**MSC 102 – 4 to 11 November 2020**

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

***Proposed amendments to the 1974 SOLAS Convention***

MSC 102 has adopted with MSC.474(102) the Amendments to SOLAS chapter II-1 concerning towing and mooring equipment and watertight integrity.

MSC 102 agreed to additional draft editorial amendments to chapter II-1 of the annex to the Convention identified by the Secretariat, which had been identified while preparing the 2020 SOLAS publication.

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, MSC 102 agreed to a MSC circular on voluntary early implementation of the amendments to SOLAS regulation II-1/12.6.2.

Voluntary early implementation should be communicated by a Contracting Government to the Organization for dissemination through GISIS. In addition to the aforementioned communication, a Contracting Government may also consider the use of the existing provisions for equivalent arrangements under SOLAS regulation I/5 to cover the interim period between the date of the voluntary early implementation and the entry-into-force date of the amendments.

***Proposed amendments to the IGF, IGC and IMDG codes, mandatory under the 1974 SOLAS Convention***

Draft amendments to the IGF Code MSC 102 has adopted MSC.475(102) amending 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.

 The amendments shall be deemed to have been accepted on 1 July 2023 and enter into force on 1 January 2024.

***Draft amendments to the IGC Code***

MSC 102 has adopted MSC.476(102) amending chapter 6 (Materials of construction and quality control) of the IGC Code, concerning welding procedure tests for cargo tanks and process pressure vessels.

The amendments shall be deemed to have been accepted on 1 July 2023 and enter into force on 1 January 2024.

***Draft amendments to the IMDG Code***

MSC 102 has adopted MSC.477(102) - Amendment 40-20 to the IMDG Code, as previously agreed by CCC 6. The amendments shall be deemed to have been accepted on 1 December 2021 and shall enter into force on 1 June 2022. 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.

Therefore, a consolidated text of the Code will be circulated by Secretariat after the session.

***Revised EmS Guide***

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.

MSC 102 has approved MSC.1/Circ.1619 on Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (MSC.1/Circ.1588) (EmS Guide).

Member Governments are invited to bring the annexed amendments to the Revised EmS Guide to the attention of all concerned, taking into account the voluntary application date of 1 January 2021 of amendment (40-20) of the IMDG Code, pending its envisaged mandatory entry into force date of 1 June 2022.

***Mooring arrangements and equipment***

With a view to approval in conjunction with the adoption of the draft amendments to SOLAS regulation II-1/3-8, MSC 102 has approved:

- MSC.1/Circ.1620 on Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring;

- MSC.1/Circ.1621 on Guidelines for inspection and maintenance of mooring equipment including lines;

- MSC.1/Circ.1175/Rev.1 on Revised guidance on shipboard towing and mooring equipment.

***Goal-based new ship construction standards***

MSC 102 had for its consideration various GBS audit reports Scheduled maintenance audits were conducted on an annual basis in 2018 and 2019 in accordance with the GBS Verification Guidelines (MSC 296(87)).

It can be recalled that with the Revised GBS Verification Guidelines (MSC 454(100)) taking effect, the scheduled interval for maintenance audits has now changed to 3 years.

MSC 102 considered 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.

MSC 102 estimated that the rules of all ROs conform to GBS, providing that the non-conformities identified are rectified and the recommendations of the Audit Team are taken into account.

The Committee 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.

***Implementation of IMO instruments***

Model agreement for the authorization of ROs acting on behalf of the Administration MSC 102 had for its consideration the draft MSC-MEPC.5 circular on Model agreement for the authorization of recognized organizations acting on behalf of the Administration, together with a proposal to delete or amend paragraph 6.5.5 of the draft Model agreement.

Paragraph 6.5.5 of the draft Model agreement states: ".5 the RO shall inform the flag State Administration, as soon as possible, of any dangerous occurrences, accidents, machinery or structural breakdowns, or failures that they are aware of on a ship;" Some delegates considered that the intention of the reporting requirements within the RO Code is adequately covered in paragraphs 6.4, 6.5.2 and 6.5.3 of the draft Model Agreement.

