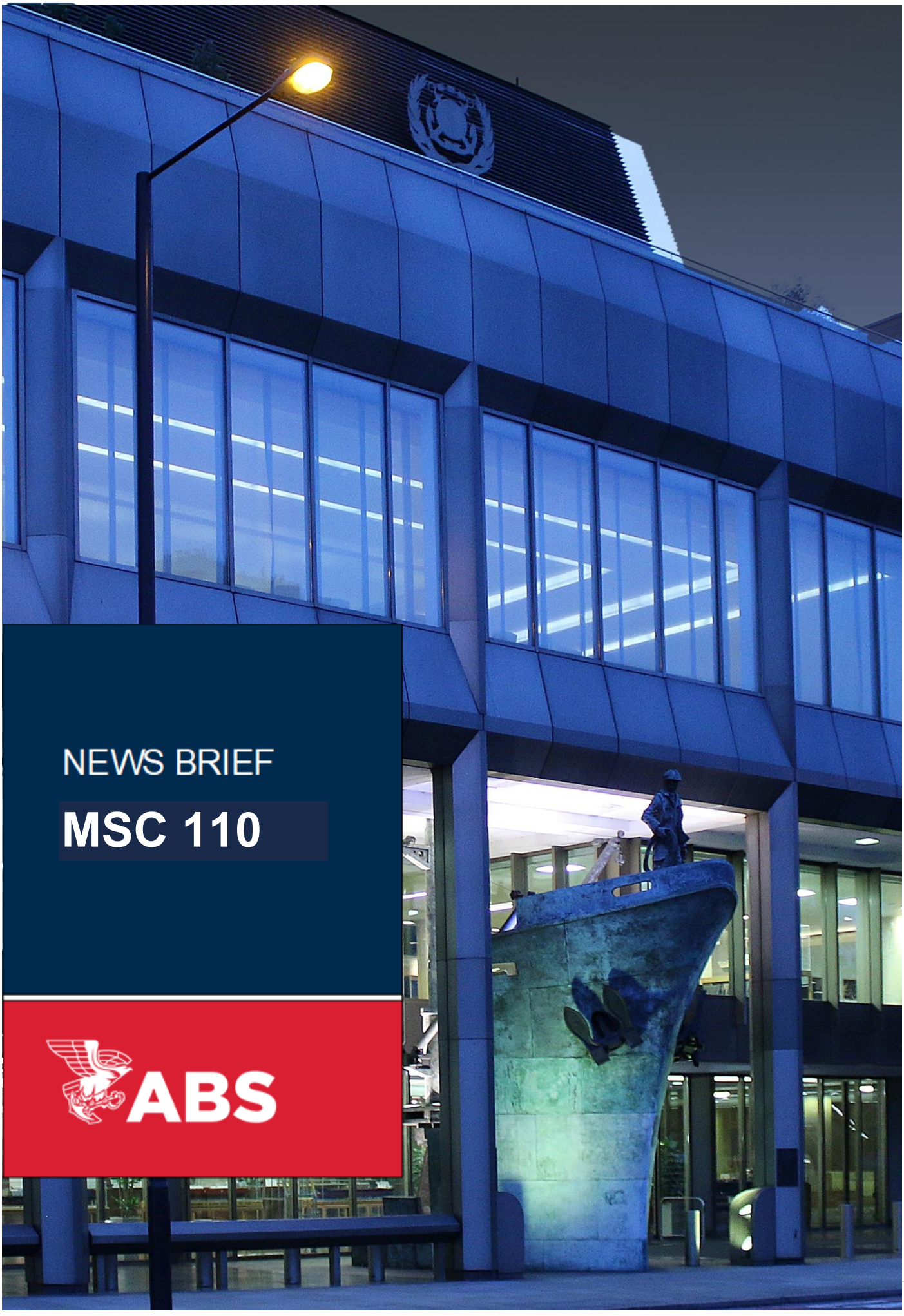

NEWS BRIEF

MSC 110

ABS

NEWS BRIEF: MSC 110

The IMO Maritime Safety Committee (MSC) held its 110th session from June 18 to 27, 2025. This Brief provides an overview of the significant issues progressed at this session.

KEY DEVELOPMENTS

- Development of a Safety Regulatory Framework Supporting GHG Reduction
- Amendments to SOLAS Convention and revised Performance Standards on Pilot Transfer Arrangements
- Next Steps to enhance Maritime Cyber Security
- Further Development of the Voluntary MASS Code
- Draft Circular on escape arrangements from the lower part of machinery spaces

ABS RESOURCES

- ABS Regulatory News (link)
- ABS Global Marine Services (link)
- ABS Autonomous Technology Services (link)
- ABS Alternative Fuel Guidance (link)
- ABS Rules and Guides (link)

WORLD HEADQUARTERS

1701 City Plaza Drive
Spring, TX 77389 USA
P 1-281-877-6000
F 1-281-877-5976
ABS-WorldHQ@eagle.org
www.eagle.org

CONTENTS

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CONTENTS *(CONTINUED)*

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

The Committee had previously established a Correspondence Group (CG) on Development of a Safety Regulatory Framework to Support the Reduction of GHG Emissions from Ships Using New Technologies and Alternative Fuels to progress the safety aspects of the new fuels and technologies being developed as part of the maritime industry's decarbonization efforts.

Taking the report by the Correspondence Group on GHG Safety, the Committee updated the list of recommendations to address existing barriers and gaps related to alternative fuels and new technologies, and in distributing and prioritizing tasks, decided on specific recommendations for each sub-committee:

a) MEPC and PPR: Information on Fatty-acid methyl ester
b) CCC: Alternative fuels, including fatty-acid methyl ester, Hydrotreated vegetable oil, methyl/ethyl alcohol fuels, dimethyl ether (DME), hydrogen, propane/butane (LPG), fuel blends/mixtures; and new technologies such as fuel cells, fuel reforming, high-pressure composite cylinders, metal hydrides, liquid organic hydrogen carrier (LOHC); and CO2 abatement – onboard carbon capture as a matter of priority
c) SSE: Methyl/ethyl alcohol fuels, Fisher-Tropsch (FT) diesel, lithium-ion batteries, supercapacitor energy storage devices, swappable traction lithium-ion battery containers, advanced waste heat recovery
d) SDC: Nuclear power, wind propulsion and wind assisted power, lithium-ion batteries, swappable traction lithium-ion battery containers

The Committee also informed the International Organization for Standardization (ISO) about missing standards for hydrothermal liquefaction (HTL) fuel, pyrolysis fuel, Fischer-Tropsch (FT) diesel, and ammonia fuel for marine use.

> **Next steps:** The respective sub-committees are to address the recommendations for addressing the regulatory gaps as per their assigned tasks, and to report back to MSC 111.

Revision of the Code of Safety for Nuclear Merchant Ships

As part of the development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels, nuclear propulsion has been identified as a potential technology that could power zero-emission ships and contribute to achieving the IMO's mid and long-term ambitions to decarbonize shipping.
Chapter VIII of SOLAS 1974 on Nuclear Ships gives basic requirements for nuclear-powered ships. In 1981, Assembly resolution A.491(XII) adopted the Nuclear Code as a supplement to the requirements of SOLAS chapter VIII. The Code is specific to earlier designs of Pressurized Water Reactors (PWRs) and direct steam cycle propulsion systems, has not been reviewed or amended since its adoption in 1981, and does not accommodate Small Modular Reactors and All-Electric Ships. Comprehensive revisions and updates to the Nuclear Code are needed to reflect and accommodate over four decades of progress in both maritime and nuclear safety and security standards, as well as relevant developments in technology.

