



NEWS BRIEF

# MSC 108





## NEWS BRIEF: MSC 108

The IMO Maritime Safety Committee (MSC) held its 108th session from May 15 to 24, 2024. This Brief provides an overview of the significant issues progressed at this session.

### KEY DEVELOPMENTS

- Developing Safety Regulatory Framework Supporting GHG Reduction
- Use of Ammonia Cargo as Fuel
- Emergency Towing Equipment for Ship Types Other Than Tankers - New Regulation II-1/3-4
- In-Water Performance of SOLAS Lifejackets
- Development of the Draft MASS Code
- Revision of the Guidelines on Maritime Cyber Risk Management

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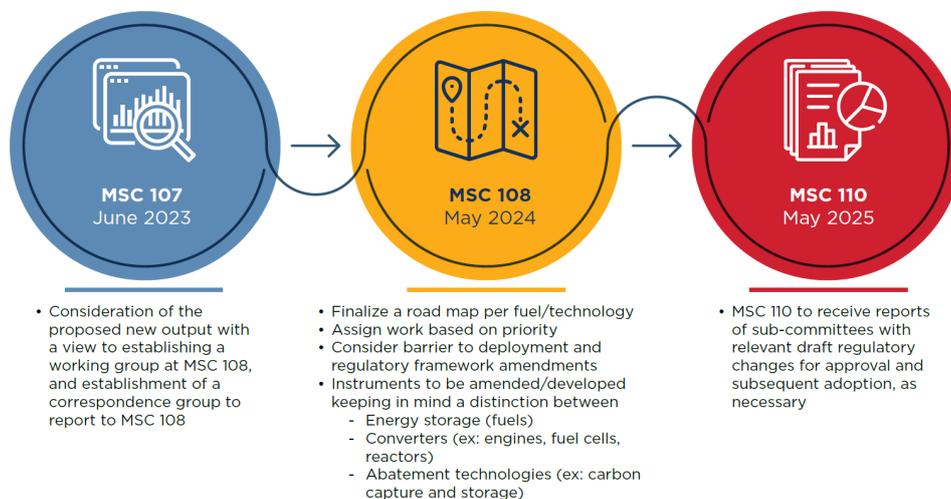
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## DEVELOPMENTS TO ENHANCE THE SAFETY OF SHIPS' FUEL

### Development of a Safety Regulatory Framework Supporting GHG Reduction from Ships Using New Technologies and Alternative Fuels

When looking to reduce carbon emissions from international shipping by using new technologies and low or zero-carbon fuels, it's crucial to ensure a safe transition. To this scope, the Committee tasked the Working Group with further developing and updating the non-exhaustive and non-limiting list of alternative fuels and new technologies and conducting an assessment to determine obstacles and gaps in the current IMO instruments that may impede the use of the alternative fuel or new technology. This information is to be used for amending existing instruments or developing new instruments and to develop mandatory requirements and/or guidelines by the corresponding sub-committees.



The discussions revealed that the introduction of alternative fuels and new technologies would automatically add new complexities to the onboard ship systems. Therefore, further consideration should be given to the human element, crew training and ship-specific familiarization when joining a ship to ensure a safe operation, and for the awareness of challenges, risks and complexities that these new and emerging technologies and fuels present in normal and emergency situations.

#### Alternative Fuels and New Technologies

In considering safety obstacles, roadblocks and barriers to alternative fuels and new technologies, the Group discussed and considered, among other things:

- SOLAS, IGF Code and low-flash point fuels, and that confirmation is required on whether or not the IGF Code applies to ships using gas as fuel irrespective of flashpoint
- Amendments to paragraph 16.9 of the IGC Code may remove the instrument causing a barrier for the use of ammonia and other toxic cargoes to be used as fuels
- Development of non-mandatory safety guidelines related to Onboard Carbon Capture and Storage (OCCS) should be kept in abeyance until a road map has been approved and is ready for implementation
- Include supercapacitor energy storage technology in the list of alternative fuels and technologies under the category of Fuel/Energy Storage (storage also addressed within fuel categories)
- Nuclear power technology under the category of Power Conversion Systems, and that there is a noted gap in regulatory experience and knowledge regarding the mobility or transportability of nuclear power plants and reactors among member states
- The distinction between wind propulsion and wind assisted power, and that the latter should fall under the Improved Efficiency subcategory



In assigning work to sub-committees, the Committee invited interested parties to submit proposals to MSC 109 (December 2024) containing elements that should be taken into consideration and reiterated that the work under this output must be fuel/technology neutral, meaning that the IMO must not choose/push a solution.

Methanol and Ammonia as Alternative Marine Fuels

The Group also considered testing the use of methanol and ammonia as alternative marine fuels and noted that the IGF Code includes requirements for risk assessment, but no methodology is specified, and that there is not enough information at this stage to make a decision on the applicability of end-to-end operational risk assessments using established methodologies (HAZID/HAZOP). It also discussed plume dispersion modeling for emergency response planning on board ships and invited interested parties to submit more information at a future session for further elaboration and evaluation of both topics.

Finally, to progress the work intersessionally, the Committee re-established the Correspondence Group on "Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels" and submit an interim report to MSC 109 in December 2024.

Liquid Fuels

- Fatty-acid methyl ester (FAME)
- Hydrothermal liquefaction (HTL) fuel
- Pyrolysis fuel
- Methyl/ethyl alcohol fuels
- Hydrotreated vegetable oil (HVO)
- Fischer-Tropsch (FT) diesel

Liquefied & Compressed Gaseous Fuels

- Ammonia
- Dimethyl Ether (DME)
- Ethane
- Hydrogen – (compressed, liquid, metal hydride)
- Methane/Natural Gas (compressed/CNG, liquefied/LNG)
- Propane/Butane (LPG)
- Fuel Blends/Mixtures (e.g. hydrogen - natural gas)

New Technology - Power Conversion Systems

- Fuel Cell Power Installations
- Fuel Reforming
- Nuclear Power
- Solar Power
- Wind Propulsion

Improved Efficiency

- Wind Assisted Power
- Air Lubrication
- Foils / Hydrodynamic Energy Saving Devices
- Low-Friction Antifouling Paints
- Hull Form Optimization
- Optimal Routing
- Propeller Optimization and Propulsion Improving Devices
- Advanced Waste Heat Recovery

Fuel/Energy Storage

- Lithium-Ion Batteries
- Supercapacitor energy storage technology
- Other Battery Technologies
- High-Pressure Composite Cylinders
- Metal Hydrides
- Liquid Organic Hydrogen Carrier (LOHC)

Emissions Control & Reduction

- Ammonia Abatement
- CO2 Abatement - onboard carbon capture and storage (OCCS, OCCU)
- Methane Abatement
- N2O Abatement
- Onshore Power Supply / Cold Ironing



### Use of Ammonia Cargo as Fuel

The Committee discussed progress made by the Working Group on draft amendments to the IGF and IGC Codes relevant to the use of ammonia cargo as fuel. The initial plan was to finalize the amendments at CCC 10, approve them at MSC 109 and adopt them at MSC 110 for enforcement on January 1, 2028. However, there were proposals to speed up the enforcement of a specific amendment to paragraph 16.9.2 of the IGC Code.

