

# IMO MARITIME SAFETY COMMITTEE (MSC)

**107th Session, 31 May – 9 June 2023**

**Session Outcome**



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## Summary

The 107<sup>th</sup> session of the Maritime Safety Committee (MSC) was held from 31 May – 9 June 2023. Following are the important outcomes of MSC 107:

New Instruments and/or amendments to the following mandatory instruments that were adopted at MSC 107 are as follows:

1. SOLAS Chapter II-1, - Amendments pertaining to the adopting of requirements on lifting appliances and anchor handling winches.
2. SOLAS Chapter II-2, Amendments pertaining to the prohibition on use of fire extinguishing media which contains Perfluoro-octane sulphonic acid (PFOS)
3. SOLAS Chapter XIV – Amendments pertaining to adoption of requirements considering the inclusion of applicability of some categories of non SOLAS vessels for this chapter
4. 1994 and 2000 HSC Codes – Amendments pertaining to the prohibition on use of fire extinguishing media which contains Perfluoro-octane sulphonic acid (PFOS) and the Form of Safety Certificate for High Speed Craft
5. Polar Code – Amendments pertaining to the inclusion of fishing vessels within the scope of the code
6. IMSBC Code – Amendments to the IMSBC Code as proposed by CCC 8
7. 1978 and 1988 SOLAS Protocols – Amendments to the Form of Safety Certificates for Cargo Ships
8. STCW Convention and STCW Code – Amendments pertaining to the consideration of requirements for use of Electronic Certificates

In addition, relevant discussion and decisions taken by the Committee regarding the following agenda items are further elaborated in this report (which also includes relevant circulars approved):

1. Agenda Item 5 - Development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS)
2. Agenda Item 6 – Development of further measures to enhance the safety of ship relating to the use of fuel oil
3. Agenda Item 11 – Carriage of Cargo and Containers
4. Agenda Item 14 – Ship Systems & Equipment
5. Agenda Item 15 – Navigation, Communications, Search and Rescue
6. Agenda Item 17 – Work Programme

## **Summarised Outcome of relevant topics which were discussed at MSC 107**

The **highlights** of the MSC 107 Meeting are as follows:

- **Adoption of**

- ✓ of new mandatory requirements for onboard lifting appliances and anchor handling winches
- ✓ SOLAS amendments to prohibit the use of perfluorooctane sulfonic acid (PFOS) in firefighting foams
- ✓ SOLAS amendments to mandate electronic inclinometers for containerships and bulk carriers
- ✓ mandatory navigation and voyage planning requirements for non-SOLAS ships operating in polar waters
- ✓ new mandatory requirements for ventilation of totally enclosed lifeboats
- ✓ STCW amendments to accommodate the use of electronic certificates and documents for seafarers

- **Approval of**

- ✓ new Code of Safety for Diving Systems, 2023
- ✓ interim guidelines for the safety of ships using LPG fuels
- ✓ interim guidelines for the safe operation of onshore power supply
- ✓ draft amendments to extend the SOLAS requirements for emergency towing devices to all new ships over 20,000 GT
- ✓ SOLAS amendments and related instruments to enhance the fire safety of ro-ro passenger ships

### **Consideration and adoption of amendments to mandatory instruments**

#### **(Agenda Item 3)**

##### ***SOLAS Chapter II-1***

The Committee adopted the resolution MSC.530(107) for amendments to SOLAS Chapter II-1, pertaining to *Onboard Lifting appliances and Anchor Handling Winches (OLAW)*. For this purpose, a new regulation 3-13 is introduced in SOLAS Chapter II-1. Amendments are also introduced in SOLAS Chapter II-1, Regulation 2 in relation to the OLAW.

The new SOLAS Regulation II-1/3-13 requires relevant onboard lifting appliances and anchor handling winches to be designed, constructed, and installed in accordance with Classification Society rules or equivalent rules accepted by the flag Administration. Associated guidelines for lifting appliances and for anchor handling winches were also approved.

