OF NCSR 7

16.1 The Committee approved, in general, the report of the seventh session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) (NCSR 7/23 and MSC 102/16) and took action as indicated below.

³ E&T 33 is anticipated to take place in the first quarter of 2021, as a remote meeting. An invitation will be issued in due course by means of a circular letter.

Traffic separation schemes and routing measures

16.2 The Committee adopted, in accordance with the *Procedure for the adoption and amendment of traffic separation schemes, routing measures other than traffic separation schemes, including designation and substitution of archipelagic sea lanes, and ship reporting systems* (resolution A.858(20)), traffic separation schemes (TSSs) and associated measures to be implemented on 1 June 2021, for dissemination by means of COLREG.2/Circ.75, as follows:

- .1 consolidated TSSs and associated measures "Off the coast of Norway", replacing the existing TSSs and their associate measures "Off the Coast of Norway from Vardø to Røst" (COLREG.2/Circ.58, annex 1), and "Off the western coast of Norway" and "Off the southern coast of Norway" (COLREG.2/Circ.62, annexes 1 and 2);
- .2 an amended TSS replacing the existing TSS in "Slupska Bank" (Poland) (COLREG.2/Circ.61, annex 2); and
- .3 amendments to the existing TSS and associated measures in "Off Ushant" (France) (COLREG.2/Circ.51, annex 3, as amended by COLREG.2/Circ.64, annex 5).

16.3 In this context, the Committee agreed to the revocation of the relevant existing adopted measures contained in COLREG.2/Circ.58, COLREG.2/Circ.61 and COLREG.2/Circ.62, due to their complete replacement by the new measures adopted (see paragraph 16.2 above).

16.4 The Committee also adopted, in accordance with resolution A.858(20), amendments to the existing two-way route "In the Great Barrier Reef Inner Route (North)" (Australia) to be implemented on 1 June 2021, for dissemination by means of SN.1/Circ.339.

Recognition of IRNSS as a component of the Worldwide Radionavigation System

16.5 The Committee approved SN.1/Circ.340 on *Recognition of the Indian Regional Navigation Satellite System (IRNSS) as a component of the Worldwide Radionavigation System*.

Performance standards for shipborne Japanese QZSS receiver equipment

16.6 The Committee adopted resolution MSC.480(102) on *Performance standards for shipborne Japanese Quasi-Zenith Satellite System (QZSS) receiver equipment*, as set out in annex 10.

Revised Guidelines for Vessel Traffic Services

16.7 The Committee approved a draft Assembly resolution on *Guidelines for Vessel Traffic Services*, as set out in annex 11, containing a revision of resolution A.857(20), for submission to A 32 with a view to adoption. In doing so, the Committee noted the Sub-Committee's view that no particular involvement of MEPC and LEG would be required with respect to the resolution.

Dissemination of MSI and SAR-related information over multiple GMDSS recognized mobile satellite services

16.8 The Committee noted the discussions at NCSR 7 on dissemination of maritime safety information (MSI) and search and rescue (SAR) related information over multiple recognized mobile satellite services for use in the Global Maritime Distress and Safety System (GMDSS). The discussions had covered cost implications for MSI providers (i.e. NAVAREA and METAREA Coordinators) and SAR authorities, MSI broadcast monitoring and interoperability issues, and the fact that the Sub-Committee had invited interested Member States and international organizations to submit relevant proposals to the Committee on cost-related issues, as this was considered to be a policy issue (NCSR 7/23, paragraphs 9.15 to 9.24).

16.9 In this connection, the Committee had for its consideration documents MSC 102/16/3 (IMSO), MSC 102/16/4 (Canada et al.) and MSC 102/16/5 (New Zealand), providing comments and proposals to address cost implications for MSI and SAR information providers and other matters.

16.10 The Committee recognized the urgent need to address cost implications for MSI and SAR information providers over multiple recognized mobile satellite services. However, taking into account the time constraints for an in-depth consideration at this session, the Committee agreed with the recommendation of the Chair to defer the consideration of this matter to MSC 103. In doing so, the Committee:

- .1 noted the comments on interoperability and the concerns expressed on cost implications concerning the dissemination of MSI and SAR-related information over multiple GMDSS recognized mobile satellite services, including additional equipment and personnel;
- .2 invited IMSO to liaise with GMDSS recognized mobile satellite service providers regarding the implementation of an automatic self-confirmation broadcast functionality and monitoring capability by the satellite service provider and advise the NCSR Sub-Committee, as appropriate; and
- .3 instructed the NCSR Sub-Committee to consider:
 - .1 technical solutions for the dissemination of MSI and SAR-related information, such as the implementation of a single web interface being considered by IHO and interested Member States; and
 - .2 the need for amendments to resolutions A.706(17), as amended, and A.1051(27), as amended, and other resolutions, to address broadcast monitoring requirements,and advise the Committee, as appropriate.

16.11 During the ensuing discussion, views were expressed emphasizing the importance of:

- .1 broadcasting MSI and SAR-related information in all areas covered by all recognized mobile satellite services, in particular, polar regions;
- .2 addressing interoperability issues in a multiple recognized mobile satellite services environment;
- .3 taking into account any technical solutions that might be recommended by the NCSR Sub-Committee during further deliberations; and

- .4 considering the need for amendments to other resolutions, such as *Charges for distress, urgency and safety messages through the Inmarsat system* (resolution A.707(17)) and *Criteria for the provision of mobile satellite communication services in the Global Maritime Distress and Safety System (GMDSS)* (resolution A.1001(25)).

16.12 Furthermore, the observer from WMO emphasized that the decision taken by IMO regarding the recognition of additional mobile satellite services had generated an "unfunded mandate" on NAVAREA and METAREA Coordinators and, thus, it was in the remit of IMO to find a solution to those issues.

16.13 Taking into account the above-mentioned comments, the Committee invited interested Member States and international organizations to submit further proposals to MSC 103, in particular on how to spread the cost of dissemination of MSI to ships and/or to eliminate the shore-to-ship charge for MSI.

MSI-related documentation

16.14 The Committee approved MSC.1/Circ.1364/Rev.2 on *International SafetyNET Services Manual* and MSC.1/Circ.1635 on *IMO Enhanced Group Call Coordinating Panel*, including an editorial amendment requested by the observer from WMO updating references to WMO subsidiary bodies.

ITU matters

16.15 The Committee endorsed the action taken by NCSR 7 in requesting the Secretariat to convey liaison statements to:

- .1 ITU regarding the revision of recommendation ITU-R M.585-7 on *Assignment and use of identities in the maritime mobile service*, for AMRD Group B using AIS technology (NCSR 7/WP.5, annex 8); and
- .2 CEPT concerning the protection of L-band maritime satellite communications (NCSR 7/WP.5, annex 9).

Revision of the Guidelines on places of refuge for ships in need of assistance

16.16 The Committee considered options for faster progress and approval of the revision of the *Guidelines on places of refuge for ships in need of assistance* (resolution A.949(23)), noting that amendments to the above instrument would require consultation with both MEPC and LEG.

16.17 In order to achieve the target completion and adoption of the revised guidelines by A 32 in 2021, the Committee authorized the NCSR Sub-Committee to submit the revised Guidelines directly to MEPC and LEG for concurrent approval, with a view to subsequent adoption by A 32.

Interim guidance for SAR services regarding implementation of autonomous distress tracking of aircraft in flight

16.18 The Committee endorsed the action taken by NCSR 7 in approving COMSAR.1/Circ.59 on *Interim guidance for SAR services regarding implementation of autonomous distress tracking of aircraft in flight*.

Guidelines for the presentation of navigation-related symbols, terms and abbreviations

16.19 The Committee approved SN.1/Circ.243/Rev.2/Corr.1 addressing an issue with MSI portrayal guidance which had been identified after the approval of SN.1/Circ.243/Rev.2 on *Guidelines for the presentation of navigation-related symbols, terms and abbreviations*.

INTENDED DESIGNATION OF NEW ARCHIPELAGIC SEA LANES BY THE PHILIPPINES

16.20 The Committee had for its consideration document MSC 102/16/2 (Philippines) providing information on an intended proposal by the Philippines for designation of archipelagic sea lanes (ASLs) to promote navigational safety, protection of the marine environment and national security.

16.21 Due to time constraints and having noted the Philippines' intention to submit a proposal for consideration by the NCSR Sub-Committee, the Committee agreed with the recommendation of the Chair to invite interested Member States and international organizations to provide assistance and support to the Philippines in the development of their proposal on the designation of ASLs, as appropriate.

16.22 Following the above-mentioned decision, views were expressed confirming that the request by the Philippines for adoption of ASLs by IMO was legitimate under the provisions of the United Nations Convention on the Law of the Sea (UNCLOS) and supporting, in general, further detailed consideration of the proposal by the NCSR Sub-Committee under existing output OW 4 (Routeing measures and mandatory ship reporting systems).

16.23 In this context, the Committee noted a relevant statement by the delegation of Indonesia, as set out in annex 30.

DEVELOPMENTS RELATED TO GMDSS MOBILE SATELLITE SERVICES

16.24 The Committee noted information provided in document MSC 102/16/1 (IMSO) reminding the Committee of the closure of Inmarsat Fleet 77 (F77) service as of 1 December 2020 and, in this regard, encouraged SOLAS Contracting Governments to urgently inform all parties concerned about the closure of this service.