Taking into account the need to reduce GHG emissions from shipping, agreeing to the proposals was considered urgent because there is currently a specific prohibition in the IGC Code of the use of ammonia cargo as fuel. The amendments should apply to new and existing ships. Therefore, the Committee approved the amendments for adoption at MSC 109 (December 2024) and enforcement on July 1, 2026.

### Use of Hydrogen as Fuel and Carriage of Liquefied Hydrogen in Bulk

The Committee adopted the revised *Interim Recommendations for Carriage of Liquefied Hydrogen in Bulk* (resolution MSC.565(108)). These recommendations are intended to provide the basis for future minimum requirements for liquefied hydrogen cargoes, and they will be used to facilitate the establishment of a tripartite agreement among the relevant Administrations for the carriage of liquefied hydrogen in bulk under *the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk* (IGC Code). The revised recommendations introduce additional minimum requirements for cargo containment systems of independent cargo tanks using vacuum insulation, or insulation materials and hydrogen gas in the inner insulation spaces.

In order to incorporate emerging technologies in liquefied hydrogen cargo containment systems, the output on "Revision of the Interim recommendations for carriage of liquefied hydrogen in bulk" should be included in the provisional agenda for CCC 10, and the target completion year should be extended.

Also, new technologies and concepts would require specific regulations. There is a risk related to amending the existing tank concepts and requirements. In this regard, part F, paragraph 4.27 of the IGC Code concerning cargo containment systems of novel configuration, as well as appendix 5 of the Code, are applicable; and this issue should be further considered by the CCC Sub-Committee. After consideration, the Committee agreed to include the output on "Revision of the Interim recommendations for carriage of liquefied hydrogen in bulk" in the provisional agenda for CCC 10 and to extend the target completion year to 2026.

### Sampling of Oil Fuel for Revised MARPOL Annex VI and SOLAS Chapter II-2

The Committee recalled that MSC 107 had invited MEPC 81 to concurrently approve the draft MSC-MEPC circular on guidelines for the sampling of fuel oil for determination of compliance with the revised MARPOL Annex VI and SOLAS chapter II-2. The joint MSC-MEPC circular aims to create a single sampling process for both conventions to obtain representative fuel samples delivered for use on board ships.

Noting that MEPC 81 had approved the draft circular, the Committee approved the Guidelines as well for *the sampling of fuel oil for determination of compliance with MARPOL Annex VI and SOLAS chapter II-2* (MSC-MEPC.2/Circ.18).



## AMENDMENTS TO MANDATORY INSTRUMENTS

### A. Amendments to SOLAS

#### Emergency Towing Equipment for Ship Types Other Than Tankers - New Regulation II-1/3-4

The Committee adopted amendments to SOLAS Chapter II-1 (resolution MSC.549(108)) including amendments to regulation II-1/3-4 requiring all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements. These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.

**Application:** All new ships other than tankers of not less than 20,000 GT constructed on or after January 1, 2028.

#### Protection of Accommodation and Service Spaces and Control Stations

The MSC 108 adopted amendments to SOLAS Chapter II-2 (resolution MSC.550(108)), Part C, which deals with fire suppression. These changes specifically affect regulation 7, paragraphs 5.2 and 5.5. The adjustment to paragraph 5.2 regarding the requirements for passenger ships carrying more than 36 passengers. It now includes the addition of the word "fire" before the alarm system for spaces with little to no fire risk. The new paragraph 5.5 concerning cargo ships now includes control stations and cargo control rooms as areas requiring protection by detection and alarm in accordance with methods IC, IIC, and IIIC.

**Application:** The amendments to paragraph 5.5 will impact ships constructed on or after January 1, 2026. Ships constructed before this date shall comply with the previously applicable requirements of paragraph 5.5.

#### Amendments to SOLAS and MARPOL on Mandatory Reporting of Lost or Observed Freight Containers

Due to the repeated occurrence of container losses and the danger they pose to shipping, the Committee adopted amendments to SOLAS Chapter V which require reporting of freight containers lost at sea or observed adrift at sea. These amendments have been developed to address the navigation hazard represented by freight containers lost at sea and to enhance the position tracking and recovery of such containers.

Revisions to Regulation 31 of SOLAS Chapter V require the master of every ship involved in the loss of freight containers to communicate details of the incident to other ships in the vicinity, to the nearest coastal State and the flag State. In the event that the ship is abandoned or otherwise unable to complete this reporting, the ISM management company of the vessel must assume responsibility for this reporting to the fullest extent possible. For vessels not involved in a loss incident but observing a freight container drifting at sea, the master of the ship is obligated to report such observations to other ships in the vicinity and to the nearest coastal State.

Associated revisions to Regulation 32 of the same chapter provide a list of information to be collected when reporting the loss of freight containers from a ship or the observation of freight containers drifting at sea. This amendment inserts a cross-reference to the revised Regulations 31 and 32 of SOLAS Chapter V and establishes the reporting of lost freight containers as an obligation under the MARPOL Convention as well.

**Application:** The amendments shall enter into force on January 1, 2026, and will apply to any ship carrying one or more containers or observing lost container(s) at sea.



## **Fire Safety on Ships Fitted with Vehicle, Special Category, Open and Closed Ro/Ro Spaces and Weather Decks Intended for the Carriage of Vehicles**

In follow-up to the initial review of the European Maritime Safety Agency (EMSA) FIRESAFE and FIRESAFE II studies to investigate cost effective measures to reduce the risk of fires on ro-ro passenger ships from 2016 to 2018, and subsequent amendments to SOLAS Chapter II-2 and the associated codes, the Committee adopted amendments to SOLAS Chapters II-2 (resolution MSC.550(108)), relating to vehicles, special category, ro/ro spaces, and weather decks of both new and existing ro/ro ships. These amendments address principal fire protection measures, such as fixed water-based fire-extinguishing systems protecting weather decks, openings in ro/ro spaces provided with closing devices, continuous video monitoring for existing ships and safety distance from accommodation and openings of ro/ro spaces and weather ro/ro deck; to include, but not limited to:

### Linear heat detectors in SOLAS and the FSS Code

The amended regulations include changes to SOLAS regulation II-2/20.4.1 and among others require the fixed fire detection and alarm system to have smoke and heat detectors throughout vehicle, special category and ro/ro spaces. The Administration may accept linear heat detectors as the required system for heat detection. When installed, the system must be tested under normal ventilation conditions. Additionally, fixed fire detection and alarm systems shall be provided for the area on the weather deck intended for vehicle carriage. Existing ships shall also comply with these changes, and smoke detectors cannot be substituted.