The amendments will enter into force from **1 January 2026**.

Non-certified existing lifting appliances, installed prior to entry into force of the new Regulations, are required to be tested and thoroughly examined no later than the date of the first renewal survey on or after **1 January 2026**.

### **SOLAS Chapter II-2**

The Committee vide resolution MSC.530(107) adopted the amendments to SOLAS Chapter II-2 regarding *prohibition of use of media containing perfluoro-sulfonic acid in fire-extinguishing media*. These amendments pertain to the SOLAS Chapter II-2, Regulations 2 and 10.

The amendments will enter into force from **1 January 2026**.

Existing ships are required to comply with the new requirement no later than the date of the first survey after **1 January 2026**.

### **SOLAS Chapter V and the Appendix**

The Committee vide resolution MSC.530(107) adopted the amendments to SOLAS Chapter V regarding *installation of electronic inclinometers onboard Bulk Carriers and Containerships of gross tonnage 3000 and above*. These amendments pertain to of SOLAS Chapter V, Regulations 2,18 and 19.

The amendments will enter into force from **1 January 2026**.

The requirements are **not applicable** to cargo ships occasionally carrying cargo in bulk and general cargo ships carrying containers on deck.

### **SOLAS Chapter XIV**

The Committee vide resolution MSC.530(107) adopted the amendments to SOLAS Chapter XIV which confirm the application of the *safety measures to non-SOLAS ships operating in polar waters* (cargo ships (from 300-500 GT), fishing vessels (of L>24m) and pleasure yachts (≥ 300 GT and not engaged in trade)).

The amendments will enter into force from **1 January 2026**.

Existing non-SOLAS ships operating in polar waters (as elaborated above) constructed before 1 January 2026 will have to meet the relevant requirements of Chapters 9-1 and 11-1 of the Polar Code by **1 January 2027**.

### **SOLAS 1978 Protocol**

The Committee vide resolution MSC.531(107) adopted the amendments to SOLAS Chapter 1978 protocol regarding *installation of electronic inclinometers onboard Bulk Carriers and Containerships of gross tonnage 3000 and above*.

The amendments will enter into force from **1 January 2026**.

### **SOLAS 1988 Protocol**

The Committee vide resolution MSC.532(107) adopted the amendments to SOLAS Chapter 1988 protocol in regard to *installation of electronic inclinometers onboard Bulk Carriers and Containerships of gross tonnage 3000 and above*.

The amendments will enter into force from **1 January 2026**.

## **STCW Convention**

The Committee vide resolution MSC.538(107) adopted the amendments to the STCW Code. The amendments pertain to the requirements to be complied for *use of electronic form of certificates* issued under the convention.

The amendments will enter into force from **1 January 2025**.

## **LSA Code**

The Committee adopted the resolution MSC.533(107) for amendments Chapter IV of the *LSA Code pertaining to the ventilation requirements for totally enclosed lifeboats*. A ventilation rate of at least 5 cbm/hr/person should be provided to prevent high CO<sub>2</sub> concentrations inside the lifeboat.

The amendments will enter into force from **1 January 2026**.

The amendments will apply to totally enclosed lifeboats installed on or after **1 January 2029**<sup>1</sup>.

## **1994 and 2000 HSC Code**

The Committee vide resolutions MSC.534(107) and MSC.535(107) for amendments to the 1994 and 2000 HSC Codes pertaining to prohibition of use of perfluoro-octane sulfonic acid in fire-extinguishing media and the Form of High-Speed Craft Safety Certificate and Record of Equipment pertaining to type of immersion suits.

## **Polar Code**

The Committee vide resolution MSC.536(107) adopted the amendments to the Polar Code concerning its application to safety of non-SOLAS ships operating in polar waters (cargo ships (from 300-500 GT), fishing vessels (of L>24m) and pleasure yachts (≥ 300 GT and not engaged in trade)).

New Chapter 9-1 and 11-1 are introduced through these amendments which provide specific provisions for the non-SOLAS ships as referred above.