16.25 The Committee noted also the information provided in document MSC 102/INF.16 (IMSO) advising that the Letter of Compliance to Iridium regarding GMDSS services specified in resolution MSC.451(99) had been issued by IMSO on 19 December 2019 and that, as a consequence, the public service agreement (PSA) between IMSO and Iridium, which included IMSO's mandates with respect to GMDSS oversight, as well as those related to Iridium's financial obligations, came into force on that date.

AMENDMENTS TO THE IAMSAR MANUAL

16.26 The Committee noted that the ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue, at its twenty-seventh meeting, which was conducted virtually on 12, 13 and 15 October 2020, had finalized the draft amendments to the IAMSAR Manual for submission to the NCSR Sub-Committee and subsequent approval by MSC and ICAO for inclusion in the 2022 edition of the Manual. In order to avoid any possible delays due to the rescheduling of meetings in 2021, the Committee authorized the Secretariat to submit the draft amendments to the IAMSAR Manual, as finalized by the ICAO/IMO Joint Working Group, directly to MSC 103 for approval.

OTHER ISSUES

16.27 The Committee noted a statement by the delegation of Brazil concerning an oil spill incident that occurred on the Brazilian coast in August 2019, as set out in annex 30.

17 SHIP DESIGN AND CONSTRUCTION**REPORT OF THE SEVENTH SESSION OF THE SUB-COMMITTEE**

17.1 The Committee approved, in general, the report of the seventh session of the Sub-Committee on Ship Design and Construction (SDC) (SDC 7/16 and MSC 102/17) and took action as indicated below.

Revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations

17.2 In connection with the consideration and subsequent adoption of the draft amendments to SOLAS chapter II-1 (see paragraph 3.31), the Committee considered the draft revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations, developed to ensure the uniform application of the amendments. After agreeing to a minor amendment to the explanatory notes to regulations II-1/17.1 and II-1/17.2 with respect to fire safety standards by adding references to table 9.3 and regulation II-2/9.2.2.1.1.2 for passenger ships carrying fewer than 36 passengers, the Committee adopted, by resolution MSC.429(98)/Rev.2, the *Revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations* (Revised Explanatory Notes), as set out in annex 12, which would take effect on 1 January 2024 for ships as defined in SOLAS regulation II-1/1.1.1.

17.3 Following adoption of the Revised Explanatory Notes, the Committee also adopted, by resolution MSC.429(98)/Rev.1, consequential amendments to the *Revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations* adopted by resolution MSC.429(98), as set out in annex 13, with respect to paragraph 4 of the explanatory note to SOLAS regulation II-1/17.1, applicable to ships defined in SOLAS regulation II-1/1.1.1, as adopted by resolution MSC.421(98), i.e. ships constructed or delivered following the three-date format (building contract placed on or after 1 January 2020; the keel of which is laid or which are at a similar stage of construction on or after 1 July 2020; or the delivery of which is on or after 1 January 2024).

Amendments to unified interpretations of SOLAS chapters II-1 and XII

17.4 The Committee, after agreeing to minor modifications to paragraph 3.5.4 of section 3 and updating the reference in section 10 to SOLAS regulation II-1/12.6.1 of the unified interpretations contained in MSC.1/Circ.1572, approved 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))*.

Safety measures for non-SOLAS ships operating in polar waters

17.5 The Committee recalled that MSC 98 had agreed to develop safety measures for non-SOLAS ships operating in polar waters and that the types of ships to be considered in the development of such safety measures were fishing vessels, pleasure yachts above 300 GT not engaged in trade and cargo ships below 500 GT down to 300 GT.

Guidelines for safety measures for fishing vessels of 24m in length and over

17.6 Taking into account the progress made by SDC 7 on the draft guidelines for safety measures for fishing vessels of 24m in length and over operating in polar waters (SDC 7/16, annex 3), the Committee noted that SDC 7 had invited HTW 7 to comment on paragraph 11.5 (Training) of the draft guidelines with regard to the correctness of the terminology used and to identify any conflicts between the text and existing IMO instruments, with a view to directly advising MSC 103 when the Committee was expected to consider the above-mentioned draft guidelines for approval.

17.7 The Committee noted that, with the exception of the pending input on the fishing vessel guidelines from the HTW Sub-Committee (see paragraph 17.6), the development of guidelines for fishing vessels and pleasure yachts not engaged in trade operating in polar waters had been completed by SDC 7.

Guidelines for commercial yachts and cargo ships of 300 GT and above but less than 500 GT

17.8 In this connection, the Committee considered whether safety guidelines should also be developed for pleasure yachts of 300 GT and above but less than 500 GT engaged in trade (i.e. commercial yachts), and for cargo ships of 300 GT and above but less than 500 GT, and agreed that guidance for such ships should be developed. Consequently, the Committee instructed the SDC Sub-Committee to carry out this work under the existing output on "Safety measures for non-SOLAS ships operating in polar waters".

Finalization of second generation intact stability criteria

17.9 Having agreed to minor editorial corrections to paragraphs 1.3.6 and 2.6.3.4.5, the Committee approved MSC.1/Circ.1627 *on Interim guidelines for the second generation intact stability criteria*.

Safety standards for the carriage of industrial personnel (IP)**Application to existing ships**

17.10 The Committee considered the application of draft SOLAS chapter XV (Safety measures for ships carrying industrial personnel) to existing ships certified to the *Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages* (resolution MSC.418(97)) (Interim Recommendations) and the provision therein that the Interim Recommendations should be applied until such time as mandatory regulations come into force.

17.11 In this regard, the Committee considered document MSC 102/17/2 (Vanuatu and IMCA), stating that some of the vessels carrying IP on international voyages under the Interim Recommendations would not meet the requirements of the new IP Code and, therefore, proposing that grandfathering, exemption and equivalence provisions should be developed in order for existing vessels to continue to be permitted by the Administration to carry IP in accordance with the Interim Recommendations or other standards, provided that they met an equivalent level of safety acceptable to the Administration.

17.12 During the ensuing discussion, the following views were expressed:

- .1 in considering grandfathering for existing ships, paragraph 2 of the preamble of MSC/Circ.765 (*Interim guidelines for the systematic application of the grandfather clauses*), which stated that "it seems quite unjustifiable that

existing ships should be deliberately exempted from improvements of their standards", should be taken duly into account, since using such an approach would ensure a level playing field for new and existing ships;

- .2 grandfathering provisions should only be applicable to ships which were currently certified under the Interim Recommendations (resolution MSC.418(97)), with the IP Code specifying the provisions to be met by those ships, together with a clear indication in the ship certificate whether the ship had been surveyed under resolution MSC.418(97) or the IP Code;
- .3 existing ships needed to be considered before applying a mandatory instrument so as to allow for innovation and ensuring safety in line with the current text of regulation 3.2 of the draft IP Code (SDC 7/WP.3, annex 2);
- .4 the current draft SOLAS chapter XV and the draft IP Code already addressed grandfathering and there was no need to extend these further;
- .5 existing ships complying with the Interim Recommendations and the 2008 SPS Code should be allowed to be certified under the new IP Code by applying an appropriate timeframe and with acceptable exemptions (e.g. structural requirements); and
- .6 with the entry into force of the new IP Code, certification against the Interim Recommendations would cease to apply but existing ships certified under them should be allowed to continue to operate while being required to meet operational and equipment requirements of the IP Code.

17.13 Taking into account the above-mentioned views, the Committee agreed that, with the entry into force of the IP Code, existing ships certified under the Interim Recommendations (resolution MSC.418(97)) should be allowed to operate, provided that they also met some of the operational and equipment requirements in the new IP Code, which could include a transitional period. Consequently, the Committee instructed SDC 8 to develop grandfathering provisions for existing ships certified under the Interim Recommendations.

17.14 The Committee also agreed that the new SOLAS chapter XV should apply to new and existing ships (i.e. ships not certified to the Interim Recommendations) if such ships intended to carry industrial personnel on or after the date of entry into force of the new chapter.

Entry into force of new SOLAS chapter XV and the IP Code

17.15 In light of the postponement of SDC 8 to early 2022 due to the COVID-19 pandemic and the consequential delay in adopting the new draft SOLAS chapter XV and the draft new IP Code, the Committee agreed to exempt those instruments from the 4-year amendment cycle under section 4 (Exceptional circumstances) of the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481).

17.16 In order to facilitate the timely development of the draft SOLAS chapter XV and the draft IP Code, the Committee approved the holding of a virtual intersessional IP Working Group meeting in March 2021, subject to endorsement by the Council, with the aim of finalizing the draft SOLAS chapter and the draft Code.

17.17 Subsequently, the Committee established the Intersessional Working Group on Carriage of More than 12 Industrial Personnel on Board Vessels Engaged on International Voyages and instructed it, taking into account documents SDC 5/INF.2, SDC 7/WP.3, part 2

of the IP Working Group's report, the report of the intersessional IP Correspondence Group established at SDC 7 and the decisions taken at MSC 102, to:

- .1 further develop the draft IP Code with a view to finalization;
- .2 prepare draft SOLAS amendments related to grandfathering based on the decisions taken by MSC 102;
- .3 further consider the draft new SOLAS chapter XV on matters related to high-speed craft, based on annex 1 to document SDC 7/WP.3;
- .4 further consider the draft part V (Additional regulations for ships certified in accordance with SOLAS chapter X) of the draft IP Code; and
- .5 submit a report to SDC 8.