### Video monitoring

The amendments to SOLAS regulation II-2/20.4.4 requiring an effective video monitoring system shall be arranged in vehicles, special category and ro/ro spaces for continuous monitoring of these spaces. The system shall be provided with immediate playback capability to allow for quick identification of fire location, as far as practicable. Cameras shall be installed to cover the whole space, high enough to see over cargo and vehicles after loading.

### Arrangement of openings in ro/ro and special category spaces on new ro/ro passenger ship

Regarding amendments to SOLAS regulation II-2/20.5.2 on the arrangements for openings in ro/ro spaces and special category spaces on new ro/ro passenger ships, the term "normally occupied service spaces" was approved for service spaces that do not need extra protection beyond the existing requirements in SOLAS regulation II-2/9.2. In addition, it was decided the safety distance can be reduced to 3.0 m when boundaries, including windows and doors, within 6.0 m are of "A-60" integrity. Alternatively, "A-0" class with a water-based system with an application rate of at least 5.0 L/min per square meter to define in detail the extent of the entire area that needs protection.

### Arrangement of weather deck on new ro/ro passenger ship

Regarding amendments to SOLAS regulation II-2/20.5.3 on the arrangement of weather decks and special category spaces on new ro/ro passenger ships, it was agreed to use the term "normally occupied service spaces." Considering the safety distance from designated vehicle lanes to accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouses adjacent to the weather deck, the safety distance can be reduced to 3.0 m when boundaries, including windows and doors, within 6.0 m are of "A-60" integrity. Alternatively, "A-0" boundaries protected by a water-based system with an application rate of at least 5.0 L/min per square meter may be accepted as equivalent.

### Water monitors for protection of weather deck on existing ro/ro passenger ship

The amendments to SOLAS regulation II-2/20.6.2 introduce a retroactive requirement for water monitors to protect the weather deck on existing ro/ro passenger ships. For existing ships, a fixed water-based fire extinguishing system based on the monitor(s) shall be installed to protect areas on weather decks intended for the carriage of vehicles. Also, a new section 7 specifies that new vessels, in passenger, vehicle, special category and ro/ro spaces where fixed pressure water-spraying systems are fitted shall be provided with suitable signage and marking on the deckhead and bulkhead and on the vertical boundaries allowing easy identification of the sections of the fixed fire extinguishing system. Suitable signage and markings shall be adapted to typical crew movement patterns, considering obstruction by cargo or fixed installations. The section numbering indicated inside the space shall be the same as the section valve identification and the section identification at the safety center or continuously manned control station.



### Positioning of detectors

The FSS Code, Chapter 9 on Fixed Fire Detection and Fire Alarm Systems, 2.4.2 Positioning of Detectors was amended (resolution MSC.555(108)) to indicate the spacing of detector requirements for combined smoke and heat detectors as follows:

*Spacing of detectors*

Type of detector	Maximum floor area per detector (m <sup>2</sup> )	Maximum distance apart between centres (m)	Maximum distance away from bulkheads (m)
Heat	37	9	4.5
Smoke	74	11	5.5
Combined smoke and heat	74	9	4.5

Additionally, the distance requirements between two sensor cables of linear heat detection system were specified not to exceed 9.0 m, while the distance between such cables and bulkheads is to be no more than 4.5 m.

**Application:** The amendments will enter into force on January 1, 2026, for ships fitted with vehicles, special categories, open and closed ro/ro spaces, and weather decks intended for the carriage of vehicles. These changes apply to new ships built on or after January 1, 2026, and some of the changes also affect existing ships. Existing ships must comply no later than their first annual survey, first periodical survey or first renewal survey after January 1, 2028.

### **Prevention of Fire and Explosion**

The Committee adopted amendments to SOLAS Chapter II-2 (resolution MSC.550(108), Part B - Prevention of Fire and Explosion. These amendments refer to the probability of ignition, regulation 4, and shall enter into force on January 1, 2026. Specifically, a new sub-paragraph 2.1.9 is added requiring that the oil fuel delivered to and used on board ships shall not jeopardize the safety of ships or adversely affect the performance of the machinery or be harmful to personnel.

### **Amendments to SOLAS Chapter II-2 and Unified Interpretations of SOLAS Chapter II-2 and the FSS and FTP Codes (MSC.1/Circ.1456)**

The MSC 108 approved draft amendments to the *Unified Interpretations of SOLAS Chapter II-2 and the FSS and FTP Codes* (MSC.1/Circ.1456), as consequential amendments emanating from the amendments to SOLAS Chapter II-2 (resolution MSC.550(108), regulation II-2/7.5.5, addressing fire protection of control stations on cargo ships with an added requirement to provide smoke detection in all control stations and cargo control rooms in addition to accommodation space. The Unified Interpretation clarifies that as no reference to control stations and cargo control rooms is made for cargo ships constructed before January 1, 2026, control stations and cargo control rooms on these cargo ships do not need to be covered by a fixed fire detection and fire alarm system.

The Revised Unified Interpretations of SOLAS chapter II-2 and the FSS and FTP Codes will be disseminated as MSC.1/Circ.1456/Rev.1.



## B. Amendments to the LSA Code

### In-Water Performance of SOLAS Lifejackets

Following the fatalities of three sailors while utilizing SOLAS lifejackets in favorable environmental conditions, subsequent investigations have revealed that the existing standards for the design and testing of SOLAS lifejackets do not consistently ensure their performance in water.

The Committee adopted amendments to Chapter II of the LSA Code (resolution MSC.554(108)), as well as consequential amendments to the *Revised Recommendation on Testing of Life-Saving Appliances* (resolution MSC.81(70)) regarding the performance of lifejackets in the water (resolution MSC.563(108)). These amendments covered the following lifejacket performance aspects:

- Amendments to the LSA Code Chapter II on the Personal Life-Saving Appliances
  - Lifejackets to maintain a minimum buoyancy of 150 Newtons for the duration of the buoyancy test.
  - Lifejacket to turn the body of an unconscious person to a face-up position where the nose and mouth are both clear of the water.
  - Lifejackets shall be provided with a retention device to minimize their displacement from the original fitted position on the wearer when subject to dynamic forces such as waves.
- Amendments to the *Revised Recommendation on the testing of life-saving appliances* MSC.81(70), which includes changes to the buoyancy test, shoulder lift test and the righting test.
- The Committee approved draft amendments to the evaluation and test report forms with respect to lifejackets' in-water performance emanating from amendments to the LSA Code and resolution MSC.81(70), MSC.1/Circ.1628/Rev.2.

**Application:** The entry into force date for these amendments is January 1, 2026, and are to be applied to life-saving appliances installed on or after January 1, 2026, where the expression "installed on or after January 1, 2026, means:

- a) Ships for which the building contract is placed on or after January 1, 2026, or in the absence of the contract, the keels of which are laid or which are at a similar stage of construction on or after January 1, 2026, all installations of the specified type on board those ships; or
- b) For ships other than those ships prescribed in (a) above, all installations of the specified type, having a contractual delivery date for the equipment or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after January 1, 2026.

