

**IMO**

**MARITIME SAFETY  
COMMITTEE (MSC)**

**110<sup>th</sup> Session, 18 – 27 June 2025**

**Session Outcome**



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The 110<sup>th</sup> session of the Maritime Safety Committee (MSC) was held at IMO Headquarters from 18<sup>th</sup> – 27<sup>th</sup> June 2025. A summary of important outcomes of MSC 110 is given in the following.

### **Concise Summary of Important Decisions made**

Following are the important outcomes of MSC 110:

- A. New Instruments and/or Amendments to the following mandatory instruments were **adopted** at MSC 110:
  - 1. SOLAS Convention Chapters II-1, II-2 and V
  - 2. International Maritime Solid Bulk Cargoes Code (IMSBC) Code
  - 3. 1994 HSC Code
  - 4. 2000 HSC Code
  - 5. Performance Standards for Pilot Transfer Arrangements*(please see the relevant sections in the report for the detailed explanation of the amendments)*
  
- B. In addition, relevant discussions and decisions taken by the Committee in regard to the following agenda items are further elaborated in this report which also includes relevant **circulars approved** at this session:
  - 1. Agenda Item 4 - Goal Based New Ship Construction Standards
  - 2. Agenda Item 5 – Development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS)
  - 3. Agenda Item 6 – Development of a Safety Regulatory Framework to support the reduction of GHG emissions from Ships using New technologies and Alternative Fuels
  - 4. Agenda Item 7 – Revision of the Guidelines on Maritime Cyber Risk Management (MSC-FAL.1/Circ.3/Rev.2) and Identification of next steps to enhance Maritime Cyber Security
  - 5. Agenda Item 11 – Ship Design and Construction
  - 6. Agenda Item 13 – Human Element, Training and Watchkeeping
  - 7. Agenda Item 14 – Ship Systems and Equipment
  - 8. Agenda Item 15 – Navigation, Communications, Search and Rescue
  - 9. Agenda Item 16 – Carriage of Cargoes and Containers
  - 10. Agenda Item 18 – Work Programme

## A brief of relevant topics which were discussed at MSC 110

### I Consideration and adoption of amendments to mandatory instruments (Agenda Item 3)

#### *Amendments to the 1974 SOLAS Convention*

1. The Committee adopted resolution for amendments to the 1974 SOLAS Convention, Chapter II-1. The amendments were in relation to the regulations for Chapter II-1 as mentioned below. These amendments will enter into force on **1 January 2027**.
  - a. Part A, Regulation 2 – A new paragraph 30 is added which provides definition of gaseous fuels. This is related to segregations of definitions of low flashpoint fuels and gaseous fuels which were posing ambiguity for the application of IGF Code to fuels such as Ammonia.
  - b. Part G, Regulation 56 – The title of Part G, Paragraphs 1 – 4 are amended regarding introducing definitions and application of gaseous fuels (to fulfil a function similar to that mentioned above for Part A)
2. The Committee adopted MSC resolution for amendments to 1974 SOLAS Convention Chapter II-2, Part C, Regulation 11. Sections 2 and 4.1 are amended regarding clarification of requirements for integrity and insulation standards. Section 2 is amended regarding elaboration of additional tables 9.1 – 9.8. Section 4.1 is amended regarding elaboration of insulation to be provided for crowns and casings for Machinery Spaces of Category A. These amendments will enter into force on **1 January 2028**.
3. The Committee adopted MSC resolution for amendments to 1974 SOLAS Convention V, Regulation 23 which pertains to Pilot Transfer Arrangements. Regulation 23 is entirely replaced with new text. These amendments will enter into force on **1 January 2028**. The implementation of the amended regulation 23 is proposed as below for the Pilot Transfer Arrangements:
  - a. Pilot Transfer Arrangements installed before 1 January 2028 on ships to which Chapter I applies are to comply with the amendments no later than the first survey on or after **1 January 2029**.
  - b. Pilot Transfer Arrangements installed before 1 January 2028 on Ships to which Chapter I does not apply are to comply with the amendments no later than the first survey on or after **1 January 2030**.