The amendments will enter into force from **1 January 2026**.

## **IMSBC Code**

The Committee vide resolution MSC.537(107) adopted the amendments to the IMSBC Code.

The amendments will enter into force from **1 January 2025**.

## **STCW Code**

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<sup>1</sup> (i) Ships for which building contract is placed on or after 1 January 2029 or in absence of contract, constructed on or after 1 January 2029.

(ii) For Ships other than the Ships considered in (i), the actual contractual delivery date of equipment or in absence of contractual delivery date, the actual delivery date of the equipment to the ship on or after 1 January 2029.

The Committee vide resolution MSC.539(107) adopted the amendments to the Part A of the STCW Code pertaining to the requirements for the use of certificates in electronic form.

The amendments will enter into force from **1 January 2025**.

### ***Approval/Adoption of amendments to non-mandatory instruments***

The Committee adopted the amendments to the following non-mandatory instruments:

- Amendments to part I-B of the International Code for Ships Operating in Polar Waters (Polar Code) vide MSC.536(107)
- Amendments to the Code of Safety for Special Purpose Ships, 1983 (1983 SPS Code vide MSC.540(107)
- Amendments to the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code) vide MSC.541(107)
- Revised recommendation on testing of life-saving appliances (MSC.81(70)) vide MSC.542(107)

### ***Approval of Circulars***

The Committee approved the following circulars:

- MSC.1/Circ.1662 – Guidelines for anchor handling winches
- MSC.1/Circ.1663 – Guidelines for lifting appliances
- MSC.1/Circ.1664 – Revised form for cargo information for solid bulk cargoes
- MSC.1/Circ.1453/Rev.2 on Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the International Maritime Solid Bulk Cargoes (IMSBC) Code and their conditions of carriage
- MSC.1/Circ.1454/Rev.2 on Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy or undergo dynamic separation
- MSC.1/Circ.1395/Rev.6 on Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective
- MSC.1/Circ.1665 – Guidelines on the use of electronic certificates of seafarers
- MSC.1/Circ.1630/Rev.2 on Revised standardized life-saving appliance evaluation and test report forms (survival craft)
- MSC.1/Circ.1628/Rev.1 on Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances).

## **Development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS)**

### **(Agenda Item 5)**

A non-mandatory, goal-based code for MASS is being developed at IMO, potentially entering into force as a mandatory code upon experience with its application. The non-mandatory MASS Code is planned to be ready by 2025, with the mandatory code expected to enter into force by 1 January 2028.

MSC 107 progressed the development of the new MASS Code and agreed in principle that the code would apply to SOLAS cargo ships. The decision on applicability of the MASS Code to High-Speed Cargo crafts was postponed to MSC 108.

MSC 107 further agreed that the code should contain a risk-analysis-based approach following the structure of MSC.1/Circ.1455 and should utilize suitable risk assessment methods.

A definition of “modes of operation” was agreed in principle to determine the conditions of the various functions that, together, safely operate a ship for its intended purpose, noting that the various functions may vary between multiple modes of operation.

MSC 107 considered the “Generic guidelines for the development of goal-based standards” (MSC.1/Circ. 1394/Rev.2) in the context of the development of a new goal-based code for maritime autonomous surface ships (MASS). The GBS WG Chair provided a verbal report to the MASS WG.

- a) GBS WG agreed that rather than guessing the hazards, identification and ranking should be carried out by an HAZID group (as stipulated in the Generic GBS Guidelines).
- b) In conducting the HAZID, recognised techniques must be used as contained in the FSA Guidelines.
- c) Whilst developing risk mitigating ex (MSC.1/ Circ. 1638 – Outcome of RSE) should be used / have a closer look at the HAZARDs.
- d) High level FRs should be redrafted to avoid misconception as goals.
- e) The Goals and FRs should be technology agnostic – as far as the generic GBS Guidelines are concerned.