At the same time, the terms "dangerous occurrences" and "accidents" are considered to be vague and undefined.

Its use in a delegation of authority agreement will impose a consequential burden on both Member States and ROs and could lead to non-uniform application on a global basis due to different interpretations of "dangerous occurrences" and "accidents".

Some delegations 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 for flag Administrations to enable them to oversee the work of ROs, especially in a situation where the former were becoming increasingly dependent on the latter.

MSC 102 instructed III 7 to further consider the text of paragraph 6.5.5 only. MEPC will be informed accordingly.

***Carriage of cargoes and containers***

MSC 102 has approved:

- Circular MSC.1/Circ.1622 on Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel. The basic philosophy of these Interim Guidelines is to provide provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using methyl/ethyl alcohol as fuel. These Interim Guidelines follow the goal-based approach (MSC.1/Circ.1394/Rev.2) by specifying goals and functional requirements for each section forming the basis for the design, construction and operation of ships using methyl/ethyl alcohol as fuel.

- Circular MSC.1/Circ.1623 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 The Guidelines provide detailed guidance on how to document alternative metallic materials for their suitability and compliance with the IGC and IGF Codes, and a framework for evaluation and approval of alternative metallic materials for cryogenic service.

 - Circular MSC.1/Circ.1599/Rev.1 -Revised Interim guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599) and the associated draft MSC circular, subject to receiving a satisfactory result of the fatigue test These Revised Interim Guidelines provide the designer and manufacturer with practical information on the design and construction of cargo and fuel tanks using high manganese austenitic steel for cryogenic service, to comply with the Design Conditions defined in section 4.18 of the IGC Code and section 6.4.12 of the IGF Code.

- Circular MSC.1/Circ.1624 on amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) Amendments are brought to Annex 13 “Methods to assess the efficiency of securing arrangements for semi-standardized and non-standardized cargo. The methods described in this annex should be applied to semi-standardized and non-standardized cargo including very heavy and/or very large cargo items. Standardized stowage and securing systems, in particular containers on containerships, are excluded.

- Circular MSC.1/Circ.1353/Rev.2 - Revised Guidelines for the preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.1) MSC 102 agreed to amend MSC.1/Circ.1353/Rev.1, in conjunction with the amendments to the CSS Code. These revised guidelines are based on the provisions contained in the annex to MSC/Circ.745 but have been expanded to include the safe access for lashing of containers, taking into account the provisions of CSS Code, as amended. They are of a general nature and intended to provide guidance on the preparation of such Cargo Securing Manuals, which are required on all types of ships engaged in the carriage of cargoes other than solid and liquid bulk cargoes.

- MSC 479(102) – Revised Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships (A.581(14), as amended)

- Circular MSC.1/Circ.1625 - Amendments to the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code)

- Circular MSC.1/Circ.1626 - Circular on Unified interpretations of the IGC Code

- Circular MSC.1/Circ.1627 - Unified interpretation of the IMDG code "Life-saving appliances (paragraph 7.1.4.4.2) The term "life-saving appliances" means the vessel's main survival craft and rescue boat(s) as required by SOLAS regulations III/21 or III/31.1 and is not intended to mean other life-saving appliances, such as lifebuoys, additional liferafts as required by SOLAS regulation III/31.3.2 and III/31.1.4 and any lifejackets and immersion suits associated with such liferafts."

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

MSC 102 adopted, by MSC.429(98)/Rev.2, the Revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations (Revised Explanatory Notes) as drafted by PPR 7.

It agreed 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 less than 36 passengers,

They will take effect on 1 January 2024 for ships as defined in SOLAS regulation II-1/1.1.1. MSC 102 also adopted, by MSC.429(98)/Rev.1, consequential amendments to the Revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations.

It refers to paragraph 4 of the Explanatory note to SOLAS regulation II-1/17.1, which is 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***

MSC 102 approved MSC.1/Circ.1572/Rev.1 amending section 3 of Unified interpretations of SOLAS chapters II-1 and XII, of the technical provisions for means of access for inspections (MSC.158(78)) and of the Performance Standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (MSC.188(79)).