17.18 In this connection, the Committee instructed the intersessional IP Correspondence Group established by SDC 7 to submit its report directly to the above-mentioned intersessional IP Working Group and agreed that part II of the report of the IP Working Group established at SDC 7 should be made available on IMODOCS in due course.

Two-phase approach in the development of the IP Code

17.19 With respect to the development of provisions for high-speed craft carrying IP, the Committee endorsed a two-phase approach whereby, in case respective provisions could not be finalized in time for entry into force on 1 January 2024, the draft new SOLAS chapter XV and the draft IP Code would be completed at SDC 8 for ships certified under SOLAS chapter I, and the second phase would deal with development of provisions for craft certified under SOLAS chapter X.

Input from the HTW and CCC Sub-Committees

17.20 The Committee noted that HTW 7 had been invited to note the outcome of matters related to training of industrial personnel and that CCC 7 had been invited to note, and ESPH 26 had been invited to review, the provisions related to the carriage of dangerous goods in the draft IP Code and advise SDC 8 as appropriate. In this respect, the Committee noted that ESPH 26 had considered section 8.4 of the draft IP Code, setting out the requirements for the carriage of dangerous liquid chemicals, liquefied gases and oils in bulk, and had proposed that the reference to "dangerous chemicals" be deleted and replaced with "noxious liquid substances", which would mean that more products in the IBC Code would be regarded as "low-flashpoint products" for the purpose of the IP Code. ESPH 26 also suggested some editorial changes and clarifications in the draft text and advised that its report would be considered at PPR 8, the outcome of which would be reported to SDC 8.

Water level detectors on non-bulk carrier cargo ships with multiple cargo holds

17.21 The Committee considered new draft SOLAS regulation II-1/25-1, requiring water level detectors on multiple hold cargo ships other than bulk carriers and tankers, as set out in annex 6 to document SDC 7/16, together with document MSC 102/17/1 (Belgium and United States), proposing to add a new provision to permit bilge level alarm sensors to be used as an alternative to a water level detector, as an equivalent arrangement.

17.22 In this regard, the Committee noted a statement by the observer from IACS expressing concerns about the above-mentioned proposal as water level detectors and bilge level alarm sensors located in the cargo hold bilge wells differed; the statement also suggested

a need for consequential revision of the Performance Standards in resolution MSC.188(79), which currently did not cover detectors for multiple hold cargo ships. The full text of the statement is set out in annex 30.

17.23 Subsequently, the Committee, having agreed to a minor modification proposed by IACS to draft SOLAS regulation II-1/25-1.2.1 and having incorporated the proposal in document MSC 102/17/1, approved draft new SOLAS regulation II-1/25-1, as set out in annex 14, and requested the Secretary-General to circulate it in accordance with SOLAS article VIII, with a view to adoption at MSC 103.

Amendments to the 2011 ESP Code

17.24 Having considered draft amendments to the 2011 ESP Code, prepared by SDC 7 in accordance with the procedure for undertaking regular updates of the Code agreed by MSC 92 (MSC 92/26, paragraph 13.31), the Committee approved draft amendments to the 2011 ESP Code, as set out in annex 15, and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 103.

Unified interpretation on service tank arrangements

17.25 The Committee noted that IACS had withdrawn revision 4 of its Unified Interpretation SC123 on service tank arrangements for further consideration and that interested Member States and international organizations had been invited to join IACS in its work on this matter.

Mandatory requirements regarding watertight doors on cargo ships

17.26 The Committee considered draft amendments to the 1988 LL Protocol, the IBC and IGC Codes and MARPOL Annex I with respect to watertight doors on cargo ships, developed by the Sub-Committee.

17.27 In this connection, the delegation of Australia, supported by the observer from IACS, reiterated its concerns expressed at SDC 7 regarding the draft amendments for hinged watertight access doors, requesting that the requirements for quick-acting or single-action type should also include hinged watertight doors that were permanently closed at sea, as such doors, due to human error, might not be properly closed before proceeding to sea; and informed the Committee of its intention to submit relevant comments to MSC 103.

17.28 Subsequently, having agreed to a minor editorial correction, the Committee approved draft amendments regarding watertight doors on cargo ships to the following instruments:

- .1 the 1988 LL Protocol, as set out in annex 16;
- .2 the IBC Code, as set out in annex 17, subject to concurrent approval by MEPC 76; and
- .3 the IGC Code, as set out in annex 18,

and requested the Secretary-General to circulate them in accordance with article VI of the 1988 LL Protocol and SOLAS article VIII, as appropriate, with a view to adoption at MSC 103 for entry into force by 1 January 2024, except for the amendments to the IBC Code which are subject to concurrent approval by MEPC 76.

17.29 In this connection, the Committee invited MEPC 76 to approve corresponding draft amendments to MARPOL Annex I (SDC 7/16, annex 8) (see paragraph 17.26) and concur with the approval of the amendments to the IBC Code (see paragraph 17.28.2), with a view to subsequent adoption.

17.30 The Committee, having noted that the above-mentioned draft amendments would have no impact on existing ships, agreed to apply them to all ships and invited MEPC 76 to concur with this decision when considering the draft amendments to MARPOL Annex I.

Amendments to the *Guidelines for safe access to tanker bows*

17.31 The Committee, taking into account relevant directions of the Council (C/ES.27/D, paragraph 3.2(vi)), considered draft amendments to the *Guidelines for safe access to tanker bows* (resolution MSC.62(67)) concerning foot-stops to be a minor correction and adopted the revised Guidelines by resolution MSC.62(67)/Rev.1, as set out in annex 19.

Minor correction to the 1988 LL Protocol

17.32 The Committee approved draft amendments to the 1988 LL Protocol, as set out in annex 16, as minor corrections, taking into account relevant directions of the Council (C/ES.27/D, paragraph 3.2(vi)) and requested the Secretary-General to circulate them in accordance with article VI of the 1988 LL Protocol, with a view to adoption at MSC 103.

Guidelines for wing-in-ground craft

17.33 The Committee recalled that MSC 101 had considered a proposal by SDC 6 to update outdated references in the *Guidelines for wing-in-ground craft* (MSC.1/Circ.1592) as some of them had been drafted on the basis of SOLAS regulations that were no longer applicable to conventional SOLAS ships and had referred the revised Guidelines back to SDC 7.

17.34 In this connection, the Committee noted that SDC 7 had considered the aforementioned outdated references and had invited interested Member States and international organizations to liaise with the Russian Federation in support of the submission of a proposal for a new output for a comprehensive analysis of the WIG Craft Guidelines.

Expression of appreciation

17.35 The Committee expressed its sincere thanks and appreciation to Mr. Kevin Hunter of the United Kingdom, the outgoing Chair of the SDC Sub-Committee, for having successfully guided the Sub-Committee for the past five years and wished him all the best for his retirement.

18 POLLUTION PREVENTION AND RESPONSE

Report of PPR 7

18.1 Having recalled that the Sub-Committee on Pollution Prevention and Response (PPR) had held its seventh session from 17 to 21 February 2020 and that its report on that session had been circulated as documents PPR 7/22 and PPR 7/22/Add.1 (MSC 102/18), the Committee took action as indicated below.

Timing of replacement of existing IBC Code certificates

18.2 The Committee approved, subject to concurrent decision by MEPC 75, the revised 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* (to be issued after MEPC 75).

Revised carriage requirements for methyl acrylate and methyl methacrylate

18.3 Having noted that PPR 7 had approved and issued PPR.1/Circ.9 on *Revised carriage requirements for methyl acrylate and methyl methacrylate* prior to MEPC 75 and MSC 102 taking place, in order to notify relevant stakeholders in a timely manner that operational requirements 16.6.1 and 16.6.2 of the IBC Code applied to methyl acrylate and methyl methacrylate, the Committee endorsed the PPR circular.

Amendment of chapter 17 of the IBC Code

18.4 The Committee concurred with the recommendation of the Sub-Committee that chapter 17 of the IBC Code should be amended to include the updated carriage requirements for methyl acrylate and methyl methacrylate (see paragraph 18.3).

19 SHIP SYSTEMS AND EQUIPMENT**REPORT OF SSE 7**

19.1 The Committee approved, in general, the report of the seventh session of the Sub-Committee on Ship Systems and Equipment (SSE) (SSE 7/21 and MSC 102/19) and took action as outlined below.

New requirements for ventilation of survival craft

19.2 The Committee noted that the Sub-Committee had finalized draft amendments to the LSA Code regarding new requirements for ventilation of survival craft, with a view to consideration by the Committee as a package once the associated draft amendments to the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)) had been finalized.

Consequential work related to the Polar Code

19.3 The Committee noted the progress made by the Sub-Committee regarding the consequential work related to the International Code for Ships Operating in Polar Waters (Polar Code), in particular, that the Sub-Committee considered matters in relation to life-saving appliances and arrangements used in polar waters, including the calculation of exposure time and expected time of rescue and estimating energy, hydration and nutrition demands; and that determination of the maximum expected time of rescue would be further discussed at SSE 8.