### Single Fall and Hook Systems with On-Load Release Capability

Lifeboats and rescue boats equipped with a single fall and hook system have a similar risk of accidental release during recovery operations as those with twin fall and hook systems. Therefore, they should have similar safety standards since they are used and tested in the same way. In 2020, paragraph 4.4.7.6.17 of the LSA Code was modified to address this issue. However, it was discovered that deleting a reference to paragraph 4.4.7.6.8 would result in applying it to off-load hooks, which is inappropriate for some mechanically simple off-load hooks with few moving parts.

To resolve this issue, the Committee adopted the amendments to Chapter IV of the LSA Code (resolution MSC.554(108)) regarding single fall and hook systems. The revised text retains the agreed-upon amendments to paragraph 4.4.7.6.17 while amending paragraph 4.4.7.6.8 of the LSA Code for clarity.

**Application:** The entry into force date for these amendments is January 1, 2026. The amendments are to be applied to life-saving appliances installed on or after January 1, 2026, where the expression "installed on or after January 1, 2026" means:

- a) Ships for which the building contract is placed on or after January 1, 2026, or in the absence of the contract, the keels of which are laid or which are at a similar stage of construction on or after January 1, 2026, all installations of the specified type on board those ships; or
- b) For ships other than those ships specified in (a) above, all installations of the specified type, having a contractual delivery date for the equipment or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after January 1, 2026.



### Revision of Lowering Speed of Survival Craft and Rescue Boats

The Committee adopted the amendments to paragraphs 6.1.2.8 and 6.1.2.10 of Chapter VI of the LSA Code (resolution MSC.554(108)), which address the issue of lowering speed for fully loaded survival craft and rescue boats. The LSA Code states that the minimum lowering speed is calculated using the formula  $S = 0.4 + 0.02H$ , where S represents the lowering speed in meters per second, and H represents the height in meters from the davit head to the waterline when the ship is at its lightest sea-going condition. However, due to the construction of larger cargo ships with higher launching heights, it has become challenging to maintain the required minimum lowering speed. To address this, a maximum lowering speed of 1.3 m/s is added and recognized the need to include a minimum lowering speed of 1.0 m/s. The Administration may accept a maximum lowering speed other than 1.3 m/s.

**Application:** The entry into force date for these amendments is January 1, 2026. The amendments are to be applied to life-saving appliances installed on or after January 1, 2026, where the expression "installed on or after January 1, 2026" means:

- a) Ships for which the building contract is placed on or after January 1, 2026, or in the absence of the contract, the keels of which are laid or which are at a similar stage of construction on or after January 1, 2026, all installations of the specified type on board those ships; or
- b) For ships other than those ships specified in (a) above, all installations of the specified type, having a contractual delivery date for the equipment or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after January 1, 2026.

### Amendments to the Requirements for Maintenance, Thorough Examination, Operational Testing, Overhaul and Repair of Lifeboats and Rescue Boats, Launching Appliances and Release Gear

The Committee adopted resolution MSC.559(108) introducing amendments to paragraph 6.2.3 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)) emanating from the new ventilation requirements for totally enclosed lifeboats adopted through resolution MSC.535(107). The amendments introduced for lifeboats (including free-fall lifeboats), rescue boats and fast rescue boats, the ventilation system, where fitted, shall be thoroughly examined, and checked for satisfactory condition and operation.

**Application:** The amendments shall enter into force on January 1, 2026.



### Amendments to the International Grain Code (Resolution MSC.23(59))

The Committee adopted resolution MSC.552(108) that provides amendments to the *International Code for the Safe Carriage of Grain in Bulk (Grain Code)*. A new class of loading conditions for special compartments, which are defined as "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" is introduced.

This definition refers to a compartment that is not filled to the maximum extent possible in way of the hatch opening but is filled to a level equal with or above the bottom edge of the hatch end beams and has not been trimmed outside the periphery of the hatch opening by the provisions of regulation A /10.4 of the Grain Code. In such compartments, the bulk grain shall be filled to a level equal with or above the bottom edge of the hatch end beams but may be at its natural angle of repose outside the periphery of the hatch opening. After loading, only the free grain surface in way of the hatch opening shall be level. A compartment may qualify for this classification if it is "specially suitable" as defined in regulation A/2.7 of the Grain Code, in which case dispensation may be granted from trimming the ends of that compartment.

Additional amendments in Part B of the Grain Code addressing calculation assumptions have also been made to provide guidance on the assumed slope of the cargo when partly filled in way of the hatch opening with ends untrimmed, for the purpose of determining the assumed volumetric heeling moment.

**Application:** The entry into force date for these amendments is January 1, 2026, and will apply to both new and existing ships. Also, the stability booklet should include relevant information before the first time a ship is loaded in accordance with the newly specified loading conditions on or after the date of entry into force.

### C. Amendments to the IMDG Code

#### Amendment 42-24 of the IMDG Code

The International Maritime Dangerous Goods (IMDG) Code undergoes regular reviews to accommodate new requirements for both existing and new substances. The Committee adopted amendments to the IMDG Code, Amendment 42-24, resolution MSC.556(108), and will be incorporated into the 2024 Edition. The amendments introduce updated requirements for both new and existing substances.

These amendments among others include but are not limited to:

- Modifications to the definition of "Recycled plastics material"
- Introduction of a new definition for "Degree of filling"
- Adjustments to the "Classification of articles as articles containing dangerous goods N.O.S."
- Addition of a new definition for "Explosive or pyrotechnic effect"
- Inclusion of a new definition for "Metal powders"
- Amendments to the table under "List of currently assigned organic peroxides in packaging's" within the entry for "DI-2,4-Dichlorobenzoyl Peroxide"
- New substances: Dibenzoyl Peroxide, 2,5-Dimethyl-2,5-Di-(Tert-Butylperoxy) Hexane, Methyl Ethyl Ketone Peroxide(S)
- New part in Chapter 2.9.2 Assignment to class 9 - introducing "Sodium ion batteries"
- Amendments to Chapters 3, 4, 5, and 6

Additionally, MSC 108 approved amendments to MSC.1/Circ.1588/Rev.2, resulting from the amendments (42-24) to the IMDG Code. The Committee decided that it would be preferable to prepare a revised consolidated version of the EmS Guide, with a view to dissemination as MSC.1/Circ.1588/Rev.3. Member States are invited to bring the annexed Revised EmS Guide to the attention of all parties concerned, taking into account the voluntary application date of January 1, 2025, of amendments (42-24) to the IMDG Code, pending their mandatory entry-into-force date of January 1, 2026.



**Application:** The entry into force date for these amendments is January 1, 2026, and will apply to all ships (including cargo ships of less than 500GT) that carry dangerous goods in packaged form. The Amendment 42-24 may be applied in whole or in part on a voluntary basis from January 1, 2025, subject to the agreement of the Flag Administration.