***Finalization of second generation intact stability criteria***

MSC 102 approved MSC.1/Circ.1628 on Interim guidelines for the second generation intact stability criteria. It relies on performance-oriented criteria for dynamic stability phenomena in waves which needed to be developed and implemented to ensure a uniform international level of safety, as specified in part A, section 1.2 of the International Code on Intact Stability, 2008 (MSC.267(85), as amended).

***Safety standards for the carriage of industrial personnel (IP)***

MSC 102 had for its consideration 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 (Interim Recommendations) (MSC.418(97)).

Some of the vessels carrying IP on international voyages under the Interim Recommendations could not meet the requirements of the new IP Code.

Therefore, some delegations proposed 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 meet an equivalent level of safety acceptable to the Administration.

MSC 102 concurred to the view that, with the entry into force of the IP Code, existing ships certified under the Interim Recommendations (MSC.418(97)) should be allowed to operate, provided that they also meet some of the operational and equipment requirements in the new IP Code, which can include a transitional period. MSC 102 instructed SDC 8 to develop grandfathering provisions for existing ships certified under the Interim Recommendations.

 Two-phase approach in the development of the IP Code Regarding the development of provisions for high-speed craft carrying IP, MSC 102 decided of a two-phase approach.

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.

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

MSC 102 considered the new draft SOLAS regulation II-1/25-1, requiring water level detectors on multiple hold cargo ships other than bulk carriers and tankers, with a proposal 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.

MSC 102 took accepted this proposal and approved draft new SOLAS regulation II-1/25-1 with a view to adoption at MSC 103.

***Amendments to the 2011 ESP Code***

MSC 102 approved draft amendments to the 2011 ESP Code, with a view to adoption at MSC 103.

Mandatory requirements regarding watertight doors on cargo ships MSC 102 approved draft amendments to the following instruments, with a view to adoption at MSC 103 for entry into force by 1 January 2024.

MSC 102 approved draft amendments to to the 1988 LL Protocol regarding watertight doors on cargo ships.

MSC 102 approved draft amendments to the IBC Code, subject to concurrent approval by MEPC 76.

 MSC 102 approved draft amendments to the IGC Code.

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

MSC 102 has adopted MSC.62(67)/Rev.1 - Revised Guidelines for safe access to tanker bows (resolution MSC.62(67)).

MSC 102 also agreed that safety guidelines should be developed for pleasure yachts of 300 gross tonnage and above and less than 500 gross tonnage engaged in trade (i.e. commercial yachts) and for cargo ships of 300 gross tonnage and above and less than 500 gross tonnage, operating in polar waters.

***Pollution prevention and response***

MSC 102 has approved, subject to concurrent approval by MEPC 75, 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.

MSC 102 also approved PPR.1/Circ.9 on Revised carriage requirements for methyl acrylate and methyl methacrylate.

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

MSC 102 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***

MSC 102 approved the draft amendments to chapter 9 of the FSS Code, with a view to adoption at MSC 103.

***Onboard lifting appliances and anchor handling winches - Draft amendments to SOLAS chapter II-I***

MSC 102 has approved the draft amendments to SOLAS chapter II-I, with a view to subsequent adoption at a future session of the Committee. It approved in conjunction the associated draft Guidelines for lifting appliances and draft Guidelines for anchor handling winches, with a view to final approval in conjunction with the adoption of the associated draft amendments to SOLAS chapter II-1.

***Revised standardized LSA evaluation and test report forms***

MSC 102 approved:

- MSC.1/Circ.1629 on the Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances);

- MSC.1/Circ.1630 on the Revised standardized evaluation and test report forms (visual signs);

- MSC.1/Circ.1631 on the Revised standardized evaluation and test report forms (survival craft);

- MSC.1/Circ.1632 on the Revised standardized evaluation and test report forms (rescue boats);

- MSC.1/Circ.1633 on the Revised standardized life-saving appliance evaluation and test report forms (launching and embarkation appliances);

- MSC.1/Circ.1634 on the 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***

MSC 102 approved draft amendments to 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.