> **Next Steps:** The SDC sub-committee was tasked to:
> 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) Ensure that the updates are technology agnostic and adopt a goal-based and/or prescriptive approach taking into consideration the relevant IAEA standards.
> c) Ensure the updates adequately address recent advances in new nuclear technologies.

d) Review and develop amendments to SOLAS Chapter VIII, as appropriate, regarding safety related aspects of nuclear ships.

AMENDMENTS TO MANDATORY INSTRUMENTS

A. Amendments to the 1974 SOLAS Convention

Amendments to SOLAS Chapter V, Regulation 23 on Pilot Transfer Arrangements

Pilot Transfer Arrangements

The Committee adopted amendments to SOLAS Chapter V, Regulation 23 applying to Pilot Transfer Arrangements installed on or after 1 January 2028. These shall be designed, manufactured, constructed, secured and installed in accordance with the introduction and parts A, B and C of the performance standards adopted by the Committee.

The new Regulation 23 and performance standards also apply retroactively to Pilot Transfer Arrangements installed on ships before 1 January 2028 which shall comply not later than the first survey on or after 1 January 2029.

For the purpose of the present regulation, the expression "installed on or after 1 January 2028" means a contractual delivery date for the pilot transfer arrangement or, in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship on or after 1 January 2028.

All vessels with pilot ladder arrangements will be required to comply with the inspection, stowage, maintenance, replacement and crew familiarization provisions by 1 January 2028, regardless of the installation date, in accordance with parts D and E of the performance standards adopted by the Committee.

The certificate forms Record of equipment for passenger ship safety (Form P), and for cargo ships (Form C and Form E), and the 1994 and 2000 HSC Codes “Record of Equipment” forms are amended to include "Pilot ladder and manropes, spare pilot ladder and manropes, and means of securing a pilot ladder at intermediate length".

The 2008 Special Purpose Ship (SPS) Code was updated to refer to the new Performance Standards for Pilot Transfer Arrangements and the certificate (Form SPS) was amended to include the same reference to "Pilot ladder and manropes, spare pilot ladder and manropes, and means of securing a pilot ladder at intermediate length".

Likewise, the Code of Safety for Fishermen and Fishing vessels was amended to refer to the new SOLAS Chapter V, Regulation 23.

The Committee also approved a revision to MSC.1/Circ.1428 containing the poster on Required Pilot Transfer Arrangements.

Performance Standards for Pilot Transfer Arrangements

The Committee adopted the new *Performance Standards for Pilot Transfer Arrangements*, which take effect on 1 January 2028. The new standards contain requirements on the design, manufacture, construction, securing and installation, as well as inspection, stowage, maintenance, replacement and familiarization of all pilot transfer arrangements. These new performance standards are to revoke resolutions A.1045(27) and A.1108(29).

Finally, the Committee adopted a resolution on the *Voluntary Early Implementation of Amendments to SOLAS V/23 on Pilot Transfer Arrangements* to encourage the Contracting Governments SOLAS to implement the amendments prior to the entry-into-force date.

Amendments to the 1994 and 2000 HSC Codes on Lifejacket Carriage Requirements

The 1994 and 2000 HSC Code chapters 8 on Life Saving Appliances and Arrangements, paragraph 8.3 Personal life-saving appliances were amended to harmonize the lifejacket carriage requirements in the Codes with those requirements in SOLAS Chapter III. The additional lifejackets are to be provided no later than the date of the first renewal survey on or after 1 January 2028.

For passenger craft on voyages less than 24 h, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board shall be provided.

For passenger craft on voyages 24 h or greater, infant lifejackets shall be provided for each infant on board.

If the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories shall be available on board to allow them to be secured to such persons.

The 1994 and 2000 HSC Code certificates Record of Equipment forms were amended to indicate the number of lifejackets for infants accordingly.

Draft Amendments to SOLAS II-1 regulations 2, 56 and 57 relating to the application of the IGF Code and the “one ship, one code” principle

Ships using gaseous fuels or low-flashpoint fuels

To clarify that the IGF Code is to apply to “low-flashpoint fuels” as well as “gaseous fuels”, draft amendments to SOLAS II-1 regulation 2 were considered by the Committee adding a new definition for “gaseous fuels”. Consequent amendments are made to SOLAS II-1, regulation 55 on Alternative Design and Arrangements to refer to “gaseous or low-flashpoint fuels”.

The Committee further considered the draft amendments to the SOLAS II-1, regulation 56.4 to clarify that “This part shall not apply to gas carriers, using a product listed in chapter 19 of the IGC Code as fuel”. Furthermore, a new paragraph is inserted proposing:

> "5 Gas carriers, as defined in regulation VII-11.2, using gaseous fuels or low-flashpoint fuels, other than the products listed in chapter 19 of the IGC Code, shall be approved by the Administration, taking into account the guidelines developed by the Organization specifically for gas carriers."

The amendments are intended to ensure that the IGC Code, together with the appropriate guidelines for fuels not listed in Chapter 19, remains the applicable code for gas carriers in accordance with the “one ship, one code” principle.

Consequential Amendments to the IGF Code

A new definition for gaseous fuel is introduced in the IGF Code, paragraph 2.2.18, as well as an amendment to paragraph 2.2.28 to remove the reference to gaseous fuel.

"One ship, one code" principle related to the use of alternative fuels on gas carriers

Inconsistencies have been identified related to when ships subject to the IGC Code use low-flashpoint or gaseous fuel as fuel other than cargo. Under the “one ship, one code” principle, for such gas carriers the IGC Code, rather than the IGF Code, should be applied. However, the use of alternative fuels is limited to products listed on Chapter 19 of the IGC Code, leaving out fuel products which are not transported as cargo, suggesting the IGF Code may be the applicable code contrary to the “one ship, one code” principle.

The intent of the draft amendments to SOLAS II-1 and the IGC Code was to clarify the application provisions for the IGF Code to ships subject to the IGC Code with the following understanding:

1. The IGF Code should not apply to ships subject to the IGC Code using any product listed in chapter 19 of the Code as fuel, regardless whether this was transported as cargo or not, and
2. The IGF Code should not apply to ships using gaseous or low-flashpoint fuels not listed in chapter 19 of the IGC Code that would be addressed by specific guidelines for such ships to be developed.

Next steps: After extensive discussions on the "one ship, one code" principle, the Committee decided to forward the draft amendments to SOLAS II-1 and the IGF and IGC Codes, as appropriate, to the CCC sub-committee for further consideration, with a view to finalization and approval at MSC 111 (June 2026), and subsequent adoption at MSC 112 (December 2026).