The performance standards to which the Pilot Transfer Arrangements are to conform were also adopted by the Committee via a separate resolution. Regardless of the installation date, all pilot transfer arrangements are to comply with the inspection, stowage, maintenance, replacement and familiarization requirements set in the revised performance standards.

#### *Amendments to the 1994 HSC Code*

4. The Committee adopted a resolution for amendments to the 1994 HSC Code, Chapter 8, Section 8.3.5. These amendments pertain to provision of life jackets on crafts certified to the HSC Code. The Form for Safety Certificate in regard to the Record of Equipment is also amended consequently. The amendments enter into force on **1 January 2028**.

#### *Amendments to the 2000 HSC Code*

5. The Committee adopted a similar resolution for amendments to the 2000 HSC Code, Chapter 8, Section 8.3.5. The amendments pertain to provision of life jackets on craft certified to the HSC Code. The Form for Safety Certificate in regard to the Record of Equipment is also amended consequently. The amendments enter into force on **1 January 2028**. HSC constructed before 1 January 2028 are to comply with the amendments no later than the first renewal survey on or after **1 January 2028**.

6. The Committee adopted amendments to the IMSBC Code (08-25). These amendments are described briefly as below:

- i. Section 3.6 – revision of footnote to refer to the revised recommendations on safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264/Rev.1)
- ii. Section 9.3.3 pertaining to segregation of between bulk materials possessing chemical hazards and dangerous goods in packaged form. Several changes of a minor nature were introduced.
- iii. Section 13.2 – Reference list is updated resulting from revisions to applicable MSC circulars
- iv. Appendix I is amended to reflect amendments to individual schedules for the following products:
  - a. ALUMINIUM FERROSILICON POWDER UN 1395
  - b. ALUMINIUM SILICON POWDER, UNCOATED UN 1398
  - c. ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170
  - d. CASTOR BEANS or CASTOR MEAL or CASTOR POMACE or CASTOR FLAKE UN 2969
  - e. DIRECT REDUCED IRON (A), Briquettes, hot-moulded
  - f. DIRECT REDUCED IRON (B), Lumps, pellets, cold-moulded briquettes
  - g. FERROSILICON UN 1408 with 30% or more but less than 90% silicon (including briquettes)
  - h. FERROSILICON with at least 25% but less than 30% silicon, or 90% or more silicon
  - i. FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793 in a form liable to self-heating
  - j. FISH MEAL (FISH SCRAP), STABILIZED Anti-oxidant treated
  - k. IRON ORE PELLETS
- v. Appendix I is also amended to reflect inclusion of new individual schedules for products as listed below:
  - a. ALUMINIUM SULPHATE GRANULAR
  - b. APATITE CONCENTRATE
  - c. ASPHALT GRANULATES
  - d. CRUSHED GRANODIORITE, COARSE
  - e. FERRIC SULPHATE GRANULAR
  - f. FISH MEAL (FISH SCRAP), STABILIZED
  - g. IRON ORE BRIQUETTES
  - h. PEA PROTEIN CONCENTRATE PELLETS
  - i. PHOSPHATE ROCK FINES (uncalcined)
  - j. "TUFF, COARSE
  - k. ZINC SLAG (coarse)
- vi. Appendices 3 – 5 are also changed as consequence of the above changes.

These amendments enter into force on **1 January 2027**.

*Amendments to the International Code of Safety for Ships carrying liquefied gases in bulk*

7. The Committee noted the Drafting Group's views on the substantial nature of the amendments proposed to the IGC Code by the documents submitted to MSC 110 and endorsed the Drafting Group's suggestion to have them considered by the CCC Sub-Committee with a view to reporting to MSC 111.

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

8. The Committee adopted the amendments to the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code) regarding the amendment of Form of Safety Certificate for Special Purpose Ships – Record of Safety Equipment. These amendments pertain to pilot ladders and manropes.