MSC 107 noted that the joint working group (MSC/FAL/LEG) agreed in principle that there shall be a human master responsible for MASS regardless of its modes of operation, and that the term “Remote Operations Centre” (ROC) will be used to designate the place where the remote master and remote operator(s) are located.

Importantly, MSC 107 further noted that requirements of COLREGs would be relevant and applicable regardless of how a ship is operated (conventional or MASS), and that there was no need to amend COLREGs to accommodate MASS at this stage.

Further work will continue in an intersessional Correspondence Group until MSC 108 (May 2024). An intersessional Working Group meeting will be held from 30<sup>th</sup> October to 3<sup>rd</sup> November 2023. In addition, there will be a Joint Working Group (MSC-LEG-FAL) on MASS in April 2024.

The draft terms of reference for the intersessional correspondence groups and working groups were agreed to, by the Committee.

As per the updated road map for MASS, the following timelines are agreed by the Committee:

- (a) Finalization and adoption of the new non-mandatory MASS Code – MSC 109/ Dec 2024
- (b) Commence development of the mandatory MASS Code, based on the non-mandatory Code, and consider amendments to SOLAS (new chapter) for the Code's adoption – MSC 109/ Dec 2024
- (c) Finalization and approval of the mandatory MASS Code, draft SOLAS chapter and further development of consequential amendments to existing instruments – MSC 110 (1<sup>st</sup> half 2025)
- (d) Adoption of the new mandatory MASS Code and further development of consequential amendments to existing instruments – MSC 111 (1st half 2026)

## **Development of further measures to enhance the safety of Ships relating to use of Fuel Oil**

### **(Agenda Item 6)**

MSC 106 adopted amendments to SOLAS Chapter II- 2, requiring new and existing ships carrying oil fuel to be provided with a bunker delivery note, prior to bunkering, stating that the flashpoint of the actual fuel batch is in conformity with the requirements of SOLAS.

As a consequence of the new requirements, MSC 107 approved draft MSC-MEPC guidelines for sampling procedures, harmonizing the existing regime for control of fuel oil suppliers under MARPOL with the new requirements under SOLAS Chapter II-2. The Committee approved the draft MSC-MEPC circular on Guidelines for sampling of fuel oil (harmonizing the existing regime for control of fuel oil suppliers under MARPOL) for determination of compliance with MARPOL Annex VI and SOLAS Chapter II-2 subject to concurrent approval by the MEPC committee.

The Committee approved the draft amendments to SOLAS Chapter II-2, Regulation 4 pertaining to fuel oil parameters other than flashpoint with view to adoption at MSC 108. The amendments require that oil fuel shall not jeopardize the safety of ships or adversely affect the performance of the machinery or be harmful to personnel.

## **Carriage of Cargoes and Containers**

### **(Agenda Item 11)**

#### *Draft Interim Guidelines for the Safety of Ships using LPG as fuel*

The Committee approved MSC.1/Circ.1666 on Interim Guidelines for the Safety of Ships using LPG as fuel.

#### *Draft amendments to the IGF Code*

The Committee approved the draft amendments to the IGF Code with a view to adoption at MSC 108. The draft amendments are technical as well as editorial, and relate to:

- Definition of ships constructed on or after 1 January 2026

- Amendments to the provisions for bunkering manifolds and bunkering operations
- Clarification of the requirements related to the capacity of the fuel tank's pressure relief valves
- Clarification of the requirements for control of tank pressure and temperature
- Clarification of the requirements for single fuel installations redundancy and propulsion capability
- Clarification of the requirements for the venting of segments upstream of gas consumers
- Clarification of the requirements to design pressure of the outer pipe or duct of fuel systems
- New requirements for portable dry powder extinguishers in the fuel preparation room
- Clarification of the hazardous area zone requirements

The draft amendments are expected to enter into force on **1 January 2026**.

#### *Draft amendments to the Grain Code*

The Committee approved draft amendments to the International Code for Safe Carriage of Grain in Bulk (MSC.23(59)) with view to adoption at MSC 108.