Revision of SOLAS chapter III and the LSA Code

19.4 The Committee endorsed the action plan for the revision of SOLAS chapter III and the LSA Code agreed by the Sub-Committee (SSE 7/21, annex 1).

Review of FIRESAFE I and II studies

19.5 The Committee noted:

- .1 the outcome of the Sub-Committee's consideration of the report of the FSA Experts' Group on the review of the FIRESAFE I and II studies, and the progress made regarding the review of SOLAS chapter II-2 and associated codes to minimize the incidence and consequences of fires in ro-ro spaces and special category spaces of new and existing ro-ro passenger ships; and

- .2 a statement by the delegation of Japan, the full text of which is set out in annex 30, noting that there were some issues under consideration by the Sub-Committee which were not justified by the cost effectiveness analyses through the formal safety assessment methodology.

Draft amendments to MSC.1/Circ.1430/Rev.1

19.6 The Committee approved 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*.

Draft amendments to the FSS Code

19.7 The Committee considered draft amendments to chapter 9 of the FSS Code prepared by the Sub-Committee, aiming to clarify the acceptability of less complex and costly section identifiable fault isolation for individually identifiable fire detector systems installed on cargo ships and passenger ship cabin balconies.

19.8 Subsequently, the Committee approved the draft amendments to chapter 9 of the FSS Code, as set out in annex 20, and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 103.

Onboard lifting appliances and anchor handling winches

Draft amendments to SOLAS chapter II-1

19.9 The Committee considered draft amendments to SOLAS chapter II-1 in relation to onboard lifting appliances and anchor handling winches (OLAW) finalized by the Sub-Committee, aiming to develop uniform standards to prevent serious incidents with respect to the operation of OLAW; and noted the following views:

- .1 the *Survey Guidelines under the Harmonized System of Survey and Certification* (HSSC), 2019 (resolution A.1140(31)) would need to be amended in due course to reflect the new survey requirements and the amendments to HSSC could be similar to those introduced in respect of SOLAS regulation II-1/3-9 (Means of embarkation and disembarkation from ships);
- .2 given that no session of the Sub-Committee was scheduled for 2021 and that this agenda item had not yet been finalized, the adoption of the amendments would miss the deadline for the current 4-year amendment cycle with entry into force on 1 January 2024 and, therefore:
 - .1 this should be considered as exceptional circumstances in accordance with the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481); and
 - .2 the draft amendments should be adopted at the earliest opportunity.

19.10 Subsequently, the Committee, having agreed that the amendments should be adopted as early as possible, outside the 4-year amendment cycle due to exceptional circumstances, approved the draft amendments to SOLAS chapter II-1 in principle, as set out in annex 14, with a view to subsequent adoption at a future session of the Committee, in conjunction with the approval of the associated draft guidelines for lifting appliances and the draft guidelines for anchor handling winches, once finalized.

Draft guidelines for lifting appliances

19.11 Regarding the draft guidelines for lifting appliances, the Committee noted a statement by the observer from IACS, expressing the view that some definitions and expressions in the draft guidelines should be clearly differentiated and clarified, e.g. "competent person" and "responsible person", and "acceptable to the Administration"; regarding the load test and thorough examination, equivalency between the standards acceptable to the Administration and those of the classification society should be provided; clarification was necessary as to whether postponement of a survey would apply to the 5-yearly retesting; and some detailed requirements for the proof load of loose gear should be included. In this connection, the Committee noted IACS's intention to propose solutions to the above-mentioned concerns, as well as some example forms for the "register of ship's lifting appliances and cargo handling gear" and for the "certificate of test and thorough examination" to be included in the draft guidelines; and advised IACS to submit proposals to the SSE Sub-Committee.

19.12 Subsequently the Committee approved, in principle, a draft MSC circular on guidelines for lifting appliances, with a view to final approval in conjunction with the adoption of the associated draft amendments to SOLAS chapter II-1 (see paragraph 19.10).

19.13 In this regard, as requested by the Sub-Committee, the Committee referred the matter of training, familiarization and qualifications of shore-based personnel operating shipboard lifting appliances and loose gear to the FAL Committee for consideration and action, as appropriate.

Transfer of an output to the SDC Sub-Committee

19.14 The Committee considered the proposed transfer of the output "Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III" to SDC 8, in order to balance the workload between the two Sub-Committees.

19.15 In the ensuing discussion, the Committee noted the following views:

- .1 the SDC Sub-Committee's agenda would allow for such a transfer; however, the Committee should allocate an experts' group to deal with the item in order not to compromise the maximum allowed number of working and drafting groups during a meeting;
- .2 the subject matter required expertise which was not normally present within the SDC Sub-Committee and, therefore, those experts would need to attend the meetings of the SDC Sub-Committee; and
- .3 clear instructions should be given by the Committee regarding the expected output, taking into account that:
 - .1 the SSE Sub-Committee had spent considerable time discussing the scope of the output when developing functional requirements for SOLAS chapter III, i.e. whether to improve the SOLAS requirements or just to develop functional requirements for the existing provisions; and
 - .2 the hazard identification study approach would not be appropriate, given that the intent of the output was to develop functional requirements to provide guidance to Administrations on how to consider equivalency and alternative design solutions, based on the existing SOLAS requirements and not to develop new regulations or amend existing ones.

19.16 Following discussion, the Committee:

- .1 agreed to transfer this output to the provisional agenda of SDC 8;
- .2 requested the Correspondence Group on Safety Objectives and Functional Requirements for SOLAS Chapter II-1 established at SSE 7 to report to SDC 8;
- .3 invited relevant submissions to SDC 8 (instead of SSE 8); and
- .4 authorized the SDC Sub-Committee to establish an experts' group at its next session to deal with the matter, in addition to the allocated number of groups to be established, and encouraged delegations to send subject matter experts to SDC 8.

19.17 In addition, the Committee noted information provided by the Secretariat regarding the discussion on the scope of the output, in particular that SSE 6, when developing draft functional requirements and expected performance criteria for SOLAS chapter III, had agreed that a hazard identification study was not necessary given that the scope of the work was to develop functional requirements for the existing IMO instruments (SSE 6/18, paragraph 3.8). In this regard, the Committee also recalled that MSC 101 had taken the above-mentioned views into account when approving the *Revised guidelines on alternative design and arrangements for SOLAS chapters II-1 and III* (MSC.1/Circ.1212/Rev.1) and, therefore, agreed that the same approach should be taken for SOLAS chapter II-1, without aiming to improve SOLAS requirements.

Draft amendments to the LSA Code concerning single fall and hook systems

19.18 The Committee noted that the Sub-Committee had finalized draft amendments to paragraph 4.4.7.6.17 of the LSA Code concerning single fall and hook systems with on-load release capability, for submission to a future session of the Committee, as a package, in conjunction with the draft amendments to the LSA Code related to ventilation of survival craft (see paragraph 19.2 above).

Revised standardized LSA evaluation and test report forms

19.19 The Committee approved:

- .1 MSC.1/Circ.1628 on *Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)*;
- .2 MSC.1/Circ.1629 on *Revised standardized life-saving appliance evaluation and test report forms (visual signs)*;
- .3 MSC.1/Circ.1630 on *Revised standardized life-saving appliance evaluation and test report forms (survival craft)*;
- .4 MSC.1/Circ.1631 on *Revised standardized life-saving appliance evaluation and test report forms (rescue boats)*;
- .5 MSC.1/Circ.1632 on *Revised standardized life-saving appliance evaluation and test report forms (launching and embarkation appliances)*; and
- .6 MSC.1/Circ.1633 on *Revised standardized life-saving appliance evaluation and test report forms (other life-saving appliances)*.

Strength tests of free-fall lifeboats with the ship making headway up to 5 knots

Draft amendments to SOLAS regulation III/33 and the LSA Code

19.20 The Committee approved draft amendments to:

- .1 SOLAS regulation III/33, aiming to remove the applicability of the requirements to launch free-fall lifeboats to test their strength with the ship making headway at speeds up to 5 knots in calm water on cargo ships of 20,000 GT and above, as set out in annex 14; and
- .2 paragraph 4.4.1.3 of the LSA Code regarding strength tests of free-fall lifeboats with the ship making headway up to 5 knots, as set out in annex 21,

and requested the Secretary-General to circulate them in accordance with SOLAS article VIII, with a view to adoption at MSC 103.

Draft amendments to resolution MSC.81(70)

19.21 The Committee approved, in principle, draft amendments to the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)) and the associated draft MSC resolution, as set out in annex 22, with a view to subsequent adoption at MSC 103, in conjunction with the related amendments to SOLAS chapter III and the LSA Code (see also paragraph 19.20 above).

Unified interpretations of SOLAS chapter II-2

19.22 The Committee approved MSC.1/Circ.1634 on *Unified interpretations of SOLAS chapter II-2*, concerning an interpretation of regulation II-2/9 (Containment of fire, thermal and structural boundaries).

Draft amendments to MSC.1/Circ.1318

19.23 The Committee, having noted a concern that insufficient time was provided to comment on the report of the SSE Committee (MSC 102/19) and that the draft amendments to the *Guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems* (MSC.1/Circ.1318) would require further consideration, agreed to defer the approval of the draft amendments to MSC 103.