B. Amendments to the International Code for Ships Carrying Liquified Gases in Bulk (IGC Code)

Amendments to the IGC Code

The last consolidated IGC Code was published in 2016, and has been amended numerous times since then. The Committee considered the latest draft amendments to the IGC Code, including, but not limited to:

a) Chapter 1 - clarification on the applicability of the IGC Code to ships using products listed in chapter 19 as fuel, and gaseous fuels or low-flashpoint fuels, other than the products listed in chapter 19
b) Chapter 2 - on final equilibrium after flooding excepting ventilators that remain open to supply air to the engine-room or emergency generator room
c) Chapter 3- additional provisions on openings, hatches or manholes in structure to provide for access with a stretcher applicable from 1 January 2028
d) Chapter 4 – amendments to weld joint design for different types of independent tanks, and fatigue design conditions, and buckling assessment for type C cargo tanks
e) Chapter 5 – design pressure requirements for inner pipe of gas fuel systems, liquid and vapor connections ESD valves, cargo filter requirements, design pressure of the outer pipe or duct criteria, material requirements, and cargo piping insulation system, and certification requirements for pressure relief valve capacity
f) Chapter 8 – pressure relief system for different type cargo tanks, isolation and depressurizing requirements, sizing of venting system
g) Chapter 10 – electrical equipment not intrinsically safe in hazardous areas
h) Chapter 11 – capacity of water-spray pumps for tank groupings, emergency fire pump capacities,
i) Chapter 12 – ventilation capacity and operation after failure of one ventilator, and ventilation of spaces not normally entered
j) Chapter 13 – repair requirements for level gauges, function testing of level alarms, system integration of computer systems
k) Chapter 15 – filling limits and increased filling limit criteria for cargo tanks
l) Chapter 16 – LPG as fuel, vent in bleed lines in spaces containing gas consumers or gas equipment, routing of fuel supply lines other than LNG, gas consumer isolation, remote stops, pressure relief system for gas-fired internal combustion engines
m) Chapter 17 – Mitigation of uncontrolled pressure loss of CO_2, toxicity of CO_2
n) Chapter 18 – ESD system for cargo system for remedial action, shutdown-related system cause and effect functions,
o) Chapter 19 – Summary of minimum requirements for CO_2 and VOC Condensate
p) Appendix 2 – consequential amendments to the Certificate of Fitness for the Carriage of Liquified Gases in Bulk

However, since additional substantial amendments were identified commenting on the draft amendments relating to fire protection, ventilation and safety of personnel, which required further technical consideration, the outstanding draft amendments were referred to the 11th session of CCC for finalization.

Next steps: The approval of the of amendments to the IGC Code was delayed until MSC 111 (May 2026), with a view to adoption by MSC 112 (December 2026), and are to enter into force on 1 July 2028. A certified consolidated text of the IGC Code is then to be prepared by the Secretariat.

At the time of the expected adoption of the amendments during MSC 112, the following circulars will be superseded: MSC.1/Circ.1543, MSC.1/Circ.1559, MSC.1/Circ.1590, MSC.1/Circ.1606, MSC.1/Circ.1617, MSC.1/Circ.1625, MSC.1/Circ.1651, MSC.1/Circ.1669 and MSC.1/Circ.1679.
However, the circulars will remain in effect for existing ships constructed prior to the entry into force of these amendments.

C. Amendments to the Applicability Provisions in the Life Saving Appliances (LSA) Code

The Committee had noted that the application provisions in previous amendments to the LSA Code had been inserted in an inconsistent manner, and that a systematic approach needed to be taken to ensure the insertion of the application provisions during the regulatory development and amendment process. To that end, the Committee approved amendments to the application provisions for the following previous amendments to the LSA Code to clarify the applicability dates within the text of the code. Additionally, a table with application dates for amended regulations will be inserted into the preamble of the LSA Code.

General Requirements for Lifejackets

Requirements in paragraph 2.2.1.6.2 for lifejackets provided on or after 1 January 2026, to turn the body of unconscious, face-down persons in the water to a face-up position where the nose and mouth are clear of the water in an average time not exceeding that of the Reference Test Device (RTD) plus 1 s.
For the applicability for the new lifejacket requirements, the expression "lifejackets *provided on or after 1 January 2026"* means lifejackets, having a contractual delivery date to the ship on or after 1 January 2026 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2026.

Lifeboats fittings

Requirements in the LSA Code Chapter 4 to provide that the release hook shall not be able to support any load unless the hook is completely reset for boats installed on or after 1 January 2026.
The amended requirements apply to lifeboats installed on or after 1 January 2026, meaning a contractual delivery date to the ship on or after 1 January 2026 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2026

Ventilation Requirements for Totally Enclosed Lifeboats

Ventilation requirements for Totally Enclosed Lifeboats contained in section 4.6 of the LSA Code installed on or after 1 January 2029 to provide for means to achieve a ventilation rate of at least 5 m3/h per person for the number of persons which the lifeboat is permitted to accommodate and for a period of not less than 24 hours, and ventilation openings are to be provided with means of closing, to be operable by a person from inside the lifeboat.
These requirements will apply to lifeboats installed on or after 1 January 2029, having a contractual delivery date to the ship on or after 1 January 2029 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2029.

Lifeboat Release Testing for Free-Fall Lifeboats

Lifeboat release testing requirements in section 4.7 of the LSA Code providing for the arrangement to test the release system under load without launching a free-fall lifeboat into the water for boats installed on or after 1 January 2031.
These requirements will apply to lifeboats installed on or after 1 January 2031, having a contractual delivery date to the ship on or after 1 January 2031 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2031.

Launching and embarkation appliances

Requirements contained in section 6.2 of the LSA Code for launching appliances not depending on any means other than gravity or stored mechanical power which is independent of the ship's power supplies to launch the survival craft or rescue boat installed on or after 1 January 2024 with a mass of not more than 700 kg in fully equipped condition.

These requirements apply to lifeboats installed on or after 1 January 2024, having a contractual delivery date to the ship on or after 1 January 2024 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2024.

Launching appliances using falls and a winch

Lowering speed requirements in section 6.1.2 of the LSA Code for fully loaded survival craft or rescue boat installed on or after 1 January 2026 to provide a speed of no less than that obtained from the formula S=0.4+0.02·H or 1.0, whichever is less, and maximum lowering speed of a fully loaded survival craft or rescue boat shall not exceed 1.3 m/s.

These requirements apply to survival craft or rescue boats installed on or after 1 January 2026, having a contractual delivery date to the ship on or after 1 January 2026 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2026.

> **Next Steps:** The above amendments to the application provisions in the LSA Code for the above regulations will be presented to MSC 111 (May 2026) for adoption.

D. Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code

Amendments to the IMSBC Code

The Committee adopted amendments to the IMSBC Code finalized by the 41st meeting of the Editorial and Technical Group (E&T 41). This report provided the finalized draft amendments 08-25 of the IMSBC Code.

Among these, the Sub-Committee considered several proposals, including:

- Amendments to, or new schedules, as applicable, for cargoes under the IMSBC Code, including Fish Meal (Fish Scrap) (Group B and C), Direct Reduced Iron (A) Briquettes, Phosphate Rock Fines (uncalcined), Untreated Incinerator Ash (U-IBA), Asphalt Granulates (non-hazardous), Pea Protein Pellets (non-hazardous), and Crushed Granodiorite, Coarse.
- New schedules for cargoes under the IMSBC Code for such as Tuff (Coarse), Aluminum Sulphate Granular, and Ferric Sulphate Granular.
- Alignment of the segregation tables in the IMSBC Code with the IMDG Code by editorial changes to the segregation table in the IMSBC Code.