#### D. Amendments to the 2011 ESP Code

##### **Amendments to the Approval and Certification Procedures of Firms Engaged In Thickness Measurement of Hull Structures**

The Committee adopted an amendment to the annexes of the 2011 ESP Code (2019 Amendments) (resolution MSC.553(108)) clarifying the role of Administrations and their Recognized Organizations with regard to approval and certification of a firm engaged in thickness measurement of hull structures. Due to inconsistency in the definition of "Administration" in the 2019 amendments to the ESP Code (Administration means either the Administration or an organization recognized by the Administration), which is different from the term as defined in the SOLAS, MARPOL and the Load Line conventions, concern was raised that Administrations could be omitted from being able to participate directly in the document review and certification of firms engaged in thickness measurements of hull structures. Minor revisions were made to confirm the authority of an Administration to participate in these activities.

**Application:** These amendments will enter into force on January 1, 2026, and will impact Administrations responsible for approving companies that perform thickness measurements on the hulls of bulk carriers and oil tankers of 500 gross tons and above.

#### E. Amendments to the IGC Code

##### **Suitability of High Manganese Austenitic Steel for Cryogenic Service**

The Committee approved the revised *Guidelines on The Application of High Manganese Austenitic Steel for Cryogenic Service* (MSC.1/Circ.1599/Rev.3), acknowledging high-manganese austenitic steel as being suitable for ammonia service, and waiving the post-weld stress relief heat treatment in 17.12.2.2 of the IGC Code for ammonia cargo and/or fuel.

In addition, the Committee approved the revised *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.1622/Rev 1), introducing Appendix 2, containing additional compatibility test procedures for ammonia service.

##### **LPG Cargo as Fuel**

The Committee approved the *Interim Guidelines for the use of LPG Cargo as Fuel* (MSC.1/Circ.1679) with a view towards the preparation of the draft amendments to the IGC Code in parallel, after gaining experience from their implementation of the guidelines. The scope of the guidelines is limited to gas carriers using LPG cargo as fuel, and additional safety provisions are also to be developed in the future for ships using LPG as fuel while carrying cargoes listed in Chapter 19 of the IGC Code other than LPG.

#### F. Amendments to the IGF Code

##### **Various Amendments to the IGF Code**

Continuing the work of the Sub-Committee on Carriage of Cargoes and Containers (CCC), MSC 108 adopted numerous proposed amendments to the IGF Code (resolution MSC.551(108)); that include, but are not limited to:



- Amendments to paragraphs 9.6, 9.6.1, 11.6.2, 9.4.7 and 12.5, and 6.7.3.1.1 of the IGF Code address venting, pressure relief and ventilation requirements
- Amendments to paragraph 9.3.1 of the IGF Code focus on failure of the fuel supply essential auxiliaries and accepting a partial reduction in propulsion capability
- Amendments to part A-1, paragraphs 5.12.1, 6.9.1.1, 9.8.1, 9.8.2, 9.8.4 and to part C-1, paragraph 18.4.1.1.1, of the IGF Code address delivery pressure and a vessel's bunkering line design pressure.
- Amendments for general pipe design, paragraph 7.3.2 on the wall thickness
- Amendments to paragraph 8.4 for the bunkering manifolds, and paragraph 15.4.1 on the level indicators for liquefied gas fuel tanks

**Application:** In general, most of these amendments will apply to ships constructed after January 1, 2026, which use low-flashpoint fuel, other than ships covered by the IGC Code. In cases where there is no explicit reference to the application of these amendments, the same will apply to existing ships from January 1, 2026, and onwards.

Moreover, the Committee approved MSC.1/Circ.1677 on the voluntary early implementation of the amendments to paragraphs 4.2.2 and 8.4.1 to 8.4.3 of the IGF Code with focus on the bunkering manifold and use of a dry-disconnect/connect coupling at the bunkering station as well as an emergency release coupler.

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## MARINE AUTONOMOUS SURFACE SHIPS (MASS)

### Further Development of the Draft MASS Code

The Committee approved in general the report of the Correspondence Group on the Development of a Goal-Based Instrument for Maritime Autonomous Surface Ships (MASS) and noted the progress made on the development of the non-mandatory International Code of Safety for MASS (MASS Code).

#### *Meaning of the term MASS*

MSC 108 noted the latest updates to the draft MASS Code and discussion on whether to use "ship" instead of "MASS" when referring to a ship with the MASS Code. It was noted that "MASS" is also used for the ship and a Remote Operation Centre (ROC), so replacing "MASS" with "ship" wouldn't work in that situation. Instead, it was proposed to use "Remote Operation" in place of "MASS." Subsequently, it was suggested that this should be considered at a later stage.

#### *Application*

The Committee agreed that the application provision of the draft MASS Code applies to cargo ships covered by SOLAS chapter I, except for cargo high-speed craft and government-owned or operated ships, and when compliance with base instruments is not practicable as determined by the Administration.

#### *Safety management certification*

MSC 108 noted proposals for an oversight mechanism for MASS and associated ROC(s) called Remote Operation Management (ROM). However, concerns were raised about the complexity of the proposed certification scheme and its potential conflict with the ISM Code's definition of "company". It was ultimately agreed that the responsibility for the safe operation of MASS should remain with the ISM Company, while the ROM concept should be retained as a complementary alternative certification scheme for the safe operation management of the ROC. Further work was deemed necessary to ensure that the concept is clear and unambiguous.

#### *Restructuring of the draft MASS Code*

The Committee noted the progress made by the correspondence group and working group in restructuring the draft MASS Code by moving its chapters among the three parts and agreed that adding a new chapter in part 2 on "Verification and Validation" to address Goal-Based Standards (GBS) Tier III (Verification of conformity) was unnecessary, as this oversight mechanism already verifies that the MASS Code aligns with the goal-based approach outlined in the *Generic Guidelines For Developing Imo Goal-Based Standards* (MSC.1/Circ.1394/Rev.2).



Structure of the Draft MASS Code																	
Part 1	<u>Introduction</u> 1 Purpose, Principles and Objectives 2 Application 3 Code Structure and Relationship to Other IMO Instruments 4 Terminology and Definitions 5 Approval Process 6 Certificate and Survey																
Part 2	<u>Main Principles for MASS and MASS Functions</u> 1 Operational Context 2 Risk Assessment 3 System Design Principles 4 Software Principles 5 Connectivity 6 Alert Management 7 Human Element																
Part 3	<u>Goals, Functional Requirements and Provisions</u> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">1 Navigation</td> <td style="width: 50%;">9 Search and Rescue</td> </tr> <tr> <td>2 Remote Operations</td> <td>10 Cargo Handling</td> </tr> <tr> <td>3 Communications</td> <td>11 Personnel Safety and Comfort</td> </tr> <tr> <td>4 Subdivision, Stability and Watertight Integrity</td> <td>12 Towing and Mooring</td> </tr> <tr> <td>5 Fire Protection/Safety</td> <td>13 Marine Engineering/Machinery Installations</td> </tr> <tr> <td>6 Life Saving Appliances and Equipment</td> <td>14 Electric and Electronic Engineering/Electric Installations</td> </tr> <tr> <td>7 Management of Safe Operations</td> <td>15 Maintenance and Repair</td> </tr> <tr> <td>8 Security</td> <td>16 Emergency Response</td> </tr> </table>	1 Navigation	9 Search and Rescue	2 Remote Operations	10 Cargo Handling	3 Communications	11 Personnel Safety and Comfort	4 Subdivision, Stability and Watertight Integrity	12 Towing and Mooring	5 Fire Protection/Safety	13 Marine Engineering/Machinery Installations	6 Life Saving Appliances and Equipment	14 Electric and Electronic Engineering/Electric Installations	7 Management of Safe Operations	15 Maintenance and Repair	8 Security	16 Emergency Response
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8 Security	16 Emergency Response																
Annex	MASS Trials – MSC.1/Circ.1604 – Interim Guidelines for MASS Trials																