The Committee also approved the following Circulars:

1. MSC.1/Circ.1428/Rev.1 on Required pilot transfer arrangements for pilots and other personnel

2. Circular on Voluntary early implementation of the amendments to SOLAS regulation V/23 on pilot transfer arrangements
3. MSC.1/Circ.1266/Rev.1 on Carriage of dangerous goods
4. MSC.1/Circ.1264/Rev.1 on Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds
5. MSC.1/Circ.1358/Rev.1 on Recommendations on the safe use of pesticides in ships
6. MSC.1/Circ.1395/Rev.7 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

## **II Goal Based New Ship Construction Standards (Agenda Item 4)**

9. The Committee discussed this agenda item considering the following main topics:

- a. The Committee noted that the third GBS Workshop had been scheduled on 8 December 2025 at the IMO Headquarters, with hybrid participation enabled. The workshop would bring together GBS auditors and representatives of recognized organizations (ROs) that are confirmed as being compliant with the GBS standards.
- b. The Committee also noted the statement from IACS regarding the revised timeline for the revision of the IACS Common Structural Rules (CSRs), previously reported to MSC 109. The revised timeline allows additional time to receive and incorporate feedback from the industry on the newly developed wave loads, in order to refine the rule change proposal accordingly, and to develop the associated technical background documents and consequence assessment reports. As a result, the publication of the rule change proposal is deferred from 1 July 2025 to 1 July 2027, with formal adoption by IACS being scheduled on 30 June 2027. Under this updated schedule, IACS intends to submit the full package to IMO in the second half of 2027 to initiate the GBS audit, with a view to enabling the audit report to be considered by MSC 115 in December 2028, as appropriate. The revised CSRs are tentatively expected to enter into force on 1 July 2029.

## **III Development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS) (Agenda Item 5)**

10. During its 110<sup>th</sup> session, the Committee made significant progress in developing the International Code of Safety for Maritime Autonomous Surface Ships (MASS Code).

### *Progress and Key Decisions*

The Committee finalized and agreed various chapters based on extensive and detailed reviews:

- Chapters 1 (Purpose, Principles and Objectives), 2 (Application), and 3 (Code Structure): These chapters were agreed as developed by previous correspondence groups without modifications.
- Other Chapters: Extensive deliberations, characterized by detailed exchanges of views on technical implications, resulted in the agreement of the following chapters:
  - Chapter 6 (Approval Process): The step entitled “Survey and Certification” in the draft text was deleted, as those requirements are covered in Chapter 5; the chapter was then agreed and finalised.
  - Chapter 11 (Management of Safe Operations): The GBS structure will be edited by the Secretariat without altering substance. Provisions on Remote Operation Management (ROM) were retained, recognising that ISM responsibility remains with the ship’s company while an alternative ROM-SMS may be used for ROC operations. Text from earlier deleted chapter on “Emergency Response” was reintegrated, and the chapter was finalised.

- Chapter 14 (Alert Management): The chapter was then finalised without much discussion; however it was agreed that dedicated alert-management guidelines should be developed during the Experience-Building Phase (EBP).
- Chapter 16 (Maintenance): The title was shortened by deleting the word “Repair”. The term “reliability” was retained only in the leading paragraph.
- Chapter 17bis (Connectivity): Because the chapter sits in Part 3, a Goal was inserted to align with GBS formatting, and the text was finalised.
- Chapter 18 (Remote Operations): Expected performance statements for ROC communications were clarified following deletion of Chapter 13(Radiocommunications); references to communication with third parties were retained, with a dedicated radiocommunications chapter left for possible future development during the EBP.
- Chapter 19 (Structure, Subdivision, Stability and Watertight Integrity): The need for a Stability Control System (SCS) was confirmed. It was agreed the SCS should support, not replace, the master’s decisions, and should identify when the ship is outside its Operational Envelope. Terminology was adjusted ("structure" used instead of "strength").
- Chapter 22 (Special Measures to Enhance Maritime Security): Text proposed in submission MSC 110/5/7 was used as the basis. It was recognised that, if ROC security is compromised, control might be transferred to another location, including the ship. Provisions for a dedicated ROC security plan and shore-based training were considered premature and deferred to the EBP.
- Chapter 23 (Search and Rescue): The Committee reaffirmed that MASS must render assistance within capability and that retrieval of persons should be considered on a ship-specific basis. References to international law were inserted; non-prescriptive language was adopted; redundant expected performances were deleted.
- Chapter 24 (Carriage of Cargoes): The chapter title was changed from “Cargo Handling” to “Carriage of Cargoes”; the text was finalised, with an understanding that limited operational experience may require future review during the EBP.
- Chapter 25 (Anchoring, Towing and Mooring): Anchoring provisions were added; requirements were inserted to ensure remote operators have adequate information, oversight and control. Emergency towing arrangements should reference SOLAS II-1/3-4 and be remotely or autonomously activated only when no alternative rapid-deployment method exists.
- Chapter 26 (Machinery and Electrical Installations): Former Chapters 26 and 27 were merged. Application was limited to ship-board installations; “condition-based monitoring” was replaced by “monitoring”; safeguards against inadvertent activation during maintenance were added; the need to define “resilience” was noted for Chapter 4.