The draft amendments clarify the stability information following the loading condition when a specially suitable compartment is filled with grain so that the grain surface lies within the hatch coaming, but the underdeck voids have not been trimmed.

The draft amendments are expected to enter into force on **1 January 2026**.

#### *Draft amendments to SOLAS Chapter V*

The Committee approved draft amendments to SOLAS Chapter V regarding reporting of loss of containers with view to adoption at MSC 108.

The Legal Committee has been invited to consider taking action as appropriate as regards loss of containers at sea in relation to the Wreck Removal Convention (WRC).

Consequential draft amendments to the MARPOL Convention to avoid double reporting were agreed and will be submitted to MEPC.

#### *Unified Interpretations of the IGC and IGF Codes*

The Committee approved the following circulars on Unified Interpretations of the IGC and IGF Codes

- MSC.1/Circ.1667 on Unified interpretation of requirements in the IGF Code for fuel preparation rooms not located on an open deck;
- MSC.1/Circ.1668 on Unified interpretation of bunkering manifold arrangements fitted on LNG bunkering ships in the IGC Code;

- MSC.1/Circ.1669 on Unified interpretation of the IGC Code, with regard to specific guidance for the application of paragraphs 4.20.3.5 to 4.20.3.7, 5.13.2.5 and 13.3.5 of the IGC Code;
- MSC.1/Circ.1670 on Unified interpretations of the IGF Code regarding piping systems for fuel supply to consumers.

## **Ship Design & Construction**

### **(Agenda Item 12)**

#### *Draft amendments to the 2011 ESP Code*

The Committee approved the draft amendments to the 2011 ESP Code with a view to adoption at MSC 108.

MSC 107 approved draft modifications to the 2019 amendments so that both administrations and organizations recognized by the Administrations may be involved with the approval and auditing of firms engaged in thickness measurements of hull structures on oil tankers.

The draft amendments are expected to enter into force on **1 January 2026**.

#### *Draft amendments to the 1979, 1989 and 2009 MODU Codes to prohibit materials containing asbestos*

The Committee vide resolutions MSC.543(107), MSC.544(107) and MSC.545(107)) adopted the amendments to the 1979, 1989 and 2009 MODU Codes respectively prohibiting the use of materials containing asbestos.

The Committee also approved circulars MSC.1/Circ.1671 on Unified Interpretation on implementation of regulation 2.10.3 of the 2009 MODU Code, regulation 2.8.2 of the 1989 MODU code and regulation 2.7.2 of the 1979 MODU Code and MSC.1/Circ.1672 on Guidelines for maintenance and monitoring of materials containing asbestos on MODUs.

#### *Requirements for emergency towing equipment for ship types other than tankers*

The Committee approved draft amendments to SOLAS Chapter II-1/Regulation 3-4 pertaining to new requirements for new ships (other than tankers) of gross tonnage not less than 20000 to be fitted with emergency towing arrangements with view to adoption at MSC 108 and entry into force on **1 January 2026**.

The Committee also agreed to develop a new set of guidelines for emergency towing arrangements on new ships other than tankers.

#### *Unified Interpretations of SOLAS*

The Committee approved circular MSC.1/Circ.1673 which contains the unified interpretation of SOLAS Chapter II-1/1.1.3 to address the uncertainty among industry regarding ships with contract placed before 1 January 2024 but with keel laying date between 1 January 2024 and 1 July 2024. This UI clarifies that "ships constructed before 1 January 2024" include those

having a keel laying date, or are at a similar stage of construction date, on or after 1 July 2020 but before 1 July 2024, provided they are delivered before 1 January 2028.

The Committee approved MSC.1/Circ.1362/Rev.2 which provides an interpretation of SOLAS II-1/Regulation 3-8 clarifying the documentation necessary to support an Administration or Recognized Organization to verify compliance with the aforementioned regulation.

The Committee also approved (MSC.1/Circ.1362/Rev.2) an interpretation of SOLAS II-1/13.2.3 which clarifies that heat-sensitive piping systems penetrating a watertight bulkhead or deck on a passenger ship should be tested and type approved for watertight integrity after the fire test, as per the Explanatory Notes to regulation II-1/13.2.3.4.