Establishment of an experts' group at SSE 8

19.24 The Committee approved the establishment of an experts' group at SSE 8, in addition to the planned working and drafting groups, to progress the work on the revision of the 1995 Code of Safety for Diving Systems only, recalling that it had also agreed to establish an experts' group to deal with the issues related to safety objectives and functional requirements for SOLAS chapter II-1 at SDC 8 (see paragraph 19.16.4).

Safety issues referred for consideration by the III Sub-Committee

19.25 The Committee discussed the request of the Sub-Committee to consider how lessons learned and safety issues identified from the analysis of marine safety investigation reports by the III Sub-Committee, including any recommendations emanating from the III Sub-Committee, should be dealt with by the subsidiary bodies of the Committees.

- 19.26 In this regard, the Committee, having recalled the decision of MSC 92 that:
- .1 the III Sub-Committee would only refer casualty reports directly to other sub-committees for consideration if an identifiable current output addressing the matter in question was on the agenda of such sub-committees; and
 - .2 in cases where the sub-committees had no related outputs on their agendas, casualty reports would only be referred to them after consideration by the Committee and establishment of a relevant dedicated output (MSC 92/26, paragraph 22.29),

reconfirmed its earlier decision at MSC 92 on how to deal with safety issues identified from the analysis of marine safety investigation reports by the III Sub-Committee.

Incidents associated with elevators on board ships

19.27 The Committee noted the outcome of the Sub-Committee's discussion on incidents associated with elevators on board ships, in particular that the Sub-Committee had agreed on the need to develop any relevant safety standards under a new output.

Incidents in relation to presence of cargo vapours in non-hazardous closed spaces

19.28 The Committee noted the outcome of the Sub-Committee's discussion on incidents in relation to the presence of cargo vapours in non-hazardous closed spaces, in particular that the Sub-Committee had agreed that this matter could be addressed by means of a unified interpretation.

Replacement of standard ISO/TR 6065:1991 concerning "test for porosity" and "oil resistance"

19.29 The Committee noted the outcome of the Sub-Committee's discussion on the replacement of standard ISO/TR 6065:1991 with standard ISO 15372:2000, in particular the Sub-Committee's decision not to take any action at that stage, taking into account that the discrepancy between the temperature for the oil exposure tests in ISO/TR 6065 and ISO 15372:2000 was in the process of being corrected by ISO/TC 8.

Expansion of the scope of the output regarding PFOS for fire fighting on board ships

19.30 The Committee considered the proposal to expand the scope of the output on "Development of provisions to prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS) for fire fighting on board ships" to include other regulations of SOLAS chapter II-2 and other instruments, in addition to SOLAS regulation II-2/10.4.1.3.

- 19.31 In this regard, the Committee, having noted that:
- .1 the prohibition would apply to both fixed and portable systems, whereas SOLAS regulation II-2/10.4.1.3 was applicable to fixed systems only and, therefore, other regulations would need to be amended or a new regulation could be necessary instead; and
 - .2 there could be a need for consequential amendments to other instruments e.g. the HSC Code,

agreed that the scope of the output should be expanded accordingly.

Corrigendum to MSC.1/Circ.1430/Rev.1

19.32 The Committee endorsed the Sub-Committee's recommendation to issue a corrigendum to the *Revised guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces* (MSC.1/Circ.1430/Rev.1), to allow fire and component tests previously conducted to remain valid for the approval of systems according to the revised circular (MSC.1/Circ.1430/Rev.1) and to permit existing approved and installed fixed fire-extinguishing systems to remain in service, as long as they were serviceable. In this respect, the Committee requested the Secretariat to issue such corrigendum accordingly.

Amendments to footnotes in SOLAS and the LSA Code concerning escape route signs and equipment location markings

19.33 The Committee endorsed the recommendation of the Sub-Committee to amend relevant footnotes in SOLAS and the LSA Code, as a consequence of the adoption of Assembly resolution A.1116(30) on *Escape route signs and equipment location markings*, and requested the Secretariat to take appropriate action when preparing the next publications of the 1974 SOLAS Convention and the LSA Code.

OTHER MATTERS**Use and fitting of retro-reflective materials on LSA**

19.34 The Committee recalled that MSC 101 had considered draft amendments to Assembly resolution A.658(16) on *Use and fitting of retro-reflective materials on life-saving appliances* to allow new emerging technologies to be used for accelerated weathering tests of retro-reflective materials by removing the term "carbon arc" from paragraph 4.10, since this method of accelerated sunlight exposure was rarely used and other light sources were used in place of a carbon arc.

19.35 The Committee also recalled that in considering document MSC 101/14/2 (Secretariat), containing a draft Assembly resolution for the adoption of amendments to resolution A.658(16), MSC 101 had noted that the proposed amendment could lead to inconsistencies and make the test methodology vague. Notwithstanding the above-mentioned concern, the Committee had approved the draft Assembly resolution for submission to A 31 with a view to adoption, noting that relevant proposals could be submitted to A 31 to address the concern (MSC 101/24, paragraph 14.41).

19.36 In this respect, the Committee noted that A 31, having considered document A 31/10/4 (United States and IACS), containing proposals to further clarify the test methodology, taking into account relevant industry standards, had not been able to reach an agreement on how best to clarify the exposure times for retro-reflective materials for lamp types other than a carbon arc. A 31 also noted the view that the resolution and any future amendments should be adopted by means of an MSC resolution, given its technical nature, taking into account any consequential necessary action to be taken by the Assembly to revoke current resolution A.658(16). Consequently, the Assembly referred the matter to MSC 102 for consideration and action and invited interested Member States and international organizations to submit proposals directly to MSC 102 (A 31/6(b)/1, paragraph 8.2).

19.37 In this regard, the Committee considered document MSC 102/19/1 (United Kingdom et al.), proposing amendments to resolution A.658(16), taking into account the outcome of A 31, with the goal of better reflecting the current practices of test laboratories involved in accelerated weathering testing.

19.38 In the ensuing discussion, the Committee noted that:

- .1 the proposed amendment to paragraph 4.10 of annex 2 to the resolution referred to "a test methodology based on a standard recognized by the Organization" and that there was no indicative list of the standards for this purpose; and therefore, the wording could be replaced with "in accordance with an international standard acceptable to the Organization"; and
- .2 the amendments could be introduced as a new draft MSC resolution, superseding resolution A.658(16).

19.39 Following discussion, the Committee agreed to the amendments proposed in document MSC 101/14/2, as modified, and:

- .1 adopted resolution MSC.481(102) on the *Revised use and fitting of retro-reflective materials on life-saving appliances*, as set out in annex 23; and
- .2 invited A 32 to note the adoption of the MSC resolution and to revoke existing resolution A.658(16) accordingly.

20 APPLICATION OF THE COMMITTEE'S METHOD OF WORK

20.1 The Committee agreed to defer the consideration of this agenda item to MSC 103 (see paragraph 1.13).

21 WORK PROGRAMME

Proposals for new outputs

21.1 The Committee recalled its earlier decision to postpone to MSC 103 the consideration of any proposals for new outputs (see paragraph 1.13).

Relocation of existing outputs from Other work to Strategic directions

21.2 The Committee recalled that MSC 101, having noted that the issue of the allocation of outputs under "Other work" had been raised several times in different bodies, had requested the Secretariat to submit a revised list of outputs to MSC 102, allocating the outputs currently under Other work (OW) to suitable Strategic directions (SDs), for consideration by the Committee and eventual submission to Council for endorsement.

21.3 In considering document MSC 102/21 (Secretariat), the Committee agreed with the relocation of 31 outputs, as set out in annex 24, and invited the Council to endorse this decision.

Biennial agendas and biennial status reports of the Sub-Committees and provisional agendas for their forthcoming sessions

Biennial agenda of the CCC Sub-Committee and provisional agenda for CCC 7

21.4 The Committee approved changing the target completion year of the existing output on "Amendments to the IGF Code and development of guidelines for low-flashpoint fuels" to "continuous", taking into account the work plan for the next phase of the development of the IGF Code (CCC 6/14, paragraphs 3.36 and 11.3, and annexes 2 and 12).

21.5 In this connection, the Committee noted a view that the work on low-flashpoint fuels should be accelerated and prioritized through the provision of additional resources, taking into account the existing regulatory framework established by the IGF Code and the urgent need to rapidly develop safety provisions for alternative fuels to further the decarbonization of shipping.

21.6 The Committee approved the Sub-Committee's biennial agenda and the provisional agenda for CCC 7, as set out in annexes 25 and 26, respectively.

Biennial agenda of the HTW Sub-Committee and provisional agenda for HTW 7

21.7 Having noted the inclusion of output 1.33 on "Development of training provisions for seafarers related to the BWM Convention" at A 31, the Committee confirmed the Sub-Committee's biennial agenda and the provisional agenda for HTW 7 as approved by MSC 101, as set out in annexes 25 and 26, respectively.

Biennial agenda of the III Sub-Committee and provisional agenda for III 7

21.8 Having noted the postponement to MSC 103 of the consideration of two proposals for new outputs by III 6 and recalling its decision under agenda item 14 for the Sub-Committee to further review the draft model agreement for the authorization of recognized organizations acting on behalf of the Administration, the Committee approved the Sub-Committee's biennial agenda and the provisional agenda for III 7, as set out in annexes 25 and 26, respectively.