#### *Structural and Content Adjustments*

- Chapter 13 (Radiocommunications): Deleted following agreement that many provisions duplicated SOLAS requirements or conflicted with other Code provisions. Essential elements were integrated into Chapter 18.
- Chapter 21 (Life-Saving Appliances): Removed due to redundancy, with critical MASS-specific provisions relocated within the Code.

### *Chapters Pending Further Consideration*

Detailed deliberations identified several chapters for further development in conjunction with Chapter 15 (Human Element):

- Chapter 4 (Terminology and Definitions): Definitions such as "supervisory control" were extensively debated, resulting in deferring the inclusion of this definition.
- Chapter 5 (Survey and Certification): Delegations agreed provisions should be aligned with human element discussions, specifically regarding Minimum Safe Manning.
- Chapters 8 (Operational Context), 9 (System Design), and 10 (Software Principles): Detailed considerations were provided, with agreement that finalization would occur after intersessional discussions on related human element issues.

### *Unresolved issues requiring future focus*

Delegations noted important unresolved issues requiring future focus, including:

- Development of standard formats for Certificates issued under the MASS Code.
- Clarification on delegation of master's duties and responsibilities.

### *Revised Roadmap and Future Activities*

#### *Establishment of the Intersessional MASS Working Group (ISWG/MASS 4)*

To address crucial outstanding human element considerations, the Committee agreed to establish the Intersessional Working Group on MASS – ISWG/MASS 4 from 29 September to 3 October 2025. The following topics will be prioritized:

- Finalization of Chapter 15 (Human Element)
- Associated topics:
  - Minimum Safe Manning (Chapter 5)
  - Human Control and Supervision (Chapter 8)
  - Task Allocation (Related to Chapter 8)
  - Human-Centred Design (Chapter 9)
  - Human Oversight and Determination (Chapter 10)
  - Training provisions for remote operators

The Committee endorsed the revised roadmap for MASS Code development as follows:

- **MSC 111 (2026):** Adoption of the non-mandatory MASS Code.
- **MSC 112:** Development of framework of Experience-building phase.
- **2028:** Commencement of mandatory MASS Code development.
- **2032:** Target entry into force of the mandatory MASS Code.

#### **IV Development of Safety Regulatory Framework to support the reduction of GHG emissions from Ships using New Technologies and Alternative Fuels (Agenda Item 6)**

11. The Committee deliberated on the various papers which were submitted to this session related to the principle of “one ship one code” regarding principally those Gas Carriers which used gas or low flashpoint fuels as fuel leading to the question whether the IGC and IGF Codes should be both considered as applicable.

In this regard, the Committee considered proposals prepared before the start of the session by the MSC Chair leading to extensive deliberations. The Committee then established a Working Group and tasked it to examine the pros and cons of the various options. After noting the report of the Working Group, which was delivered to the Committee on Monday 23<sup>rd</sup> June 2025, the Committee agreed upon the following approach:

- a. Gas Carriers using products listed in chapter 19 of the IGC Code, as fuel, would be subject to the IGC Code requirements
- b. Gas Carriers using gaseous or low-flashpoint fuels other than products listed in chapter 19 of the IGC Code, would apply Guidelines which would be developed by the IMO.