#### *Unified Interpretations of the 2008 IS Code*

The Committee approved MSC.1/Circ.1537/Rev.2 to expand the application of the interpretation of the specific down-flooding points beyond the severe wind and rolling criterion in part A, chapter 2.3 of the 2008 IS Code to the entire code.

#### *Revised Performance Standards for water level detectors on Ships*

The Committee adopted MSC.188(79)/Rev.2 on Revised Performance Standards for water level detectors on Ships subject to SOLAS II-1/25, II-1/25-1 and XII/12.

## **Ship systems & Equipment**

### **(Agenda Item 14)**

#### *Draft Amendments to the LSA Code on the lowering speed of survival craft*

The Committee approved the draft amendments to paragraph 6.2.3 of MSC.402(96) (Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear) emanating from the new ventilation requirements for survival craft with view to adoption at MSC 108.

#### *Draft Amendments to the LSA Code on the lowering speed of survival craft*

The Committee approved the draft amendments to 6.1.2.8 and 6.1.2.10 of the LSA Code pertaining to the lowering speed of survival craft with view to adoption at MSC 108.

#### *Draft Amendments to SOLAS and the FSS Code as regards the fire safety of ro-ro passenger ships*

The Committee approved the draft amendments to SOLAS Chapter II-2 and the FSS Code on fire safety of ro-ro passenger ships with view to adoption at MSC 108.

#### *Revision of MSC.1/Circ.1430/Rev.2*

The Committee approved the Revised Guidelines for the design and approval of water-based fixed firefighting systems for ro-ro spaces and special category spaces incorporating the consensus developed at SSE 9 as regards the term “free height”.

#### *Amendments to the LSA Code pertaining to the in-water performance of lifejackets*

The Committee approved the amendments to Chapter II of the LSA code pertaining to in-water performance of lifejackets (i.e. to specify the criteria for recognizing a successful turn of a test subject) with a view to adoption at MSC 108.

#### *Amendments to MSC.81(70)*

The Committee approved in principle, the resolution for draft amendments to MSC.81(70) in relation to the in-water performance of lifejackets and thermal protective tests for immersion suites, with a view to adoption at MSC 108.

#### *Amendments to MSC.1/Circ.1628/Rev.1*

The Committee approved in principle, the amendments to MSC.1/Circ.1628/Rev.2 (Revised Standardized life-saving appliance evaluation and test report forms (personal LSA) arising from the amendments to the in-water performance of lifejackets with view to final approval at MSC 108.

#### *Fire detection within control stations and cargo control rooms*

The Committee approved amendments to SOLAS Chapter II-2/7.5.5 concerning fire detection within control stations and cargo control rooms with view to adoption at MSC 108. The Committee also considered and approved in principle, the amendments to MSC.1/Circ.1456 with view to final approval at MSC 108.

#### *Revision of the 1995 Code of Safety for Diving Systems*

The Committee adopted vide MSC.546(107) the International Code of Safety for Diving Operations, 2023 (2023 Diving Code). This is applicable to ships with gross tonnage not less than 500 which have a diving system installed on or after **1 January 2024**. The 1995 Diving Code will continue to apply for existing diving systems.

The significant updates include:

- Provisions for portable diving systems and surface supplied diving systems
- Provisions for ships with diving systems installed
- Provisions for integration between the diving systems and the ships carrying them, including integration of the ships' ISM system with the diving contractors' safety management system
- Measures to ensure evacuation of divers all the way to a place of safety

#### *Use of LED torches*

The Committee approved MSC.1/Circ.1674 on Unified Interpretations of the LSA Code and the 1994 and 2000 HSC Codes regarding the use of LED torches.

#### *Revision of MSC.1/Circ.1276*

The Committee approved MSC.1/Circ.1276/Rev.1 on the Revised unified interpretations of SOLAS Chapter II-2 in regard to the separation of galley ducts from spaces so as to align with SOLAS (as amended by MSC.365(93)).