#### *Human element*

In considering the role of the master, and, in particular, whether a master should be on board when there is someone else on board, the Committee noted that in such cases the master needed to be on board to ensure the safety of the persons on board and to exercise the master's overriding authority.

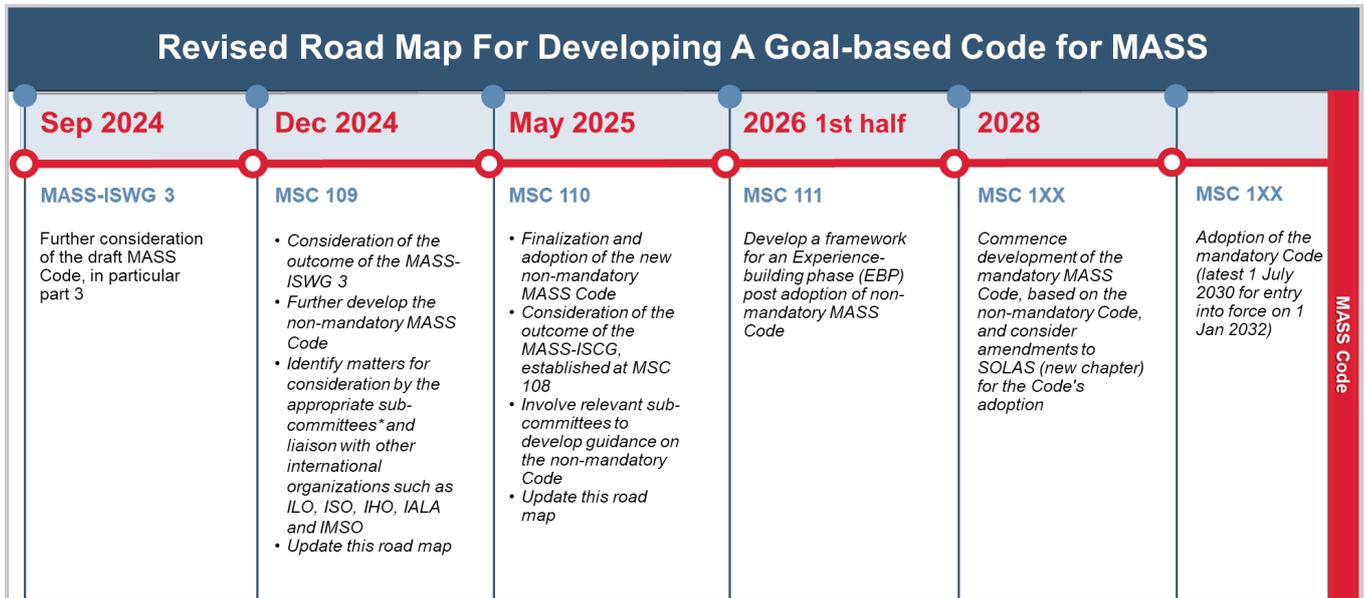
#### *Trials under regulation I/13 of the STCW Convention in which the OOW acts as the sole lookout in periods of darkness*

Regulation I/13 of the 1978 STCW Convention allows an Administration to authorize ships entitled to fly its flag to participate in trials, i.e. experiments or series of experiments, conducted over a limited period, which may involve the use of automated or integrated systems in order to evaluate alternative methods of performing specific duties or satisfying particular arrangements prescribed by the STCW Convention, which would provide at least the same degree of safety, security and pollution prevention as provided by these regulations. To this scope, the Committee instructed the HTW Sub-Committee to investigate further relating to the officer in charge of a navigational watch (OOW) as the sole lookout in periods of darkness during MASS trials and advise the Committee.

#### *Revised road map for developing a goal-based code for MASS*

The Committee agreed in general on the proposed timeline and work to be carried out and, in particular, that the finalization and adoption of the non-mandatory MASS Code planned for MSC 110 (2025), be followed by an experience-building phase. The Committee noted that it would not be possible to achieve the 2026 adoption deadline for a mandatory Code and, therefore, the earliest possible entry into force would be on January 1, 2032.

MSC 108 agreed to re-establish the intersessional MASS Correspondence Group to continue the work, to report verbally to MSC 109 and MSC/MASS-ISWG 3, and to provide its final report to MSC 110 (2025).



## MARITIME SECURITY

### Revision of the Guidelines on Maritime Cyber Risk Management (Msc-Fal.1/Circ.3/Rev.2)

The Committee has approved a revision to the *Guidelines on Maritime Cyber Risk Management*. The updated circular, MSC-FAL.1/Circ.3/Rev.3, supersedes the interim guidelines in MSC.1/Circ.1526. The revision includes:

- Additional definitions for Computer Based System (CBS), Cyber incident, Information Technology (IT), and Operational technology (OT).
- Expansion of the list of systems critical to the safety and security of shipping and protection of the marine environment to include navigation systems, ship safety systems and communications systems, bunkering, lubrication, ballast, and fuel systems, security, access control and surveillance systems, crew and service personnel management systems, ship-port interfaces; and ship to shore integrated systems (e.g. remote-control systems/Maritime Autonomous Surface Ships).
- Functional/technical cybersecurity controls listed under each functional element, representing the minimum controls to be implemented. These controls and functional elements relate to:
  - Governance in the form of risk management strategy, expectations and policies
  - Identification of risk to ships and ship/port interfaces
  - Protection by implementation of risk control processes and measures, and contingency planning
  - Detection by development, implementation and practice of activities necessary to detect a cyber incident event in a timely manner
  - Response in form of activities and plans to minimize the effect of a detected cyber incident and provide resilience
  - Recovery by implementing strategies for the recovery and reinstatement of essential business or mission critical assets or systems
- An updated list of Standards and Best Practices for Implementation of Cyber Risk Management, including reference to:
  - IACS Unified Requirement E26 – Cyber resilience of ships, and
  - IACS Unified Requirement E27 – Cyber resilience of onboard systems and equipment

## NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

### Amendments to ECDIS Performance Standards (Resolution MSC.530(106)) to Facilitate a Standardized Digital Exchange of Ships' Route Plans

The Committee adopted revisions to *Performance standards for electronic chart display and information systems (ECDIS)* (MSC.530(106)), to include in the standard a way to digitally exchange ships' route plans and instructed the NCSR Sub-Committee to consider the development of appropriate operational guidance for route exchange.