The Drafting Group developed amendments to the 1974 SOLAS Convention, Chapter II-1, Part G in regard to Regulations 56 and 57 and the IGF Code. The Committee agreed that these draft amendments should be further considered with view for approval at MSC 111.

12. The Committee agreed to the proposed instructions to the SDC, SSE and CCC sub-committees as well as the International Organization for Standardization (ISO) as regards recommendations to close the gaps as agreed by the Working Group established under this agenda item. The instructions are listed out as shown below:

##### **1. CCC Sub-Committee**

- a. Develop guidance on the safe storage and handling of FAME as fuel
- b. Consider low flash-point HVO to be incorporated into the work done for low-flash point oil fuels
- c. Investigate, and develop amendments to the IBC Code and the Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel (MSC.1/Circ.1621) as appropriate so that there is consistency in approach regarding requirements on toxicity.
- d. Develop Interim Guidelines for safe design of ships using Dimethyl Ether (DME) as fuel.
- e. Finalize interim guidelines for the safety of ships using hydrogen as fuel
- f. Consider developing mandatory requirements for LPG as fuel as amendment to the IGF Code, when experience is gathered through the implementation of the interim guidelines
- g. Consider the need for an interpretation or amendment to SOLAS Chapter VI, Reg 5-2, "Prohibition of blending of bulk liquid cargoes and production processes during sea voyages" to clarify that it does not apply to the blending or otherwise processing fuel for use onboard
- h. Develop guidance to address the safety risks of fuel mixtures based on their composition
- i. consider the revision of the Interim guidelines for the safety of ships using fuel cell power installations, taking into account the need to better address existing designs of fuel cell power installations
- j. Develop requirements for hydrogen generation onboard ships (i.e. fuel reforming, ammonia reforming or LOHC de-hydrogenation) outside the context of MSC.1/Circ.1647
- k. Identify existing standards for high-pressure composite cylinders that would be considered acceptable to the Organization

- l. Develop safety requirements for high-pressure composite cylinders to be used as fuel containment systems in the context of the IGF Code
- m. Consider whether amendments are needed to the IMDG Code to ensure the safe transport of portable fuel tanks and MEGCs that are to be used as fuel tanks on ships
- n. Develop safety requirements for metal hydride fuel storage systems in the context of the IGF Code
- o. Develop safety requirements for liquid organic hydrogen carrier (LOHC) fuel storage systems in the context of the IGF Code
- p. Consider whether amendments are needed to the IMDG Code for the storage and transport of CO<sub>2</sub> resulting from onboard carbon capture and storage systems on ships
- q. Develop safety requirements for onboard carbon capture and storage systems on ships

## **2. SSE Sub-Committee**

- a. Within the FSS Code, develop or identify appropriate standards for system certification of water based and gas based firefighting systems to extinguish alcohol fires
- b. Develop amendments to SOLAS II-2 Part B, and the Guidelines for Measures to Prevent Fires in Engine-Rooms and Cargo Pump-Rooms (MSC.1/Circ.1321), as appropriate to include safety requirements addressing the risk posed by Fischer-Tropsch (FT) diesel fuel having an auto-ignition temperature (208-deg C) below the allowed surface temperature in SOLAS.
- c. Develop requirements for the Safety of Ships Using Lithium-ion Battery Installations, to include firefighting requirements suited to lithium-ion battery technology.
- d. Develop requirements for supercapacitor energy storage systems
- e. Developing provisions related to swapable traction battery containers to be included in the new interim guidelines for Battery Energy Storage Systems
- f. Develop safety requirements for Advanced Waste Heat Recovery Systems

## **3. SDC Sub-Committee**

- a. Update the Code of Safety for Nuclear Merchant Ships (Resolution A.491(XII)) to account for advances in technology that have occurred since the code initially came into force
- b. Review and develop amendments to SOLAS Chapter VIII, as appropriate, regarding safety related aspects of nuclear ships
- c. Develop Interim guidelines for the Safety of Ships Using Wind Propulsion and Wind Assisted Power
- d. Develop amendments to SOLAS II-1/Reg 41 that allow for batteries to be used as the main source of electrical power and lighting systems.
- e. Draft a unified interpretation or guidelines, to develop installation requirements for safety approval plate in battery containers, and, to develop storage and safety requirements for lithium batteries in a battery container.