Biennial agenda of the NCSR Sub-Committee and provisional agenda for NCSR 8

Arrangements for NCSR 8

21.9 The Committee noted that, due to the COVID-19 pandemic, NCSR 8 had been scheduled to be held as a virtual session of 5 days' duration in April 2021.

21.10 Having recalled that one of the most urgent outputs on the biennial agenda of the NCSR Sub-Committee was the revision of SOLAS chapters III and IV for modernization of GMDSS, including related and consequential amendments to other existing instruments, the Committee noted that in order to allow these amendments to enter into force in 2024 as planned, NCSR 8 should approve them in 2021.

21.11 In light of the foregoing, the Committee approved the holding of an intersessional meeting of the Communications Working Group before NCSR 8, and instructed it to consider all documents submitted to NCSR 8 under the agenda item, including the relevant parts of the report of the sixteenth meeting of the IMO/ITU Experts Group, and to advise the Sub-Committee, as appropriate.

Workload of the Sub-Committee

21.12 The Committee recalled that MSC 101, having noted the discussions and decisions taken by NCSR 6 in relation to the workload of the Sub-Committee (NCSR 6/23, paragraphs 20.12 to 20.17), had agreed to consider the workload of the Sub-Committee further at this session.

21.13 Having noted the relevant discussions and decisions concerning the workload of the Sub-Committee at NCSR 7 (NCSR 7/23, paragraphs 20.1 to 20.5), the Committee agreed to continue, after the virtual session of NCSR 8, with the arrangement of 8-day sessions for the Sub-Committee, starting on a Tuesday and concluding on Thursday the week after, as requested by NCSR 7 (MSC 102/16, paragraph 3.1), maintaining the 4 days of full interpretation until decided otherwise, and invited the Council to endorse this decision.

Biennial status report and biennial agenda of the Sub-Committee

21.14 The Committee, taking into account paragraphs 3.4.1 and 3.4.3 of document MSC 102/16 concerning the biennial status report of the Sub-Committee and commenting document MSC 102/21/15 (IHO), providing information on the expansion of output No.164 (Revision of ECDIS Guidance for good practice (MSC.1/Circ.1503/Rev.1)), agreed with the recommendations of the Sub-Committee regarding consolidation and renaming of outputs, as well as the expansion and renaming of output No.164.

21.15 With respect to the proposal in paragraph 3.4.2 of document MSC 102/16, on the inclusion of outputs from the Committee's post-biennial agenda in the 2020-2021 biennial agenda of the Sub-Committee, the Committee did not approve their inclusion since there would not be sufficient time to address those outputs properly during this biennium, due to the rescheduling of NCSR 8 in view of the pandemic.

Provisional agenda for NCSR 8

21.16 The Committee noted the revised provisional agenda for NCSR 8, prepared by the Chair of the NCSR Sub-Committee in cooperation with the Secretariat, following the changes to the meeting programme for 2021 and taking into account the limited time available for the session.

21.17 Following consideration, the Committee approved the Sub-Committee's biennial agenda and the provisional agenda for NCSR 8, as set out in annexes 25 and 26, respectively.

Biennial agenda of the SDC Sub-Committee and provisional agenda for SDC 8

21.18 The Committee, having recalled that, under agenda item 19, it had decided to transfer the output on "Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III" from the provisional agenda of SSE 8 to the provisional agenda of SDC 8, approved the Sub-Committee's biennial agenda and the provisional agenda for SDC 8, as set out in annexes 25 and 26, respectively.

Biennial agenda of the SSE Sub-Committee and provisional agenda for SSE 8

21.19 The Committee, taking into account its earlier decision regarding the transfer of the output on "Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III" to the SDC Sub-Committee and the expansion of the scope of the output on "Development of provisions to prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS) for fire fighting on board ships" to include other regulations of SOLAS chapter II-2 and other instruments, in addition to SOLAS regulation II-2/10.4.1.3, approved the Sub-Committee's biennial agenda and the provisional agenda for SSE 8, as set out in annexes 25 and 26, respectively.

Biennial status report and post-biennial agenda of the Committee

21.20 Having recalled that, as usual, the status of outputs and the updated post-biennial agenda would be produced after the session as annexes to its report to avoid any unnecessary duplication of work, the Committee invited the Council to note the report on the status of outputs of MSC for the 2020-2021 biennium and the post-biennial agenda of MSC, as set out in annexes 27 and 28, respectively.

Intersessional meetings

21.21 The Committee recalled that MSC 101 had approved the holding of the following intersessional meetings, which had been subsequently endorsed by C 122 and had taken place in 2020 or would take place in 2021 or were being postponed:

- .1 the thirty-third meeting of the E&T Group on the IMSBC Code, rescheduled to take place in January 2021;
- .2 the sixteenth meeting of the Joint IMO/ITU Experts Group, which took place by correspondence from 3 July to 18 September 2020;
- .3 the twenty-seventh meeting of the ICAO/IMO Joint Working Group, which took place by means of a virtual meeting from 12 to 15 October 2020;
- .4 an intersessional meeting of the Working Group on the Review of the STCW-F Convention, which took place from 10 to 12 February 2020; and
- .5 a joint ILO/IMO Working Group for the Development of Guidelines on the Medical Examination of Fishing Vessel Personnel, postponed to the next biennium.

21.22 The Committee approved, subject to endorsement by the Council, the holding of the following intersessional meetings in 2021, based on decisions taken during the session:

- .1 the thirty-fourth meeting of the E&T Group on the IMDG Code, depending on the finalization of amendments to the UN Orange Book, to take place in March 2021;
- .2 the thirty-fifth meeting of the E&T Group on the IMSBC and IMDG Codes to take place directly after CCC 7 in September 2021;
- .3 a meeting of the Communications Working Group of the NCSR Sub-Committee to take place in April 2021;
- .4 a meeting of the IP Code Working Group of the SDC Sub-Committee to take place in March 2021;
- .5 the seventeenth meeting of the Joint IMO/ITU Experts Group to take place in July 2021; and
- .6 the twenty-eighth meeting of the ICAO/IMO Joint Working Group to take place in September 2021.

21.23 Having approved the holding of E&T 34 and 35 as shown above, the Committee:

- .1 authorized E&T 33 and E&T 34 to consider CCC 7 submissions related to the IMDG and IMSBC Codes, with a view to reporting to CCC 7;
- .2 noted that all four correspondence groups established by CCC 6 were continuing their work, with the terms of reference approved by CCC 6; and
- .3 authorized the establishment of one additional deadline for commenting documents to be submitted to CCC 7, taking into account the arrangements for the E&T Groups, the continuation of the correspondence groups and the postponement of CCC 7.

Substantive items for inclusion in the Committee's agenda for the next two sessions and proposed arrangements for MSC 103 and MSC 104***Substantive items for inclusion in the agendas for MSC 103 and MSC 104***

21.24 Having considered the proposals in document MSC 102/WP.6, the Committee agreed in principle to the substantive items to be included in the agendas of its 103rd and 104th sessions, as set out in annex 29, bearing in mind that they might need to be revised in view of developments, in particular regarding the pandemic.

21.25 Recalling the discussion under agenda item 16 on cost implications for dissemination of MSI and SAR-related information (see paragraphs 16.8 to 16.13), and taking into account that NCSR 8 had been scheduled to be conducted virtually after the deadline for submission of documents to MSC 103, the Committee authorized the Secretariat to submit information to MSC 103 on the outcome of the deliberations at NCSR 8 on this matter.

Establishment of working and drafting groups at MSC 103

21.26 The Committee noted that, depending on the type of meeting possible at that time, and further based on the decisions taken under various agenda items at this session and submissions received on the respective subjects for consideration at MSC 103, the Chair would advise, well in time before MSC 103, on the selection of working and drafting groups to be established, as appropriate.

Dates of the next two sessions

21.27 The Committee noted that MSC 103 had been scheduled to take place from 5 to 14 May 2021 and MSC 104 from 4 to 8 October 2021.

22 ANY OTHER BUSINESS

22.1 The Committee recalled its earlier decision to only consider at this session under this agenda item documents related to the impact of the COVID-19 pandemic on safety-related matters and to postpone consideration of all remaining documents to MSC 103 (see paragraph 1.13).

22.2 The Committee noted a statement by the delegation of the Marshall Islands, supported by the delegations of the Bahamas, Liberia, Panama and the observer from ICS, regarding perceived unjustified port State control actions against ships. The full text of the statements of the Marshall Islands and Panama is set out in annex 30.

Crew change matters

22.3 The Committee recalled that, at its second extraordinary session in September of this year, following adoption of resolution MSC.473(ES.2) on *Recommended action to facilitate ship crew change, access to medical care and seafarer travel during the COVID-19 pandemic*, it had invited interested Member States and international organizations to submit proposals to this session on possible actions that could be taken to address the challenges faced by the shipping industry and seafarers as a consequence of the pandemic.