This change is intended to reduce the workload of bridge and shoreside personnel while at the same time increasing the safety of navigation. A standardized and cyber-secure method for route exchange from ship-to-shore and shore-to-ship would also increase port efficiency and allow slow-steaming, Just In Time Arrival (JIT) and reduce turnaround times in the port, which is beneficial for the environment and the reduction of costs in line with the IMO Initial GHG Strategy. This may also become a feature facilitating automated or autonomous (MASS) operations in the future. Resolution MSC.530(106)/Rev.1 will be applicable to both new and existing ECDIS installations.

### Recognition of the Ship Reporting System in the Pentland Firth (PENTREP)

The Committee approved SN.1/Circ.343 on Recognition of ship reporting system in the Pentland Firth (PENTREP), area of the United Kingdom, under the established practices of SOLAS Chapter V Regulation 11, to be implemented on December 1, 2024. Pentland Firth is located in the northern part of the United Kingdom, and it separates the Orkney Islands from the Scottish mainland. The passage through Pentland Firth is approximately 15 nautical miles long and is 7 nautical miles wide at its widest. Due to the conditions of strong winds, strong tidal streams and violent and confusing seas which are regularly encountered in this area, navigation through the Firth requires careful preparation and particular attention at all times. A long history of regular vessel casualties in this area supports the establishment of a ship reporting system.

The PENTREP reporting system will apply to all ships of 300 gross tonnage and over. The following reports are to be provided to the Shetland Coastguard:

1. Entry Report (notifying specific vessel information upon entering the Pentland Firth)
2. Defect Report (notifying of any damage or safety conditions onboard the vessel)
3. AIS will be the primary mechanism for exit reports on ships exiting the area

Shetland Coastguard will provide vital information on navigational and meteorological warnings, and weather forecasts to vessels entering the area, as required.

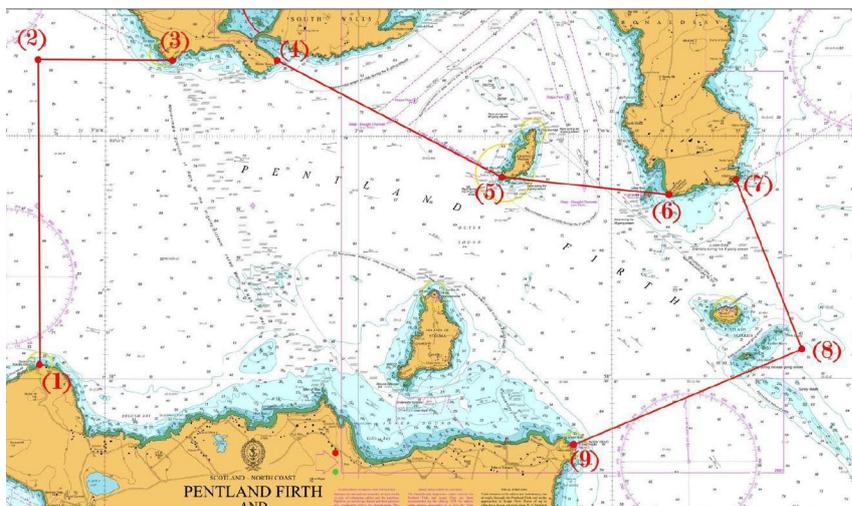


Figure 1 Boundaries of the PENTREP reporting area [Source: NCSR 10/3]



### Recognition and implementation of new terrestrial GMDSS services

The Committee considered the need to develop a formal recognition framework for new terrestrial services that could become part of the Global Maritime Distress and Safety System (GMDSS), such as the digital navigational data system (NAVDAT), including implementation and cost issues for shore-based facilities. The Committee, taking into account the relevant provisions of SOLAS, in particular SOLAS regulation IV/5, agreed that the establishment of a formal recognition framework for new terrestrial GMDSS services was not necessary.

With regard to the implementation of NAVDAT, the Committee agreed that NAVDAT implementation should not entail replacement of shipborne NAVTEX receivers with NAVDAT receivers; and instructed the NCSR Sub-Committee to consider NAVDAT implementation issues and implications of its introduction, both from the shore and ship perspectives, including coordination with existing NAVTEX services and carriage requirements.

Furthermore, the Committee approved MSC.1/Circ.1310/Rev.2 on Joint IMO/IHO/WMO Manual on Maritime Safety Information to be implemented as from January 1, 2025.

### Revised Descriptions of Maritime Services in the Context of E-Navigation

The Committee approved a revision of the *Initial Descriptions of Maritime Services in the Context of E-Navigation* (MSC.1/Circ.1610/Rev.1), which provides information on various Maritime Services and their related or complimentary functions. The services covered in this informational document include:

- MS 1 – Vessel traffic service (VTS)
- MS 2 – VTS Navigational assistance service (NAS) Aids to navigation service (AtoN)
- MS 3 – (blank)
- MS 4 – Port support service (PSS)
- MS 5 – Maritime safety information (MSI) service
- MS 6 – Pilotage service
- MS 7 – Tug service
- MS 8 – Vessel shore reporting
- MS 9 – Telemedical assistance service (TMAS)
- MS 10 – Maritime assistance service (MAS)
- MS 11 – Nautical chart service
- MS 12 – Nautical publications service
- MS 13 – Ice navigation service
- MS 14 – Meteorological information service
- MS 15 – Real-time hydrographic and environmental information services
- MS 16 – Search and rescue (SAR) service

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## HUMAN ELEMENT, TRAINING AND WATCHKEEPING

### Amendments to STCW Code – New Provisions on Bullying and Harassment

The Committee adopted amendments to the STCW Code (table A-VI/1-4) (resolution MSC.560(108)) introducing a new competence on prevention and response to bullying and harassment, including sexual assault and sexual harassment (SASH). This training will be included as a part of the basic training requirements. The training will require individuals to demonstrate competence in prevention of bullying and harassment, which also aligns with existing provisions on bullying and harassment in the Maritime Labour Convention (MLC), 2006, Guideline B4.3.1.

**Application:** These amendments will enter into force on January 1, 2026, and all seafarers will need to be competent by undertaking relevant training.



### Amendments to the STCW- F Convention and the New STCW-F Code

In support of recent efforts at the IMO to see the 2012 Cape Town Agreement enter into force and establish international standards for the safe operation of fishing vessels, a comprehensive review of the 1995 STCW-F Convention was conducted with view to update seafarer training standards for fishing vessels.