The Committee deemed the amendments to have been adopted on 1 July 2026 and are to enter into force on 1 January 2027. However, Administrations can apply the amendments on a voluntary basis from 1 January 2026.

Revised Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264/Rev.1)

The Committee adopted amendments to the IMSBC Code to refer to the latest revision of the Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264/Rev.1).

Consequential to the amendments, the Committee approved the *revised Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds*, revising, in particular, the provisions on gas-generating agents with the recommendation to use sleeves instead of loose tablets in order to avoid the risk that unreacted gas-generating agent remains in the cargo which creates a serious hazard for the ship's crew and personnel involved in the discharge or transhipment of the cargo.

Along with the revised recommendations, the Committee approved the revision to MSC Circular MSC.1/Circ.1358, Rev.1 on *Recommendations on the safe use of pesticides in ships* with the appropriate references to the IMSBC Code.

List of solid bulk cargoes, for which a fixed gas fire-extinguishing system may be exempted, or for which gas-extinguishing system may be ineffective

The Committee approved MSC.1/Circ.1395/Rev.6, revising cargoes in tables 1 and 2 of the circular for which exemptions may be granted from the carriage of fixed gas fire-extinguishing systems (Table 1), adding cargoes categorized into group B in the IMSBC Code, namely Aluminium Sulphate Granular, Castor Beans UN 2969, and Ferric Sulphate Granular, and updating Table 2 for cargoes for which a fire-extinguishing system giving equivalent protection shall be available.

MARINE AUTONOMOUS SURFACE SHIPS (MASS)

Further Development of the Voluntary MASS Code

The IMO Voluntary MASS Code will be a critical step in addressing the growing need for a standardized framework to regulate Maritime Autonomous Surface Ships (MASS). As autonomous technologies continue to evolve, the Code will provide a structured framework to address key considerations such as safety, security, and environmental protection, while enabling innovation and operational efficiency. The voluntary nature of the code allows for flexibility in adoption, enabling stakeholders to test and refine autonomous systems within a structured framework before mandatory regulations are established, thereby supporting the industry's transition toward autonomous operations while maintaining standards of safety and reliability.

The Committee noted the progress made on the development of the non-mandatory International Code of Safety for MASS (MASS Code) in finalizing chapters 1-3, 6, 11, 14, 16 – 17bis, 19, 21 and 22 – 26. However, as Chapter 15 on Human Element remains to be finalized, chapters 5 and 8 – 10 will be considered upon finalization of chapter 15, and chapter 4 will require continued discussion until all other chapters have been concluded.

TABLE OF CONTENTS OF THE DRAFT MASS CODE

PART 1 Introduction	
• Chapter 1	Purpose, Principles and Objectives
• Chapter 2	Application
• Chapter 3	Code Structure
• Chapter 4	Terminology and Definitions

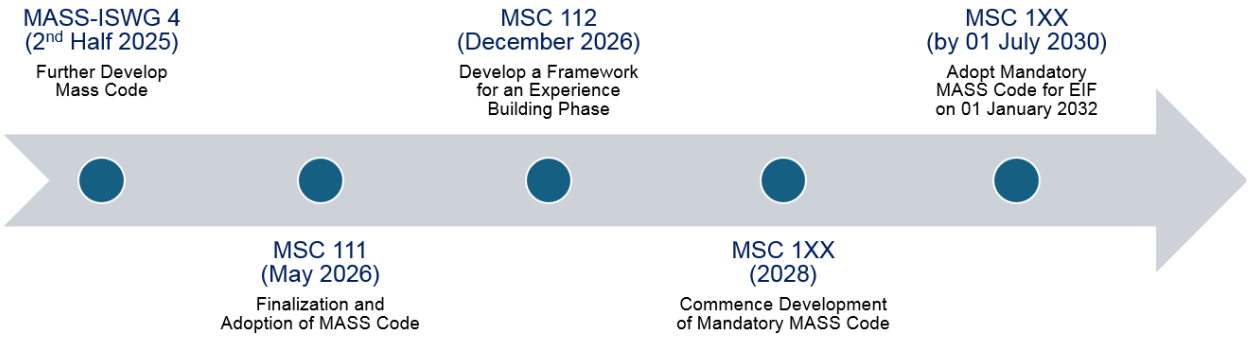
PART 2 Main Principles for MASS Code and MASS Functions	
• Chapter 5	Certificate and Survey
• Chapter 6	Approval Process
• Chapter 7	Risk Assessment
• Chapter 8	Operational Context
• Chapter 9	System Design
• Chapter 10	Software Principles
• Chapter 11	Management of Safe Operations
• Chapter 12	Connectivity
• Chapter 13	Radiocommunications
• Chapter 14	Alert Management
• Chapter 15	Human Element
• Chapter 16	Maintenance and Repair

PART 3 Goals, Functional Requirements and Expected Performance	
• Chapter 17	Safety of Navigation
• Chapter 18	Remote Operations
• Chapter 19	Structure, Subdivision, Stability and Watertight Integrity
• Chapter 20	Fire Protection, Fire Detection and Fire Extinction
• Chapter 21	Life-Saving Appliances and Arrangements
• Chapter 22	Special Measures to Enhance Maritime Security
• Chapter 23	Search and Rescue
• Chapter 24	Cargo Handling
• Chapter XX	Personnel Safety and Comfort
• Chapter 25	Towing and Mooring
• Chapter 26	Machinery Installations
• Chapter 27	Electrical Installations
• Chapter 28	Emergency Response

The Committee also invited proposals to MSC 111 on the forms of Certificates and their integration into the draft MASS Code.

As numerous documents on Chapter 15 and other proposals related to human element were identified for consideration, it was acknowledged that these documents required additional time and attention. Thus, the Committee agreed to recommend that these documents and proposals be considered intersessionally by a correspondence group.

> **Next steps**: The Committee agreed to the revised roadmap for developing a goal-based code for MASS with a view to further revision when necessary.



MARITIME SECURITY

Development of maritime digital-ecosystem cybersecurity standards

Following the adoption of the revised *2024 Guidelines on Maritime Cyber Risk Management* (MSC-FAL.1/Circ.3/Rev.3), the Committee noted the urgent need for improved cybersecurity measures in the maritime industry to safeguard commercial ships and port facility operations against rising cyber threats and risks, and the importance of further developing cybersecurity standards for ships and port facilities. To that end, discussions took place on the approach to the next steps to enhance maritime cybersecurity (i.e., risk-based, goal-based, or prescriptive), to evaluate whether requirements should be mandatory or voluntary, and to identify suitable IMO instruments for implementation of any new requirements.

The Committee concluded that a non-mandatory cybersecurity Code should be developed and noted that any cybersecurity requirements should be goal-based and include risk management, as opposed to being prescriptive in nature. This voluntary code is then to be followed by an experience building phase (EBP) prior to further consideration of the need for mandatory requirements.

> **Next steps**: Interested Member States and international organizations are invited to submit proposals on a new output in this regard to MSC 111.