## **V Revision of the Guidelines on Maritime Cyber Risk Management (MSC-FAL.1/Circ.3/Rev.2) and Identification of next steps to enhance Maritime Cyber Security (Agenda Item 7)**

13. The Committee endorsed that a non-mandatory Cybersecurity Code should be developed (inviting member states to submit proposals to MSC 111), followed by an experience building phase and also that any Cybersecurity requirements should be goal based. The Committee also agreed to mark this output (revision of cyber security guidelines) as closed.

## **VI Ship Design and Construction (Agenda Item 11)**

14. The Committee approved the following:

- 1. Draft amendments to Part IV of the IP Code in regard to weight of the persons (90 kg) for stability calculations with view to adoption at MSC 111.

2. Draft amendments to the 2011 ESP Code to permit the use of Remote Inspection Techniques with view to adoption at MSC 111.
3. Draft amendments to Regulation 25 of the 1988 Loadlines Protocol regarding the requirement for setting of guard rails on the deck structure with view to adoption at MSC 111.
4. Draft Code on Alerts and Indicators 2025 for adoption by A 34.
5. Circular on Interim guidelines for emergency towing arrangements on ships other than tankers.
6. MSC.1/Circ.1175/Rev.2 on Revised guidance on shipboard towing and mooring equipment.
7. MSC.1/Circ.1255/Rev.1 on Revised guidelines for owners/operators on preparing emergency towing procedures.
8. MSC.1/Circ.1502/Rev.1 on Revised guidance on pressure testing of boundaries of cargo oil tanks under direction of the master.
9. MSC.1/Circ.1331/Rev.1 on Revised guidelines for construction, maintenance and inspection of means of embarkation and disembarkation.
10. Circular on Unified interpretation of SOLAS regulation II-1/12.6.2, with a view to clarifying the term "remotely operated valve"
11. Circular on escape arrangements from the lower part of machinery spaces (SOLAS regulations II-2/13.4.1 and 13.4.2), inviting PSC to take a pragmatic approach during inspections until any amendments had entered into force, or the conclusion of the work under the new output, as appropriate (see Agenda Item 19).

#### **VII Human Element, Training and Watchkeeping (HTW) (Agenda Item 13)**

15. The Committee adopted resolution on accessibility of information on seafarer medical certificates and medical practitioners recognized for the purpose of conducting seafarer medical examinations.

The Committee approved MSC.MEPC.2/Circ.15/Rev.3 Guidelines for the development, review and validation of model courses subject to concurrent approval by MEPC 84.

The Committee approved STCW.7/Circ.25 on Generic interim guidelines on training for seafarers on ships using alternative fuels and new technologies.

#### **VIII Ship Systems and Equipment (Agenda Item 14)**

16. The Committee considered the report of SSE 10 and took the following actions:

1. adopted amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), related to the procedure for lifejacket buoyancy test and acceptance criteria)
2. approved the draft amendments to the paragraphs 6.2.3 and 6.2.7 of Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (MSC.402(96)) with view to adoption by MSC 111. (these originate from the draft amendments to the LSA Code on simulated launching of free-fall lifeboats)
3. approved MSC.1/Circ.1628/Rev.4 on Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)
4. approved Circular on Unified interpretation of SOLAS regulation II-1/3-13.2.4, related to documentation of load testing and thorough examination for existing non-certified lifting appliances with effective date of **1 January 2026**.
5. approved Circular on Unified interpretation of the FSS Code, related to acceptable spacings of combined smoke and heat detectors with effective date of **1 January 2026**.
6. approved Circular on Unified interpretations of SOLAS chapter II-2, and the 1994 and 2000 HSC Codes, relating to fire-extinguishing media containing PFOS with effective date of **1 January 2026**.