Framework of protocols for ensuring safe ship crew changes

22.4 The Committee had for its consideration document MSC 102/22/8 (Cook Islands et al.), proposing to recognize the *Recommended framework of protocols related to safe ship crew changes* (Circular Letter No.4204/Add.14/Rev.1), developed by the industry, by means

of an MSC circular. In this connection, the Committee also noted with appreciation the information provided in document MSC 102/INF.26 (Austria et al.) on safe practices for seafarer mobility and crew changes.

22.5 In considering document MSC 102/22/8, taking into account the information provided in document MSC 102/INF.26, the Committee noted the following views:

- .1 effective crew change was a key element for the safe operation of ships, safety of life at sea, and mental well-being, recruitment and retention of seafarers;
- .2 Member States should share the burden of crew change, repatriation and access to medical care; remove obstacles to crew change; and ensure that seafarers were not infected by coronavirus before they left a Member State's territory;
- .3 promulgation of clear guidance through the recognition of the industry framework of protocols by means of an MSC circular was paramount for safe crew change, travel and repatriation of seafarers; and pertinent following the adoption of resolution MSC.473(ES.2);
- .4 the recommendatory nature of the recommended framework of protocols should be emphasized; and
- .5 joint actions by UN agencies, together with the draft UN resolution dealing with the challenges posed by the pandemic to maritime trade and seafarers currently under consideration by the UN General Assembly, with a view to adoption, should yield positive results in order to address this humanitarian crisis.

22.6 In this connection, the Committee noted statements by the delegations of Malaysia and Nigeria, supporting the approval of the recommended framework of protocols, as set out in annex 30.

22.7 Following consideration, the Committee:

- .1 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*; and
- .2 authorized the Chair and the Secretariat, in consultation with the authors of the protocols, to distribute relevant updates as revisions of the above-mentioned circular, in order to ensure that the information it contains remains current.

Universal non-text logo to guide seafarers

22.8 The Committee considered document MSC 102/22/10 (New Zealand), which, noting that practical action was required to resolve the seafarers' crisis created by the pandemic, proposed that the Organization, in collaboration with ILO and ICAO, develop a universal non-text logo enabling seafarers to identify, and consequently access, dedicated resources and processes on ship, in port and in transit to and from ships.

22.9 Following consideration, and having noted general support in principle for the proposal and its expected benefits for seafarers, the Committee requested the Secretariat to:

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- .1 initiate the development, in collaboration with ILO and ICAO, of a logo or symbol to promote awareness of resources dedicated to seafarers; and
 - .2 report to MSC 103 on the progress made and keep FAL 45 informed of developments.

GISIS module to register ports that facilitate crew changes

22.10 The Committee considered document MSC 102/22/12 (Cyprus et al.), proposing the development of a new GISIS module to register ports that facilitated crew changes and disseminate information provided by Member States regarding those ports, to enable shipping companies to easily plan and organize crew changes during the pandemic; so that this information would no longer need to be issued by circular letters.

22.11 In considering the proposal, the Committee noted, inter alia, the following views:

- .1 GISIS might not be the most suitable vehicle for this and a more dynamic tool might be needed;
- .2 noting that GISIS appeared to be the most appropriate system to address this matter, an existing GISIS module should be used for this purpose in order to expedite availability of the very relevant information proposed in the document;
- .3 as the information to be provided by Member States according to the proposal was too extensive, subject to frequent changes and continuously evolving, it would be both challenging and a significant burden for Member States to keep it reliable and up to date; and
- .4 it would be appropriate to include in the module a simple checkbox in order to identify Member States not applying restrictions to crew change and repatriation of seafarers.

22.12 Following consideration, and having recognized the need for cooperation by Member States to keep relevant information accessible, reliable and up to date, the Committee requested the Secretariat to develop, as a matter of priority, a new GISIS module to disseminate information by Member States regarding ports that facilitated crew changes, which should:

- .1 be based on the form set out in the annex to document MSC 102/22/12;
- .2 include a checkbox for the identification of Member States not applying restrictions to crew change and repatriation; and
- .3 incorporate information on the designation of National Focal Points on Crew Change and Repatriation of Seafarers (so far issued by means of MSC.7 circulars), which Member States had submitted in accordance with resolution MSC.473(ES.2).

Limited hospital capacity in the Antilles in connection with the COVID-19 pandemic

22.13 The Committee considered document MSC 102/22/9 (France) providing information on limited public hospital capacity available to care for patients affected by a potential sizeable outbreak of COVID-19 aboard ships navigating in the waters of the French Antilles SAR area; and inviting companies operating in French waters in the Antilles to take their own healthcare

measures to deal with COVID-19 cases and to submit to the relevant French maritime authorities a relevant health protocol, if activities within the SAR area under French responsibility were to be resumed.

Unforeseen delay in the delivery of ships due to the COVID-19 pandemic

22.14 The Committee recalled that the Organization had issued Circular Letter No.4204/Add.1 on *Implementation and enforcement of relevant IMO instruments in light of the COVID-19 pandemic*, which called for understanding and close cooperation among all Member States to overcome the challenges related to implementing and enforcing IMO instruments.

22.15 The Committee also recalled that paragraph 5 of Circular Letter No.4204/Add.7 (*Coronavirus (COVID-19) – Guidance concerning unforeseen delays in the delivery of ships*) referenced document MSC 102/7/5 (China and IACS), containing a proposal for a unified interpretation of SOLAS regulation II-1/3-10 concerning the term "unforeseen delay in the delivery of ships". The Committee noted that the Circular Letter invited Member States to consider the application of the two unified interpretations annexed to it to ships the delivery of which had been delayed beyond 1 July 2020. Due to the postponement of MSC 102, the Committee had been unable to decide on the proposed unified interpretation before 1 July 2020, the date on or after which all ships delivered had to comply with SOLAS regulation II-1/3-10.

22.16 In this connection, the Committee considered the aforementioned document MSC 102/7/5, together with document MSC 102/7/6 (ASEF and CESA), which supported the above-mentioned proposal as a matter of urgency.

22.17 In considering the proposed draft MSC circular on unified interpretation of SOLAS regulation II-1/3-10 concerning the term "unforeseen delay in delivery of ships" (MSC 102/7/5, annex), the Committee agreed that the validity of the proposed unified interpretation should not be indefinite and modified the title of the circular to make clear it applied during the coronavirus (COVID-19) pandemic. Subsequently, the Committee approved 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*, having noted that possible modifications could be considered at a future session.

Guidance on remote surveys

22.18 The Committee recalled Circular Letter No.4204/Add.19/Rev.2 on *Guidance for flag States regarding surveys and renewals of certificates during the COVID-19 pandemic*, which contained guiding principles for the provision of technical and implementation advice to flag States when considering whether to permit statutory certificate extensions beyond 3 months.

22.19 In this regard, the Committee considered document MSC 102/22/11 (Republic of Korea), proposing that guidance on the implementation of remote surveys be developed, taking into account that the lack of uniform guidance on the matter might not only be burdensome to shipowners and ship crew, but might also undermine the credibility of survey quality and the fairness among stakeholders. In addition, the Committee noted the sponsor's view that the use of remote surveys would continue to increase in the years ahead, even after the pandemic ended.

22.20 In considering the above-mentioned document, the Committee, recognizing that developing such guidance would require detailed technical consideration by experts, which should also include matters related to cases of force majeure, invited interested Member States and international organizations to submit a new output proposal to the Committee, in accordance with the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.1).

Impact of COVID-19 on matters related to the 2012 Cape Town Agreement

22.21 The Committee recalled that a Ministerial Conference on Fishing Vessel Safety and IUU Fishing had been held in Torremolinos, Spain, from 21 to 23 October 2019, the outcome of which was contained in document MSC 102/22/2 (Secretariat).

22.22 The Committee considered document MSC 102/22/13 (Iceland et al.), pointing out that Signatory States to the Torremolinos Declaration which were planning to deposit an instrument of ratification, acceptance, approval or accession by the target date of 11 October 2022 would benefit from guidance to address issues related to the implementation of the Agreement. In this regard, the co-sponsors notified the Committee that they intended to form a group of interested parties, in which other interested delegations were encouraged to participate, to develop draft guidance based on the terms of reference set out in paragraph 13 of the document.

22.23 Subsequently, the Committee invited interested delegations to contact the delegation of Spain⁴ if they wished to participate in the group.

Impact of COVID-19 on maritime education and training

22.24 The Committee noted with appreciation the information provided in document MSC 102/INF.25 (ICS and IAMU) on the outcome of a recent meeting between ICS and IAMU on the impact of the COVID-19 pandemic on maritime education and training.