SHIP DESIGN AND CONSTRUCTION (SDC)

Development of Guidelines for Emergency Towing Arrangements for Ships Other Than Tankers

MSC 108 adopted by resolution MSC.549(108), amendments to SOLAS regulation II-1/3-4 relating to new requirements for new ships of all types other than tankers of not less than 20,000 gross tonnage (GT) to be fitted with emergency towing arrangements (ETAs), which will enter into force on 1 January 2028.

The interim guidelines are intended to provide standards for design and construction of ETA, and set out the requirements for the arrangements and components, strength of the towing components, and ready availability of towing arrangements including time for deployment. The revision of MSC.1/Circ.1175 provides updated requirements for the minimum breaking load for tow lines, and an amended calculation for the Equipment Numeral (EN) accounting for above main deck structures, and in particular projected areas of funnels.

The Committee approved the Interim Guidelines for Emergency Towing Arrangements on Ships other than Tankers, as well as with the draft revision of MSC.1/Circ.1175, to be circulated as Rev.2. In addition, the Committee approved amendments to the *Guidelines for owners/operators on preparing emergency towing procedures* (MSC.1/Circ.1255), including minor amendment to include the equipment number (EN) in the ship-specific data.

> **Next Steps:** The interim guidelines for emergency towing arrangements on ships other than tankers will be presented to MSC 111 (May 2026) for adoption.

Further Development of the IP Code and Associated Guidance

For ships under Part V of the High-Speed Craft Code (HSC), the IP Code specifies a particular IP weight for stability calculations. In contrast, ships under Part IV do not have a designated weight in the IP Code. Therefore, for these vessels, the general requirements of the 2008 IS Code (resolution MSC.267(85)) apply, which allows a weight of 75 kg per industrial personnel to be used in stability calculations.

The increased weight for IP should be based on the individual personnel and should not vary depending on the type of ship they are on. The same weight should be applied for stability calculations, regardless of whether the ship is certified under Part IV or Part V of the IP Code. The aim is to ensure a consistent approach to calculating stability for the same personnel across different types of ships.

To address this, the Committee approved the amendments to Regulation 2 of the IP Code regarding Subdivision and Stability. These amendments state that "the mass of each industrial personnel shall be assumed to be 90 kg instead of 75 kg in the ship stability calculation."

> **Next Steps:** The draft amendments will be presented to MSC 111 (May 2026) for adoption.

Amendments to the 2011 ESP Code

The Committee approved the amendments to the 2011 ESP Code to permit the use of remote inspection techniques (RIT), containing the following provisions:

a) Definition of RIT – means of survey of any parts of the structure without the need for direct physical access by the surveyor
b) Thickness measurements and close-up surveys – use of RIT is subject to the agreement of the Administration

c) Procedures for the use of RIT – traditional close-up surveys should be required in case of damage or deterioration revealed during RIT
d) Renewal survey - RIT shall not be applied where significant history of structural failures (corrosion, cracks and buckling) exists
e) Preparations for survey – RIT limitations for areas not fully accessible by the permanent means of access
f) Equipment for survey – requirements on data presentation and communication, and confirmation of performance of the RIT
g) Approval and certification of a firm engaged in close-up survey of hull structures using a RIT

While the amendments to the 2011 ESP Code requirements for RIT do not include thickness measurements at this time, it remains the eventual overall aim to establish a holistic approach to facilitate the use of RIT on surveys, particularly since thickness measurements are required to be taken at the same time as close-up surveys.

Next Steps: The amendments to the 2011 ESP Code to permit the use of RIT will be presented to MSC 111 (May 2026) for adoption.

Revised guidance on pressure testing of boundaries of cargo oil tanks under direction of the master

Consequent to the amendments to the 2011 ESP Code, MSC.1/Circ.1502 related to the guidance on Pressure Testing of Boundaries of Cargo Oil Tanks under Direction of the Master was amended in line with the updated ESP Code.

Guidelines for Construction, Installation, Maintenance and Inspection/Survey of Means of Embarkation and Disembarkation

The Committee approved draft amendments to the *Guidelines for Construction, Installation, Maintenance and Inspection/Survey of Means of Embarkation and Disembarkation* (MSC.1/Circ.1331), which primarily affect manufacturers of such ladders and gangways. The updated circular provides guidelines regarding means of embarkation, and specific requirements for ladders and gangways, and clarifies which version of the Guidelines should be used when replacing accommodation ladders.

For on-board measures, the finalized draft amendments outline several key changes regarding safety measures for rigging accommodation ladders, gangways, and safety nets. Crew members are required to wear life jackets and safety harnesses during these tasks. A safety net is not necessary if proper mitigation strategies, such as rigid top railings and side nets, are implemented to prevent falls. Safety nets should be stored properly and checked regularly for maintenance. Additionally, safety pins, side nets, and securing points must be inspected during annual surveys as per SOLAS regulations. Accommodation ladders and gangways are required to undergo static testing for maximum working loads every five years, and winches must be tested by raising and lowering a ladder during these surveys.

Accommodation ladders and gangways for means of embarkation and disembarkation				
Ship constructed	on or after 1 January 2010		before 1 January 2010	
Installed	before 1 July 2026	on or after 1 July 2026	before 1 July 2026	on or after 1 July 2026
ISO 5488:1979	x			x
ISO 5488:2015		x		x
ISO 7061:1993	x			x
ISO 7061:2015		x		x
ISO 7061:2024		x		x

Construction and test of accommodation ladder winches				
Ship constructed	on or after 1 January 2010		before 1 January 2010	
Installed	before 1 July 2026	on or after 1 July 2026	before 1 July 2026	on or after 1 July 2026
ISO 7364:1983	x	x		x
ISO 7364:2016				x

With regards to the application of international standards for the design and construction of accommodation ladders, winches and gangways, manufacturers will need to review the design to meet recognized standards based on either the ship's construction date or the installation date of the accommodation ladder or gangway.

The term "installed on or after 1 July 2026" means that the amendments will apply to:

a. ships for which the building contract is placed on or after 1 July 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 1 July 2026, any installation date on the ship; or
b. ships other than those ships prescribed in (a) above, a contractual delivery date for the equipment or, in the absence of a contractual delivery date, the actual delivery date of the equipment to the ship on or after 1 July 2026.

Requirements for Setting of Guard Rails on the Deck Structure

The Committee considered the previous discussions about the "sag of chains," which resulted in draft text that, where applicable, chains replacing guard rails should be tightened as much as reasonably possible while remaining easily detachable. Excessive tightening could compromise this functionality.

Consequently, the Committee approved the text of the amendment to regulation 25 of the 1988 Load Line Protocol concerning the requirement for the sag standard of chains in sub-paragraph (3)(d) as follows:

> *"(d) where necessary for the normal operation of the ship, chains fitted between two fixed stanchions and/or bulwarks are acceptable in lieu of guard rails, which shall be tightened as much as reasonably practicable and shall be detachable."*
>
> **Next Steps:** The amendments to regulation 25 of the 1988 Load Line Protocol will be presented to MSC 111 (May 2026) for adoption, with an estimated entry into force date of 1 January 2028.

Review of the 2009 Code on Alerts and Indicators

The 2009 Code on Alerts and Indicators (the Code) was adopted by resolution A.1021(26) following the recommendations made by MSC 86 and MEPC 59. Since then, a number of IMO instruments which are referenced in the Code have been amended and several new IMO instruments have been introduced, and the text of the Code was updated to eliminate contradictions, ambiguities and unnecessary redundancies.