#### *Revision of MSC.1/Circ.1567 (Hazardous area separation)*

The Committee approved MSC.1/Circ.1567/Rev.1 on the Revised hazardous area classification incorporating consequential modifications arising from the review of IEC 60092-502 on hazardous area classification.

*Amendments to LSA Code - Single fall and hook systems*

The Committee approved draft amendments to paragraphs 4.4.7.6.8 and 4.4.7.6.17 of the LSA Code in relation to single fall and hook systems with view to adoption at MSC 108.

These will ensure adequate safety standards for lifeboats and rescue boats fitted with single fall and hook systems, which are currently exempted from such measures.

*Interim Guidelines on Safety of Onshore Power Supply (OPS) service*

The Committee approved Circular MSC.1/Circ.1675 containing the Interim Guidelines on safe operation of onshore power service (OPS) in ports for ships engaged on international voyages.

The interim guidelines intend to prevent accidents caused by operational errors in relation to ships' connections to onshore power.

## **Navigation, communications and search and rescue**

### **(Agenda Item 15)**

*Iridium SafetyCast service manual*

The Committee approved MSC.1/Circ.1316/Rev.2 on Iridium SafetyCast service manual with implementation date of 1 July 2023.

*Revision of COMSAR/Circ.32/Rev.1*

The Committee endorsed the approval of COMSAR/Circ.32/Rev.1 on Harmonization of GMDSS requirements for radio installations onboard SOLAS ships with effective implementation date of **1 January 2024**.

*Delays regarding availability of new GMDSS radio equipment*

The Committee approved MSC.1/Circ.1676 on Delays affecting the availability of new GMDSS radio equipment compliant with revised performance standards in MSC.511(105), MSC.512(105) and MSC.513(105).

*Revision of Guidance on the validity of radiocommunications equipment installed and used on ships (MSC.1/Circ.1460/Rev.3)*

The Committee approved MSC.1/Circ.1460/Rev.4 extending the deadline for updating VHF radiocommunication equipment for first radio survey after **1 January 2028**.

## Work Programme

### (Agenda Item 17)

**Note: 31 papers were submitted under this agenda item proposing 22 outputs. The present report describes only the outcomes on the key topics with major impacts in this regard.**

*Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels*

The Committee agreed to include in its biennial agenda for 2024-25 a continuous output on Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels.

The Committee also established the Correspondence Group under the co-ordination of the United States to work on this topic and submit report to MSC 108.

*Lashing software as a supplement to container stowage and securing plan*

The Committee agreed to include in its post biennial agenda an output on “Revision of the Revised guidelines for the preparation of the cargo securing manual (MSC.1/Circ.1353/Rev.2)” to include harmonized performance standard for lashing software so as to permit its use as a supplement to the Cargo Securing Manual. The Committee assigned this task to the CCC Sub-Committee allocation two sessions for the completion of this task.

*Revision of the Guidelines on Maritime Cyber Risk Management*

The Committee agreed to include in its post-biennial agenda for 2024-2025 an output on “Revision of the Guidelines on Maritime Cyber Risk Management (MSC-FAL.1/Circ.3/Rev.2) and identification of next steps to enhance maritime cybersecurity”. This task will be carried out by MSC with FAL committee also invited to become an associated organ. The target completion year was kept as 2024.

*Requirements for software maintenance of shipboard navigation and communication equipment and systems*

The Committee agreed to include in its post biennial agenda an output on “Development of guidelines for software maintenance of shipboard navigation and communication equipment and systems” assigning the NCSR sub-committee as co-ordinating organ with two sessions allotted to complete the output. In this regard, it should be noted that the Committee agreed to proceed on a step-by-step basis by developing non-mandatory guidelines first and considering at a later stage the need to develop mandatory requirements.

*Prevention of loss of containers at sea*

The Committee agreed to include in the post biennial agenda of the CCC sub-committee an output on “Development of measures to prevent the loss of containers at sea” with target completion year of 2025.