23 ELECTION OF CHAIR AND VICE-CHAIR FOR 2021

23.1 The Committee agreed to defer the consideration of this agenda item to MSC 103 (see paragraph 1.13).

24 ACTION REQUESTED OF OTHER IMO ORGANS AND ADJOURNMENT

24.1 The Assembly, at its thirty-second session, is invited to:

- .1 note that the consideration of agenda items 4, 5, 6, 8, 9, 10, 11, 12, 20 and 23, and of the respective documents submitted under those items, was deferred to MSC 103, taking into account the limited time available at this remote session and in order to ensure continuity of the work of the Sub-Committees (paragraph 1.13);
- .2 note that the Committee, subject to concurrent decision by MEPC 75, instructed the III Sub-Committee to consider the Consolidated Audit Summary Reports (CASRs) of the Member State audits completed in 2017 and 2018 and report to the Committees the outcome of their considerations (paragraph 2.4);
- .3 note that the Committee adopted amendments to the 1974 SOLAS Convention and related mandatory codes, part B of the STCW Code and approved or adopted, as appropriate, a number of non-mandatory instruments (paragraphs 3.31 to 3.42, 15.7, 16.6, 17.2, 17.3, 17.31 and 19.39 and annexes 1 to 4, 6, 9, 10, 12, 13, 19 and 22);

⁴ **Focal point:**
Mr. Víctor Jiménez Fernández,
Counsellor for Transport - Alternate Perm. Rep. to IMO
Embassy of Spain in London
Email: vjfernandez@mitma.es

- .4 note the adoption of resolution MSC.479(102) on *Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships* and revoke existing resolution A.581(14) accordingly (paragraph 15.7 and annex 9);
- .5 note the establishment of new traffic separation schemes and routing measures, adopted in accordance with resolution A.858(20) (paragraphs 16.2 to 16.4);
- .6 adopt the draft Assembly resolution on *Guidelines for Vessel Traffic Services* (paragraph 16.7 and annex 11);
- .7 note the action taken by the Committee with regard to the revision of the *Guidelines on places of refuge for ships in need of assistance* (resolution A.949(23)) and the anticipated submission of the revised guidelines to A 32, with a view to adoption (paragraphs 16.6 and 16.7);
- .8 note the adoption of resolution MSC.481(102) on *Revised use and fitting of retro-reflective materials on life-saving appliances* and revoke existing resolution A.658(16) accordingly (paragraph 19.39 and annex 23); and
- .9 note the decisions taken on matters related to the impact of the COVID-19 pandemic on safe ship crew changes, unforeseen delay in the delivery of ships and other safety-related issues (paragraphs 22.1 to 22.24).

24.2 The Council, at its 125th session, is invited to:

- .1 consider the report of the 102nd session of the Maritime Safety Committee and, in accordance with Article 21(b) of the IMO Convention, transmit the report, with its comments and recommendations, to the thirty-second session of the Assembly;
- .2 note that the consideration of agenda items 4, 5, 6, 8, 9, 10, 11, 12, 20 and 23, and of the respective documents submitted under those items, was deferred to MSC 103, taking into account the limited time available at this remote session and in order to ensure continuity of the work of the Sub-Committees (paragraph 1.13);
- .3 note that the Committee adopted amendments to the 1974 SOLAS Convention and related mandatory codes, part B of the STCW Code and approved or adopted, as appropriate, a number of non-mandatory instruments (paragraphs 3.31 to 3.42, 15.7, 16.6, 17.2, 17.3, 17.31 and 19.39 and annexes 1 to 4, 6, 9, 10, 12, 13, 19 and 22);
- .4 note the decisions taken on matters related to goal-based standards and the GBS verification scheme (paragraphs 7.1 to 7.18);
- .5 note the actions taken regarding the outcome of the work of the sub-committees reporting to this session (sections 13 to 19);
- .6 endorse the decision of the Committee to relocate 31 existing outputs from the category Other work to Strategic directions (paragraph 21.3 and annex 24);
- .7 endorse the decision regarding the arrangements for NCSR 8 (paragraph 21.13);

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- .8 note the biennial status report of the Committee (paragraph 21.20 and annex 27);
 - .9 note the post-biennial agenda of the Committee (paragraph 21.20 and annex 28);
 - .10 endorse the intersessional meetings approved for 2021 (paragraph 21.22); and
 - .11 note the decisions taken on matters related to the impact of the COVID-19 pandemic on safe ship crew changes, unforeseen delay in the delivery of ships and other safety-related matters (paragraphs 22.1 to 22.24).

24.3 The Marine Environment Protection Committee, at its seventy-fifth session, is invited to:

- .1 note that the consideration of agenda items 4, 5, 6, 8, 9, 10, 11, 12, 20 and 23, and of the respective documents submitted under those items, was deferred to MSC 103, taking into account the limited time available at this remote session and in order to ensure continuity of the work of the Sub-Committees (paragraph 1.13);
- .2 concur with the decision of the Committee to instruct the III Sub-Committee to consider the Consolidated Audit Summary Reports (CASRs) of the Member State audits completed in 2017 and 2018 and report to the Committees the outcome of their considerations (paragraph 2.4);
- .3 concur with the decision of the Committee to endorse the systematic use of the Model Course Trust Fund to hire experts for the development and revision of model courses, subject to the Secretariat's contracting process, to be applied to all IMO bodies dealing with model courses, as necessary (paragraph 13.4);
- .4 concur with the decision that the correspondence groups established by III 6 should continue their work on the basis of their agreed terms of reference (paragraph 14.12);
- .5 concurrently approve the revised MSC-MEPC.5/Circ.7 on *Guidance on the timing of replacement of existing certificates by revised certificates* (PPR 7/22, annex 1) as a consequence of the entry into force of amendments to chapters 17 and 18 of the IBC Code (paragraph 18.2);
- .6 note the endorsement of PPR.1/Circ.9 on *Revised carriage requirements for methyl acrylate and methyl methacrylate* (paragraph 18.3);
- .7 note the endorsement of the recommendation of PPR 7 that chapter 17 of the IBC Code be amended to include updated carriage requirements for methyl acrylate and methyl methacrylate (paragraph 18.4); and
- .8 note the approval of the biennial agendas of the CCC and III Sub-Committees and the provisional agendas for CCC 7 and III 7 (paragraphs 21.6 and 21.8 and annexes 25 and 26).

24.4 The Marine Environment Protection Committee, at its seventy-sixth session, is invited to:

- .1 note the outcome of the consideration of the draft MSC-MEPC.5 circular on model agreement for the authorization of recognized organizations acting on behalf of the Administration, in particular that paragraph 6.5.5 of the draft model agreement and paragraph 5.3.2.4 of the recommendatory part III of the RO Code were referred to III 7 for further consideration and advice to the Committees (paragraphs 14.5 to 14.8);
- .2 note that NCSR 8 was authorized to submit the revision of the *Guidelines on places of refuge for ships in need of assistance* (resolution A.949(23)) directly to MEPC and LEG for concurrent approval, with a view to subsequent adoption by A 32 (paragraph 16.17);
- .3 approve draft amendments to MARPOL Annex I and concurrently approve draft amendments to the IBC Code related to watertight doors on cargo ships, with a view to subsequent adoption; and concur with the decision of the Committee to apply them to all ships (paragraphs 17.29 and 17.30 and annex 17); and
- .4 note that the Committee re-confirmed its earlier decision at MSC 92 on how to deal with safety issues identified from the analysis of marine safety investigation reports by the III Sub-Committee (paragraphs 19.25 and 19.26).

24.5 The Facilitation Committee, at its forty-fifth session, is invited to:

- .1 note that the consideration of agenda items 4, 5, 6, 8, 9, 10, 11, 12, 20 and 23, and of the respective documents submitted under those items, was deferred to MSC 103, taking into account the limited time available at this remote session and in order to ensure continuity of the work of the Sub-Committees (paragraph 1.13);
- .2 consider the matter of training, familiarization and qualifications of shore-based personnel operating shipboard lifting appliances and loose gear and take action, as appropriate (paragraph 19.13); and
- .3 note the decisions taken on matters related to the impact of the COVID-19 pandemic on safe ship crew changes and other safety-related matters, (paragraphs 22.1 to 22.24).

24.6 The Legal Committee, at its 108th session, is invited to:

- .1 note that the consideration of agenda items 4, 5, 6, 8, 9, 10, 11, 12, 20 and 23, and of the respective documents submitted under those items, was deferred to MSC 103, taking into account the limited time available at this remote session and in order to ensure continuity of the work of the Sub-Committees (paragraph 1.13);
- .2 note that NCSR 8 was authorized to submit the revision of the *Guidelines on places of refuge for ships in need of assistance* (resolution A.949(23)) directly to MEPC and LEG for concurrent approval, with a view to subsequent adoption by A 32 (paragraph 16.17); and

- .3 note the decisions taken on matters related to the impact of the COVID-19 pandemic on safe ship crew changes and other safety-related matters (paragraphs 22.1 to 22.24).

24.7 The Technical Cooperation Committee, at its seventy-first session, is invited to:

- .1 note that agenda items 4, 5, 6, 8, 9, 10, 11, 12, 20 and 23, and the respective documents submitted under those items, were deferred to MSC 103, taking into account the limited time available at this remote session and in order to ensure continuity of the work of the Sub-Committees (paragraph 1.13);
- .2 note that the Committee requested the III Sub-Committee to consider how e-learning training material could assist with the implementation of instruments other than the STCW Convention and advise the Committee accordingly (paragraph 13.3); and
- .3 note the decisions taken on matters related to the impact of the COVID-19 pandemic on safe ship crew changes and other safety-related matters (paragraphs 22.1 to 22.24).

24.8 The session was adjourned on 18 November 2020, following the conclusion of the 5-day correspondence period provided in accordance with paragraph 21 of the *Interim guidance to facilitate remote sessions of the Committees during the COVID-19 pandemic* (MSC-LEG-MEPC-TCC-FAL.1/Circ.1).

(The annexes will be issued as an addendum to this document)