The Committee approved the revised Code on Alerts and Indicators, which includes references to:

1. the Exhaust Gas Cleaning Systems (EGCS) guidelines (MEPC.340(77)) in the Code, and reference to the monitoring systems which may be considered as indicators;
2. the International Ship and Port Facility Security Code (ISPS Code), and in particular a reference to an audible and/or visual alarm activated by automatic intrusion-detection devices; and
3. the Code for Approval of Ballast Water Management Systems (BWMS Code) (resolution MEPC.300(72)), and relevant references to audible and visible alarms.

The relevant tables under Section 10 of the updated Code indicating the Alert and Indicator locations throughout the ship are extensively amended and updated.

> **Next Steps:** The Committee will present the 2025 update to the Code on Alerts and Indicators to MSC 111 (May 2026) for adoption.

Discussions on Escape arrangements from the lower part of machinery spaces

The Committee noted the existence and impact of divergence in the interpretations of SOLAS regulations ii-2/13.4.1 and 13.4.2, in the context of port state control (PSC) inspections, regarding the term "lower part" used, in connection with the means of escape from spaces below the bulkhead deck for passenger ships, and from category A machinery spaces for cargo ships. In previous discussions, SDC 11 had confirmed that the terms "lower part of the space" should be regarded as either the lowest deck level or a platform or passageway.

In light of the inconsistent interpretation of the term "lower part", the Committee approved a circular recalling the responsibility of flag States to approve the relevant arrangements in compliance with SOLAS regulations II-2/13.4.1 and 13.4.2, and that the PSC officer (PSCO) should in principle accept the design arrangement approved by the

flag State and when appropriate consult with the flag Administrations in accordance with the *Procedures for Port State control, 2023* (resolution A.1185(33)).

In parallel, to progress resolution of the issue, the Committee approved a new output for a review of SOLAS regulations II-2/13.4.1.1 and 13.4.2.1, with a view to clarifying the requirements for escape arrangements from the lower part of machinery spaces. This review is to be carried out by the SDC Sub-Committee, and the outcome is to be presented to MSC 111 for consideration.

> **Next steps:** The new output for the review of the requirements for escape arrangements from the lower part of machinery spaces is to be submitted to SDC 12 for consideration.

HUMAN ELEMENT, TRAINING AND WATCHKEEPING (HTW)

Generic Interim Guidelines on Training for Seafarers on Ships using Alternative Fuels and New Technologies

The committee approved STCW.7/Circ.25 *on Generic Interim Guidelines on Training for Seafarers on Ships using Alternative Fuels and New Technologies*. These interim guidelines provide a reference for the development and approval of training for seafarers on ships using alternative fuels and new technologies to support the reduction of greenhouse gas emissions from international shipping. The goal-based guidelines cover the development of appropriate training requirements for the relevant fuel or technology, standards of competence for basic and advanced training, and the conduct of emergency exercises.

SHIP SYSTEMS AND EQUIPMENT (SSE)

Development of Design and Prototype Test Requirements for the Arrangements Used in the Operational Testing of Free-Fall Lifeboat Release Systems Without Launching the Lifeboat

Work to develop design and prototype test requirements for the arrangements used in operational testing of free-fall lifeboat release systems, specifically without launching the lifeboat, has been ongoing in order to incorporate requirements for the design of "the arrangements" for operational testing of the free-fall lifeboat release system without launching the lifeboat (simulated launch).

While the initial scope was limited to the LSA Code, there would be a need for amendments to other related instruments for a comprehensive approach, ensuring that all necessary consequential amendments were included for a cohesive regulatory framework.

Lifeboat Release Testing

The Committee approved the amendments to the LSA Code by introducing a new paragraph 4.7.7 on lifeboat release testing. For each free-fall lifeboat installed, the arrangement to test the release system under load without launching the lifeboat into the water, in accordance with paragraph 4.7.6.4, shall be designed with a safety factor of at least six on the basis of the calculated maximum working load with full complement of persons and equipment and the ultimate strength of the materials used for its construction considering static and relevant dynamic loads. Components of this arrangement that are exposed to the marine environment, other than falls and temporarily installed equipment, shall be constructed from materials that are corrosion-resistant in the marine environment without the need for coatings or galvanizing.

The draft amendments are expected to apply for each free-fall lifeboat installed on or after 1 January 2031.

> **Next Steps:** The amendments will be presented at MSC 111 (May 2026) for adoption.

Requirements for Maintenance, Thorough Examination, Operational Testing, Overhaul and Repair of Lifeboats and Rescue Boats, Launching Appliances, and Release Gear (Resolution MSC.402(96))

Consequential amendments to resolution MSC.402(96) and the annual thorough examination and operational test requirements were approved by the Committee. Specifically, for free-fall lifeboats, the amendments include a requirement to test the release system under load without launching the lifeboat into the water. This testing will be part of the items that must be thoroughly examined and checked to ensure they are in satisfactory condition and function properly.

Next Steps: The draft amendments will be presented at MSC 111 (May 2026) for adoption.

Revised Recommendation on Testing of Life-Saving Appliances (Resolution MSC.81(70))

The Committee approved the amendments to the prototype tests in paragraph 6.9.7 and draft paragraph 6.9.8 of the *Revised Recommendation on Testing of Life-Saving Appliances* (resolution MSC.81(70)). The maximum working load in these amendments is calculated based on the total number of people and equipment, as well as the ultimate strength of the materials used in construction. This calculation takes into account both static and relevant dynamic loads. Additionally, for the production and installation tests mentioned in paragraph 6.1.1 of Part 2 of resolution MSC.81(70), a factor of 2.2 times the maximum working load is applied. This aligns with the standards for production and installation tests of similar equipment.

Next Steps: The draft amendments will be presented at MSC 111 (May 2026) for adoption.

Emergency Training and Drills and Specifically Abandon Ship Drills (Safety of Life at Sea (SOLAS) Regulation III/19.3.4.4)

Consequential amendments to SOLAS regulation III/19.3.4.4 were drafted related to Abandon Ship Drills.

According to these amendments, lifeboats shall be launched at least once every six months. This can be done in one of two ways: either by a free-fall launch with only the operating crew on board, or through a simulated launch that does not involve putting the lifeboat in the water in accordance with the Revised Guidelines on Safety During Abandon Ship Drills Using Lifeboats (MSC.1/Circ.1578/Rev.1).

Next Steps: The draft amendments will be presented at MSC 111 (May 2026) for adoption and are expected to enter into force on 1 January 2028.

Revised Guidelines for Developing Operation and Maintenance Manuals for Lifeboat Systems

The Committee approved amendments to the G*uidelines for Developing Operation and Maintenance Manuals for Lifeboat Systems* (MSC.1/Circ.1205/Rev.1). To enhance the user-friendliness of these manuals, a new item has been added to the list of standard wording in sub-paragraph 2, specifically addressing the arrangement for testing the release system for free-fall lifeboats.

Next Steps: The revised guidelines will be submitted for approval to MSC 111 and subsequently disseminated as MSC.1/Circ.1205/Rev.2.