The CCC sub-committee would be the co-ordinating organ in association with the SDC, NCSR, HTW and III sub-committees (as and when required).

*Fire prevention by detecting hazardous levels of airborne fuels and oil-based vapours on ships*

The Committee agreed to include in its post biennial agenda an output on “Review and update of the Code of Practice for Atmospheric Oil Mist Detectors (MSC/Circ.1086)” with two sessions required to complete the work.

The SSE sub-committee was assigned as the associated organ.

*Guidelines for harmonizing the date format of various certificates issued under IMO instruments*

The Committee agreed to include in its post biennial agenda an output on “Development of guidelines for harmonizing the date format of various certificates issued under IMO instruments” with two sessions required to complete the work.

The III sub-committee was assigned as the associated organ and the FAL committee being invited to co-operate on this output.

*Revision of requirements for gyro-compasses on ships operating in polar waters*

The Committee agreed to include in its post biennial agenda an output on “Revision of the Performance standards for gyro-compasses (resolution A.424(XI)) and Guidance for navigation and communication equipment intended for use on ships operating in polar waters (MSC.1/Circ.1612)” with two sessions required to complete the work.

The NCSR sub-committee was assigned as the associated organ.

*Requirement for setting of guard rails on the deck structure*

The Committee agreed to include in the post biennial agenda of the SDC sub-committee an output on “Amendment to regulation 25 of the of the 1988 Load Line Protocol regarding the requirement for setting of guard rails on the deck structure” with target completion year of 2024.

The Committee also agreed that the amendments to be developed should apply only to new ships and that the amendments to be developed should enter into force on 1 January 2028 (if adopted before 1 July 2026).

*Revision of MSC.1/Circ.1318/Rev.1 to clarify the testing and inspection requirements of CO<sub>2</sub> cylinders*

The Committee agreed to include in its post biennial agenda of the SDC sub-committee an output on “Revision of the *Revised guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (MSC.1/Circ.1318/Rev.1)* to clarify the testing and inspection provisions for CO2 cylinders” with one session needed to complete the work.

The SSE Sub-committee was assigned as the co-ordinating organ.

*Comprehensive review of resolution MSC.402(96) to address challenges with implementation of the requirements.*

The Committee agreed to include in the post biennial agenda of the SSE sub-committee for 2024-25 and the provisional agenda of SSE 10, an output on “Comprehensive review of the *Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96))* to address challenges with their implementation” with target completion year of 2025. The SSE Sub-committee was assigned as the co-ordinating organ. The Committee also agreed that the amendments to be developed should apply to all ships to which SOLAS applies and the developed amendments would enter into force on 1 January 2028 (if adopted before 1 July 2026).

### **Miscellaneous**

1. It may also be noted that the proposal by China for “Comprehensive review of COLREGS” was **not agreed** to be undertaken at the present stage by the Committee.

2. It may be also noted that the proposal by Norway for “Comprehensive review of the ISM Code and related guidelines” was **kept in abeyance** noting that the IMO Secretariat was performing a study on the ISM code and related instruments and a Joint ILO/IMO JWG outcome was pending. After the outcomes from these initiatives and also other studies become available, then the proposal for this output would be taken up for discussion.

3. Taking into account the ongoing and prospective high workload of the Committee, the Committee noted an outline of the current work in the agendas of the Committee and its subsidiary bodies (the Sub-Committees) provided orally by the Chair. It is understood that a new WG would be constituted at MSC 108 to conduct a holistic review of the workload of the Committee and to consider among other things:

- (a) the future process for considering and approving new outputs;
- (b) prioritization of outputs;
- (c) possible mechanisms to manage the workload of the sub-committees; and
- (d) any other related matters to ensure the sustainability of the workload of Committee and sub-committees;

A **moratorium** is applied on submissions of proposals for new outputs to MSC 108 in order to focus on the consideration of the workload of the Committee and sub-committees.