7. approved Circular on Unified interpretations of paragraphs 6.1.1.3 and 6.1.2.2 of the LSA Code, related to the launching of rescue boats
8. approved MSC.1/Circ.1086/Rev.1 on Revised code of practice for atmospheric oil mist detectors

#### **IX Navigation, Communications, Search and Rescue (Agenda Item 13)**

17. The Committee took the following actions:

1. approved the draft amendments to SOLAS regulations IV/5, V/4 and V/5 concerning the requirement for dissemination of maritime safety information (MSI) and search and rescue (SAR) related information through all operational recognized mobile satellite services with view to adoption by MSC 111 and entry into force on **1 January 2028**.
2. approved the draft amendments to SOLAS chapter V and the appendix to introduce the VHF Data Exchange System (VDES) with view to adoption by MSC 111 and entry into force on **1 January 2028**.
3. approved the related consequential draft amendments to the 1994 and 2000 HSC Codes with view to adoption by MSC 111 and entry into force on **1 January 2028**.

#### **X Carriage of Cargo and Containers (Agenda Item 14)**

18. The Committee adopted resolution on Revised recommendations for entering enclosed spaces aboard ships.

#### **XI Work Programme (Agenda Item 18)**

19. The Committee approved the following Work Outputs:

1. Comprehensive revision of the guidelines on the implementation of the ISM Code by Administrations and companies to be carried out by the III Sub-Committee with target completion year of 2028.
2. Scoping exercise and enhancement of the effectiveness of provisions on fatigue and seafarers' hours of work and rest to be carried out by the HTW Sub-Committee with target completion year of 2027.
3. Development of performance standards for Ranging mode (R-mode) in radionavigation receivers to be carried out by the NCSR Sub-Committee with target completion year of 2027.
4. Review of the Casualty Investigation Code and the associated implementation Guidelines (resolution A.1075(28)) to be carried out by the III Sub-Committee with target completion year of 2028.
5. Clarification of applicable equipment standards for fire-fighters' outfits in chapter 3 of the FSS Code to be carried out by the SSE Sub-Committee with view to complete this work in one session.
6. Development of engine control room alert management (ECRAM) performance standards to be carried out by the SDC Sub-Committee in co-ordination with the SSE and HTW Sub-Committees with target completion year of 2028.
7. Development of guidelines addressing risks of falls from height", with four sessions needed to complete the output to be carried out by the HTW Sub-Committee in co-ordination with the III Sub-Committee with four sessions needed to complete the output.
8. Application of resolution MSC.402(96) to high-speed craft and mobile offshore drilling units in the HSC Codes and MODU Codes to be carried out by the SSE Sub-committee and two sessions needed to complete the output.
9. Revision of resolution MSC.81(70) concerning requirements for testing the compliance of pyrotechnics to be carried out by the SSE Sub-Committee and two sessions needed to complete the output.
10. Mitigation of fire risks caused by leakages from low-pressure fuel pipes and lubrication oil pipe, and use of thermal imaging cameras when inspecting insulations, in engine rooms to be carried out by the SSE Sub-Committee and two sessions needed to complete the output.
11. Revision of the LSA Code regarding lowering speed requirements for fast rescue boats to be carried out by the SSE Sub-Committee and one session needed to complete the output.

12. Review of the financial architecture of the LRIT system to be carried out by the Committee (and if necessary the NCSR Sub-Committee) with target completion year of 2026.
13. Review and, if necessary, amendment of SOLAS regulations II-2/13.4.1.1 and 13.4.2.1 to clarify the requirements on escape arrangements from the lower part of machinery spaces to be carried out by the SDC Sub-Committee with target completion year of 2027.
14. Revision of testing requirements for floor covering materials in SOLAS regulation II-2/6.2.1 by the SSE Sub-Committee with one session needed to complete the output.
15. Revision of SOLAS regulation II-2/20 and chapter 7 of the FSS Code to be carried out by the SSE Sub-Committee with one session needed to complete the output.
16. Development of guidelines addressing the implementation of provisions left "to the satisfaction of the Administration", or equivalent, in the relevant mandatory IMO instruments to be carried out by the III Sub-Committee with two sessions needed to complete the output.

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