MSC 102 also approved draft amendments to 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.

These amendments should be adopted at MSC 103. Consequently, MSC 102 approved, in principle, draft amendments to the Revised recommendation on testing of life-saving appliances (MSC.81(70)) and the associated draft MSC resolution, with a view to subsequent adoption at MSC 103, in conjunction with the related amendments to SOLAS chapter III and the LSA Code.

***Unified interpretations of SOLAS chapter II-2***

MSC 102 has approved MSC.1/Circ.1635 on Unified interpretations of SOLAS chapter II-2, concerning an interpretation of regulation II-2/9 (Containment of fire, thermal and structural boundaries).

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

MSC 102 adopted MSC.481 (102) on the Revised use and fitting of retro-reflective materials on life-saving appliances. 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.

A 31 had not been able to reach an agreement on how best to clarify the exposure times for retro-reflective materials for other lamp types than a carbon arc. Consequently, the Assembly referred the matter to MSC 102. MSC 102 invited A 32 to note the adoption of the MSC resolution and to revoke existing resolution A.658(16) accordingly.

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

As a consequence of the COVID-19 pandemic, shipbuilders and their associated supply chains took a hit which led to difficulties in resuming normal production and different degrees of delay in the delivery of ships under construction. In particular, there has been significant impact on ships originally scheduled to be delivered before 1 July 2020, which were not designed and constructed in accordance with the requirements of SOLAS regulation II-1/3-10 (Goal-based ship construction standards for bulk carriers and oil tankers).

In accordance with SOLAS regulation II-1/3-10, adopted by resolution MSC.290(87), the following oil tankers and bulk carriers of 150 m in length and above, excluding ore carriers and combination carriers, need to satisfy the applicable structural requirements of a recognized organization or the national standards of an Administration, conforming to the functional requirements of the Goal based Ship Construction Standards for Bulk Carriers and Oil Tankers (MSC.287(87)) -GBS Standards:

- for which the building contract is placed on or after 1 July 2016;

- in the absence of a building contract, the keels of which are laid on or after 1 July 2017; or

- the delivery of which is on or after 1 July 2020.

MSC.1/Circ.1247 on Unified interpretation of unforeseen delay in delivery of ships was approved by MSC 83 to address the applicability of SOLAS regulation II-1/3-2 (Performance Standard for Protective Coatings (PSPC)) to ships in case of delay in delivery which is unforeseen and out of the control of the owner and the builder.

The MSC circular has played a positive role in the implementation of PSPC requirements by the Administrations and the industry.

Based on the above discussion, it is suggested that the nature of the application of SOLAS regulation II-1/3-10 to unforeseen delay in delivery of ships is the same as that of SOLAS regulation II-1/3-2 and, therefore, the principles in MSC.1/Circ.1247 should also apply to the application of SOLAS regulation II-1/3-10 in terms of unforeseen delay in delivery of ships as mentioned in paragraph 3 above, i.e. the ship may be accepted by the Administration as a ship delivered before 1 July 2020 subject to stringent assessment and related procedures followed.

In this connection, a MSC.1/Circ.1638 on Unified interpretation of SOLAS regulation II-1/3-10 concerning the term "unforeseen delay in delivery of ships” has been approved. 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 applies during the Coronavirus (COVID-19) pandemic.

***Guidance on remote surveys***

With the recent development of various remote surveying methodologies driven by the innovation of information and communication technologies, and with the inability for surveyors to board ships due to restrictions imposed during the COVID-19 pandemic, remote surveys, with the permission of flag States, are now utilized more than ever; thus raising the need for their systematic implementation.

IMO, through Circular Letter No.4204/Add.19, has provided the Guiding principles for the provision of technical and implementation advice to flag States when considering whether to permit statutory certificate extension beyond 3 months.

In particular, step 4 of the Guiding principle "Use verification requirements which are based on accepted surveys (these are bespoke to each classification society/RO)", opens the possibility of conducting remote surveys by allowing ROs' surveyors to use procedures and/or methodology independently developed by ROs.