Revised Guidelines on Safety During Abandon Ship Drills Using Lifeboats

Draft amendments to the *Guidelines on Safety During Abandon Ship Drills Using Lifeboats* (MSC.1/Circ.1578) in relation to conducting drills, specifically the typical simulated launching sequence as outlined in SOLAS regulation III/19, were introduced.

Next Steps: The revised guidelines will be submitted for approval at MSC 111 (May 2026) and subsequently disseminated as MSC.1/Circ.1578/Rev.1.

Unified Interpretations of Paragraph 4.4.7.6 of the LSA Code

Consequential draft amendments to MSC.1/Circ.1529 were introduced to incorporate paragraph 4.7.6.4 of the LSA Code alongside the existing 4.4.7.6. These amendments aim to enhance the clarity of the lifeboat fittings requirement to be designed to test the release system without launching the lifeboat. The unified interpretation (UI) outlines requirements for reset functions, safety pin arrangements, and material specifications for interlocks and components. It specifies corrosion resistance standards for materials, including stainless steel, and details testing procedures for corrosion and load release. It also addresses the design requirements for hanging-off arrangements with a safety factor based on the ultimate strength of materials.

> **Next Steps:** The revised circular will be submitted for approval to MSC 111 (May 2026) and subsequently disseminated as MSC.1/Circ.1529/Rev.1.

Revised Standardized Life-Saving Appliance Evaluation and Test Report Forms (Survival Craft)

Consequential to the above amendments, revisions to the standardized life-saving appliance evaluation and test report forms (survival craft) were submitted. The changes include a new entry added after "4.5.4.2 Load test" under the section "4.5.4 Release mechanism tests." This new entry is titled "4.5.4.3 Load test for the arrangement to test the release system." Additionally, the test report form for 4.5.4.2 has been modified.

> **Next Steps:** The revised guidelines will be submitted for approval to MSC 111 (May 2026) and subsequently disseminated as MSC.1/Circ.1630/Rev.4.

Revision of the Code of Practice for Atmospheric Oil Mist Detectors (MSC/Circ.1086)

Most engine room fires are the result of the formation of oil spray/mist, vaporized fuel or gaseous fuel. Danger occurs when the concentration of oil reaches the lower explosion limit. The ignition or auto ignition temperature can be extremely low depending on the type of oil being released. In response to this danger, the shipping industry has been actively fitting oil mist detection equipment, requiring an update to the Code of Practice for Atmospheric Oil Mist Detectors (MSC/Circ.1086).

The Committee approved the revised Code of Practice for Atmospheric Oil Mist Detectors, laying out guidance for the approval of detectors, location of detectors and sampling lines, setting alert levels and indication, test procedures for calibration, and inspection and maintenance in accordance with the manufacturer's recommendations.

Lifejacket Buoyancy Test

The Committee approved amendments to resolution MSC.81(70) and MSC.1/Circ.1628/Rev.1 related to lifejacket buoyancy tests. The amendments provide for the buoyancy of the lifejacket to be measured before and after 24 h complete submersion to just below the surface in fresh water. After submerging the lifejacket, care should be taken to ensure that the air trapped in the lifejacket is removed and stabilization is achieved prior to recording the initial buoyancy. The difference between the initial buoyancy and the final buoyancy should not exceed a 5 percent reduction from the initial buoyancy.

NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

Amendments to the SOLAS Convention related to dissemination of MSI and SAR through recognized mobile satellite services (RMSSs)

The Committee considered amendments to the SOLAS Convention and resolution MSC.509(105)/Rev.1 on Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS) to clearly state the

requirement for dissemination of MSI and SAR related information through all operational recognized mobile satellite services (RMSSs). To that end, amendments to SOLAS regulation IV/5 and adding references to the amended SOLAS regulation IV/5 in SOLAS regulations V/4 and V/5, together with revision of resolution MSC.509(105)/Rev.1, were considered to fulfill the purpose.

The Committee approved the amendments to SOLAS regulations IV/5, V/4 and V/5, and the revision of resolution MSC.509(105)/Rev.1 on Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS).

> **Next steps:** The amendments to SOLAS regulations IV/5, V/4 and V/5 and revised resolution MSC.509(105)/Rev.2 will be presented to MSC 111 (May 2026) for adoption.

Amendments to SOLAS Chapters IV and V and Performance Standards and Guidelines to Introduce VHF Data Exchange System (VDES)

In response to growing concerns over malicious AIS information and AIS spoofing, technical work to introduce VDES has progressed in other international organizations pending the IMO's establishment of the associated regulatory framework. Considering that the S-100 capable ECDIS is allowed to be installed on new ships from 2026, VDES should be introduced to support this initiative as soon as possible as a back-up communication link using non-IP based communication.

To this end, the following regulatory measures were progressed:

Amendments to the 1974 SOLAS Convention and Draft MSC Resolution on Introduction of VDES

The Committee approved amendments SOLAS chapter V provisions and appendix to introduce the VHF Data Exchange System, as well as consequential amendments to the 1994 HSC Code and 2000 HSC Code, by adding to any reference to ‘AIS’ the text ‘or VHF data exchange system (VDES)’.

Performance Standards for Shipborne VHF Data Exchange System (VDES) and Guidelines for the Operational Use of Shipborne VHF Data Exchange System (VDES)

The Committee approved in principle the resolution on *Performance Standards for VHF Data Exchange System (VDES)* to facilitate the introduction and implementation of the VHF data exchange system (VDES) into the IMO regulatory framework, providing for ‘References made to the carriage and use of "automatic identification system" or "AIS" to also be understood as references to the AIS component of VDES, as defined in the resolution.’

Along with the amendments to SOLAS chapter V, the 1994 HSC Codes and 2000 HSC Code, the Committee approved the MSC circular on *Guidelines for the operational use of shipborne VHF data exchange system (VDES)*, providing guidance on the operational use of VDES, human machine interface, messages and applications, cybersecurity, and integrity and authentication.

> **Next steps:** As the amendments should be prioritized for adoption as soon as possible, the Committee agreed that the entry-into-force date of SOLAS amendments should be 1 January 2028, subject to adoption by MSC 111 (May 2026).

CARRIAGE OF CARGO AND CONTAINERS (CCC)

Recommendations for Entering Enclosed Spaces Aboard Ships

The Committee adopted a revision to resolution A.1050(27) on the *Revised Recommendations for Entering Enclosed Spaces Aboard Ships*.

The Recommendations were extensively revised, including the following sections:

- Safety Management for Entry into Enclosed Spaces section providing training and knowledge recommendations for the competent person, and requirements for drills
- Identification of the Hazards and Assessment of Risks section, along with updated guidance for the development of an Enclosed Space Register
- General Precautions section emphasizing the need for a risk assessment prior to cargo operations, and setting minimum oxygen limits, and training requirements for personnel entering eclosed spaces
- Testing the Atmosphere, referring to detection equipment and testing instruments as required by SOLAS
- Update to the Oxygen Depleting Cargoes and Materials section
- Information on acceptable and unacceptable gases moved to a new Appendix 4
- Revision of the Hazards Related to Steel section with a new Appendix 3 providing results of steel related experiments

The example of the Enclosed Space Register was removed from the revised recommendation, leaving it to the company to develop its registry, along with the risk assessment, to form the basis of the development of the enclosed space contingency plan. The revised recommendations also contain an updated example of an Enclosed Space Entry Permit, and an Enclosed Space Emergency Response Plan. Additionally, the Recommendations contain a list of regulations/paragraphs with footnotes referencing resolution A.1050(27), and the relevant IMO instruments.

UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY AND ENVIRONMENT-RELATED CONVENTIONS

Unified Interpretation Relating Piping Piercing the Collision Bulkhead

The Committee approved a unified interpretation of SOLAS regulation II-1/12.6.2 to clarify the term "remotely operated valve", clarifying that:

1. the valve fitted on the pipe piercing a ship's collision bulkhead below the bulkhead deck of passenger ships and the freeboard deck of cargo ships may be either a deck standing manual type or a mechanically powered type with a fail-close arrangement; and
2. for the purpose of the fail-close arrangement, the valve should be of an automatic fail-close type or should have an additional manual-closing function activated from a position above the bulkhead deck of passenger ships and the freeboard deck of cargo ships.

Unified Interpretation Relating to the Extinguishing Media Containing PFOS

The amendments adopted by MSC 107 to SOLAS and the 1994 and 2000 High-Speed Craft (HSC) Codes prohibiting of the use and storage of fire-extinguishing media containing perfluorooctane sulfonic acid (PFOS) do not specifically state how compliance with the requirements to prohibit PFOS will be demonstrated for new and existing ships.

The Committee approved Unified Interpretations (UI) for SOLAS regulation II-2/10.11.2.2 and regulation 7.9.4 of the 1994 and 2000 HSC Codes to provide specific terminology and detail the minimum requirements to achieve

compliance, specifically relating to PFOS concentrations, and sampling, testing and verification activities for "fire-extinguishing media", including firefighting foams.

Unified Interpretation on Spacing of Combined Smoke and Heat Detectors

The Committee approved the Unified Interpretations of paragraph 2.4.2.2 of chapter 9 of the International Code for Fire Safety Systems (FSS), as amended by resolution MSC.555(108), to clarify acceptable spacings of combined smoke and heat detectors for installation throughout vehicle, special category and ro/ro spaces of passenger ships constructed on or after 1 January 2026, which is left to the discretion of the Administration.

Paragraph 2.4.2.2 of chapter 9 of the FSS Code, Table 9.1 – Spacing of detectors, provides two different bases for the maximum floor area per detector and for the maximum distance apart between centers, which are respectively for heat detectors and smoke detectors, that raise questions how the spacing of combined smoke and heat detectors should be calculated and determined.
The drat UI offers two solutions for acceptable calculation methods:

1. Determination of the spacing based on the maximum distance of 9 m between detector centers, i.e., using hexagons of 5.2 m one-side length
2. Determination of the spacing based on the maximum floor area using squares of 74 m^2

Unified Interpretation of SOLAS Chapter II-1/3-13.2.4 on Uniform Documentation of Load Testing and Thorough Examination of Non-Certified Lifting Appliances

SOLAS regulation II-2/3-13.2.4 requires existing lifting appliances to be tested and thoroughly examined in accordance with the *Guidelines for lifting appliances* (MSC.1/Circ.1663).
However, existing lifting appliances without valid certificates of test and thorough examination under another international instrument are not specifically addressed by the guidelines. While a factual statement issued by the Administration or a RO could serve as a demonstration of compliance for existing lifting appliances without valid certificates, no separate form to document compliance with SOLAS regulation II-1/13.2.4 would be needed.

The Committee approved the UI, which provides interpretations that compliance with SOLAS regulation II-1/3-13.2.4 could be demonstrated by means of a "factual statement" (also known as a "statement of fact"), and that the factual statement may be attached to the "Register of lifting appliances and cargo handling gear" in appendix 3 of the guidelines to document the history of the test and thorough examination. The annual thorough examination may be documented in the same Cargo Gear Register.

Unified Interpretation of Manual Hoisting of a Dedicated Rescue Boat

The Committee approved the UI on interpretation of paragraphs 6.1.1.3 and 6.1.2.2 of the LSA Code regarding the launching of rescue boats.

Paragraph 6.1.1.3 of the LSA Code as amended by resolution MSC.459(101) with effect from January 1, 2024	Paragraph 6.1.2.2 of the LSA Code, as amended through resolution MSC.459(101)
• Specifically for cargo ships, the hoisting-up of a dedicated rescue boat from its stowed position should be considered as part of launching preparation, but not part of launching process. Therefore, manual hoisting up prior to embarkation may be acceptable for subsequent slewing out.	• Specifically for cargo ships not fitted with stored mechanical, the manual hoisting from the stowed position and turning out to the embarkation position of the rescue boat does not need to be actuated from a position within the rescue boat. Therefore, for cargo ships, manual hoisting up of a dedicated rescue boat prior to embarkation may be acceptable for subsequent slewing out by stored mechanical power.

OTHER DEVELOPMENTS

Comprehensive Revision of the ISM Code and Guidelines on Implementation

The committee considered the recommendation on a review of the ISM code to identify elements that could be revised to improve its effectiveness and implementation. However, the ISM Code is widely regarded as a generic, goal-based framework that effectively supported robust safety management in shipping and its flexible structure already enables addressing of industry changes, technological advancements, and other developments.

While the ISM Code should be preserved by avoiding amendments to the Code at this stage, the Committee noted support for a comprehensive review and revision of the *Guidelines on the Implementation of the ISM Code by Administrations* (A.1188(33) and the *Revised Guidelines for the Operational Implementation of the ISM Code by Companies* (MSC-MEPC.7/Circ.8) as an appropriate first step to improve the effectiveness and effective implementation of the ISM Code before considering any possible review of the Code itself.

To that end, the Committee instructed the III Sub-Committee to include a work item on the comprehensive revision of the guidelines on the implementation of the ISM Code by Administrations and companies.

CONTACT INFORMATION

North America Region
1701 City Plaza Dr.
Spring, Texas 77389, USA
Tel: +1-281-877-6000
Email: ABS-Amer@eagle.org

South America Region
Rua Acre, nº 15 - 11º floor, Centro
Rio de Janeiro 20081-000, Brazil
Tel: +55 21 2276-3535
Email: absrio@eagle.org

Europe Region
111 Old Broad Street
London EC2N 1AP, UK
Tel: +44-20-7247-3255
Email: ABS-Eur@eagle.org

Africa and Middle East Region
Al Joud Center, 1st floor, Suite # 111
Sheikh Zayed Road
P.O. Box 24860, Dubai, UAE
Tel: +971 4 330 6000
Email: ABSDubai@eagle.org

Greater China Region
World Trade Tower, 29F, Room 2906
500 Guangdong Road, Huangpu District,
Shanghai, China 200000
Tel: +86 21 23270888
Email: ABSGreaterChina@eagle.org

North Pacific Region
11th Floor, Kyobo Life Insurance Bldg.
7, Chungjang-daero, Jung-Gu
Busan 48939, Republic of Korea
Tel: +82 51 460 4197
Email: ABSNorthPacific@eagle.org

South Pacific Region
7 Science Park Drive
#09-21/32 Geneo, Singapore 119316
Tel: +65 6276 8700
Email: ABS-Pac@eagle.org

ABS