Concluding the comprehensive review of the 1995 STCW-F Convention, the Committee adopted resolution MSC.526(108), introducing amendments to the STCW-F Convention as well as a new STCW-F Code to support the implementation of the Convention for seafarers employed on fishing vessels. Numerous revisions to the STCW-F Convention have been made to parallel the scope of the STCW Convention and to provide a standard better adapted to technological, regulatory, operational and other related industry developments. Similarly, the new STCW-F Code is structured similarly to the STCW Code and is intended to establish clear standards for training, certification and watchkeeping for fishing vessel personnel.

**Application:** The revisions to the 1995 STCW-F Convention and new draft STCW-F Code will enter into force on January 1, 2026, and are relevant to personnel serving onboard seagoing fishing vessels designated to fly the flag of a Party to the STCW-F Convention.

### Evaluation of Information Communicated Pursuant to Regulation I/8, Paragraph 3 of the 1978 STCW Convention

The Committee considered reports for Cyprus, Ghana, Ireland, the Marshall Islands, Norway, Palau, the Philippines, Spain and Sweden, with a view to confirming that the information provided by these STCW Parties pursuant to STCW regulation I/8 demonstrates that full and complete effect is given by them to the provisions of the 1978 STCW Convention.

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## OTHER GUIDANCE AND INTERPRETATION

### Amendments to the Unified Interpretations of the Code on Noise Levels on Board Ships Resolution MSC.337(91), Rev.1

The Committee approved MSC.1/Circ.1509/Rev.1 on *Unified interpretations of the Code on Noise Levels on Board Ships (resolution MSC.337(91))*, clarifying the standards against which sound level meters and their accompanying field calibrator need to be certified.

### Revised Unified Interpretation of the Performance Standards for Water Level Detectors on Bulk Carriers and Single Hold Cargo Ships Other Than Bulk Carriers

The Committee approved the revised *Unified Interpretation of the Performance Standards for Water Level Detectors on Bulk Carriers and Single Hold Cargo Ships Other Than Bulk Carriers Resolution MSC.188(79)/Rev.2*. The revisions state that water level detectors in cargo areas should be suitable for installation in hazardous areas as defined by IEC 60092-506. They should also be designed to handle explosive gas atmospheres and/or combustible dust that may be present. If the specific gases and dust are unknown, the detectors should adhere to temperature class T6, gas group IIC, and/or dust group IIIC, as applicable. Additionally, water level detectors in cargo areas should be manufactured, tested, marked and installed in compliance with the IEC 60079 series or an equivalent international standard. The draft revised unified interpretation was approved as MSC.1/Circ.1572/Rev.2.



## Unified Interpretation on the Harmonization of The Industrial Personnel Safety Certificate with SOLAS Safety Certificates

At MSC 106 (November 2022), a new SOLAS *Chapter XV* (Resolution MSC.521(106)) and a new *International Code of Safety for Ships Carrying Industrial Personnel (the IP Code)* (Resolution MSC.527(106)) were adopted. These measures establish safety requirements for the transportation of more than 12 industrial personnel on cargo ships and high-speed cargo craft with a gross tonnage of 500 and above. The amendments to SOLAS and the IP Code came into effect on July 1, 2024.

The Committee approved the *Unified Interpretation of SOLAS regulation XV/5.1 and paragraph 3.5 of part 1 of the International Code of Safety for Ships Carrying Industrial Personnel (IP Code) on the harmonization of the Industrial Personnel Safety Certificate with SOLAS safety certificates*, (MSC.1/Circ.1680), to clarify how to harmonize the Industrial Personnel Safety Certificate with various SOLAS safety certificates when their validity or their endorsement differ.

### 1. SHIPS UNDER HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION (HSSC) SCHEME

Type of ship	Initial survey for issuance of the Industrial Personnel Safety Certificate	Surveys for the maintenance of the Industrial Personnel Safety Certificate
Cargo ship	First Safety Construction intermediate survey or renewal survey, as required by SOLAS regulation I/10, whichever occurs first after July 1, 2024.	a) Aligned with maintenance survey (annual or intermediate) related to the Cargo Ship Safety Certificate. The Industrial Personnel Safety Certificate should be endorsed upon satisfactory results of the maintenance survey related to the IP Code and Cargo Ship Safety; or b) Aligned with maintenance survey (annual or intermediate) related to the Cargo Ship Safety Construction Certificate. The Industrial Personnel Safety Certificate should be endorsed upon satisfactory results of the maintenance survey (annual or intermediate) related to the IP Code and Safety Construction, provided that valid Cargo Ship Safety Equipment Certificate is held by a ship
High-speed cargo craft	The third periodical or first renewal survey, as required by the 2000 HSC Code, paragraph 1.5, whichever occurs first after July 1, 2024.	Aligned with periodical survey related to the High-Speed Craft Safety Certificate. The Industrial Personnel Safety Certificate should be endorsed upon satisfactory results of the periodical survey related to the IP Code and High-Speed Craft Safety.

### 2. SHIPS NOT UNDER THE HSSC SCHEME

Type of ship	Initial survey for issuance of the Industrial Personnel Safety Certificate	Surveys for the maintenance of the Industrial Personnel Safety Certificate
Cargo ship	First Safety Construction renewal survey as required by SOLAS regulation I/10, which occurs after July 1, 2024, but, in any case, not later than September 30, 2027.	Aligned with maintenance survey (annual or intermediate) related to the Cargo Ship Safety Construction Certificate. The Industrial Personnel Safety Certificate should be endorsed upon satisfactory results of maintenance survey (annual or intermediate) related to the IP Code and Safety Construction, provided that valid Cargo Ship Safety Equipment Certificate is held by a ship.
High-speed cargo craft	The third periodical or first renewal survey, as required by the 2000 HSC Code, paragraph 1.5, whichever occurs first after July 1, 2024.	Aligned with periodical survey related to the High-Speed Craft Safety Certificate. The Industrial Personnel Safety Certificate should be endorsed upon satisfactory results of the periodical survey related to the IP Code and High-Speed Craft Safety.



### **Steering Gear Spaces to Be Regarded As "Safe Position" Under the Means of Escape from Machinery Spaces (SOLAS Regulations II-2/9 and 13)**

The Committee approved the revised MSC.1/Circ.1511/Rev.1, which provides *Unified Interpretations of SOLAS Regulations II-2/9 and II-2/13*. The revisions' objective is to provide clarity on the term "safe position" in relation to escape routes from machinery spaces. The updated draft UIs of SOLAS Regulations II-2/9 and II-2/13 aim to clarify the definition of "safe position" to include the steering gear room, where hydraulic oils for steering gear equipment are typically stored, as well as special category areas.

### **Guidelines on Alternative Design and Arrangements for SOLAS Chapter II-1**

The Committee approved the *Revised Guidelines on Alternative Design and Arrangements for SOLAS Chapters II-1 and III* MSC.1/Circ.1212/Rev.2. The revised guidelines on alternative design and arrangements will apply to all SOLAS passenger ships and cargo ships that require agreement for an alternative design arrangement under SOLAS II-1, Part F, Regulation 55. These Guidelines are focused on the technical aspects of alternative design and arrangements and do not cover the type of approval of individual materials, components, or portable equipment.



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