Only a few flag States explicitly allow or mention the conduct of remote surveys in their survey guidelines. In the same time, lack of uniform guidance on remote surveys may not only be burdensome to shipowners and ship crew, but may also undermine the credibility of survey quality and the fairness among stakeholders.

It is suggested that MSC 102 considers the need to develop guidance on the implementation of remote surveys. It has been agreed that guidance on the implementation of remote surveys be developed. MSC 102 invited interested Member States and international organizations to submit a new output proposal to the next Committee’s session.

***MSC 102 adopted following resolutions:***

- Res MSC.474(102) on Amendments to SOLAS chapter II-1 concerning towing and mooring equipment and watertight integrity;

- MSC.475(102) amending 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.476(102) amending chapter 6 (Materials of construction and quality control) of the IGC Code, concerning welding procedure tests for cargo tanks and process pressure vessels;

 - MSC.477(102) - Amendment 40-20 to the IMDG Code;

- MSC 479(102) – Revised Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships (A.581(14), as amended);

- Res MSC.429(98)/Rev.2, the Revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations (Revised Explanatory Notes);

- MSC.429(98)/Rev.1, consequential amendments to the Revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations;

- MSC.62(67)/Rev.1 - Revised Guidelines for safe access to tanker bows;

- MSC.481 (102) on the Revised use and fitting of retro-reflective materials on lifesaving appliances.

***MSC 102 approved following circulars:***

- MSC circular on voluntary early implementation of the amendments to SOLAS regulation II-1/12.6.2;

- MSC.1/Circ.1619 on Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (MSC.1/Circ.1588) (EmS Guide);

- MSC.1/Circ.1620 on Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring;

- MSC.1/Circ.1621 on Guidelines for inspection and maintenance of mooring equipment including lines;

- MSC.1/Circ.1175/Rev.1 on Revised guidance on shipboard towing and mooring equipment;

- MSC.1/Circ.1622 on Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel;

- MSC.1/Circ.1623 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;

- MSC.1/Circ.1599/Rev.1 -Revised Interim guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599);

- MSC.1/Circ.1624 on amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code);

- MSC.1/Circ.1353/Rev.2 - Revised Guidelines for the preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.1);

- MSC.1/Circ.1625 - Amendments to the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code);

- MSC.1/Circ.1628 on Interim guidelines for the second generation intact stability criteria;

- Revised MSC-MEPC.5/Circ.7 on Guidance on the timing of replacement of existing certificates by revised certificates;

- PPR.1/Circ.9 on Revised carriage requirements for methyl acrylate and methyl methacrylate;

- MSC.1/Circ.1430/Rev.2 on Revised guidelines for the design and approval of fixed waterbased fire-fighting systems for ro-ro spaces and special category spaces;

- MSC.1/Circ.1629 on the Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances);

- MSC.1/Circ.1630 on the Revised standardized evaluation and test report forms (visual signs);

- MSC.1/Circ.1631 on the Revised standardized evaluation and test report forms (survival craft);

- MSC.1/Circ.1632 on the Revised standardized evaluation and test report forms (rescue boats;

- MSC.1/Circ.1633 on the Revised standardized life-saving appliance evaluation and test report forms (launching and embarkation appliances);

- MSC.1/Circ.1634 on the Revised standardized life-saving appliance evaluation and test report forms (other life-saving appliances);

- MSC.1/Circ.1638 on Unified interpretation of SOLAS regulation II-1/3-10 concerning the term "unforeseen delay in delivery of ships”.

***MSC 102 approved the following Unified interpretations:***

- Circular MSC.1/Circ.1626 - Circular on Unified interpretations of the IGC Code;

- Circular MSC.1/Circ.1627 - Unified interpretation of the IMDG code;

- MSC.1/Circ.1572/Rev.1 amending section 3 of Unified interpretations of SOLAS chapters II-1 and XII, of the technical provisions for means of access for inspections (MSC.158(78)) and of the Performance Standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (MSC.188(79));

- MSC.1/Circ.1635 on Unified interpretations of SOLAS chapter II-2, concerning an interpretation of regulation II-2/9 (Containment of fire, thermal and structural boundaries).