



IMO News Brief

The 111th session of Maritime Safety Committee
Korean Register



Executive Summary

The Maritime Safety Committee (MSC), at its 111th session, delivered a comprehensive set of regulatory outcomes addressing a broad spectrum of maritime safety issues. These include amendments to mandatory instruments, the approval of new guidelines, and the advancement of draft regulations. Collectively, these measures reflect IMO's continued effort to enhance safety while supporting innovation and the adoption of emerging technologies and alternative fuels.

A substantial number of amendments to mandatory instruments, including SOLAS, the 1988 Load Lines Protocol, the LSA Code, the 2011 ESP Code, the IP Code, and the IMDG Code, were adopted, with entry into force expected on 1 January 2028. These amendments address key areas including:

- Harmonization of guard rail requirements
- Dissemination of MSI and SAR-related information through all RMSS
- Introduction of VHF Data Exchange System (VDES) as an alternative to AIS
- Simulated launch of free-fall lifeboats
- Application provisions for the previous amendments of the LSA Code
- Use of Remote Inspection Techniques (RIT)
- Person's weight criterion for cargo ships transporting industrial personnel
- Amendments to the IMBC Code (43-26)

These changes will require coordinated follow-up actions by key stakeholders, including shipowners, shipyards, equipment manufacturers, and Administrations, to ensure timely and effective implementation.

In parallel, the Committee approved or adopted a wide range of non-mandatory instruments, including interim guidelines, unified interpretations, and technical guidance. In particular, significant progress was made in establishing international regulatory requirements for alternative fuels, particularly hydrogen and ammonia, as well as for the carriage of liquefied hydrogen cargo. These developments represent an important step towards maritime decarbonization, while maintaining an appropriate level of safety.

Among the outcomes of MSC 111, particular attention should be given to the Maritime Autonomous Surface Ships (MASS) Code, which constitutes one of the most strategically significant developments in IMO's regulatory landscape. Although currently non-mandatory, the MASS Code establishes the foundation for the safe design,

construction, and operation of autonomous and remotely operated ships. Its development signals a structural shift toward the digitalization and automation of maritime operations, with far-reaching implications across the industry.

In addition, the Committee advanced draft amendments to key instruments, including the IGC Code, the IGF Code, and SOLAS provisions, with formal adoption expected at MSC 112. These forthcoming amendments, particularly those relating to gas carriers, are expected to have design and cost implications, requiring early preparation by industry stakeholders. Notably, a number of modification proposals submitted by KR in relation to the IGC Code amendments were incorporated in the draft amendments without changes, thereby helping to minimize potential implementation challenges, with which the industry may encounter.

It should be noted that MSC 111 also involved extensive discussions on the implications of the Iran-related conflict and the disruption in the Strait of Hormuz for international shipping. While these discussions are of significant relevance to the maritime industry, it should be noted that this Brief, as a technical and regulatory publication issued by a classification society, does not address political or geopolitical matters.

Lastly, although not directly related to the technical certification services provided by classification societies, discussions on providing coastal States with free-of-charge access to ships' LRIT position information progressed in a rather radical manner, resulting in the approval of draft amendments to SOLAS regulation V/19-1. As this development may ultimately lead to additional cost burdens for shipowners in the future, it is considered that the matter warrants close attention from industry stakeholders.

Overall, MSC 111 represents a pivotal milestone in maritime regulation, delivering both immediate compliance requirements and long-term strategic direction. The outcomes are expected to influence ship design, operation, training, and compliance frameworks, while accelerating the safe integration of alternative fuels and emerging technologies.

For reference, IMO instruments approved or adopted at this session but not yet assigned official document numbers are indicated as either resolution MSC.XXX(111) or MSC.1/Circ.XXXX. It is sincerely hoped that this Brief will assist readers in understanding the outcomes of MSC 111 and in taking appropriate follow-up actions in a timely and effective manner.

This Corrigendum is issued to clarify the implication part in section 'Dissemination of MSI and SAR-related Information through all RMSS' relating to the non-availability of MSI via Iridium SafetyCast in MET Areas XIII and XXI. Please see page 3.

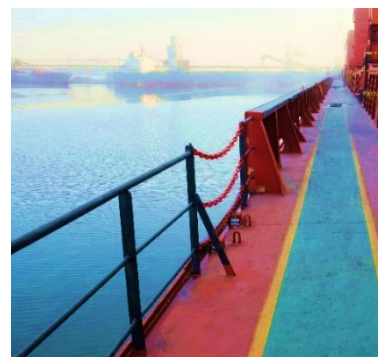
Adoption of Amendments to Mandatory IMO Instruments

MSC 111 has formally adopted amendments to various mandatory IMO instruments that were approved by MSC 110 in June 2025 or finalized by E&T 43 in September 2025. These amendments relate to SOLAS, 1988 Load Lines Protocol, the LSA Code, the 1994 and 200 HSC Codes, the 2011 ESP Code, the IP Code, the IMDG Code, and resolution MSC.402(96), and reflect the Committee’s continued efforts to address emerging safety and operational issues in shipping. The main amendments are summarized as follows.

Harmonization of Guard Rail Requirements under the 1988 Load Lines Protocol

Summary

Amendments	1988 Load Lines Protocol, Regulation 25
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers
Entry-Into-Force Date	1 Jan 2028
Application	New constructions with K/L date on or after 1 Jan 2028
Implication	<input checked="" type="checkbox"/> Designs <input type="checkbox"/> Operation <input type="checkbox"/> Negligible
IMO documents	Resolution MSC.XXX(111)
Source	See MSC 111/WP.8/Annex 9



Backgrounds

The risk of personnel falling from height may not differ significantly among various parts of a ship, including deckhouses, superstructures, and upper decks. However, previous regulation 25 of Annex I of Annex B to the 1988 Load Lines Protocol prescribes different guard rail arrangements depending on the location on board. Specifically, three-course guard rails have been required only on superstructure decks and freeboard decks, while two-course guard rails have been permitted on other exposed decks.

In this regard, concerns were raised in document MSC 107/17/18 (China) that guard rails fitted on bridge decks, accommodation decks, and other deck structures should also be of three-course construction in order to provide adequate protection to persons from the risk of falling from height.

Key Amendments

To harmonize the differing requirements, regulations 25(2) and 25(3) of the Load Lines Protocol have been amended to extend the requirement for three-course guard rails to cover all exposed decks and all exposed sea access holes (e.g. edges of moonpools¹). The amendments also clarify that where keep chains are used in place of guard rails, they must be tightened as much as practicable.



Moonpools

These amendments will enter into force on 1 January 2028 and will apply to ships the keels of which are laid thereafter.

Implications

Design changes to guard rails will be unavoidable for new ships. Accordingly, shipyards should incorporate these amendments into their ship designs. It should be

¹ Moonpools: The access holes, which penetrate the hull from the exposed deck to water

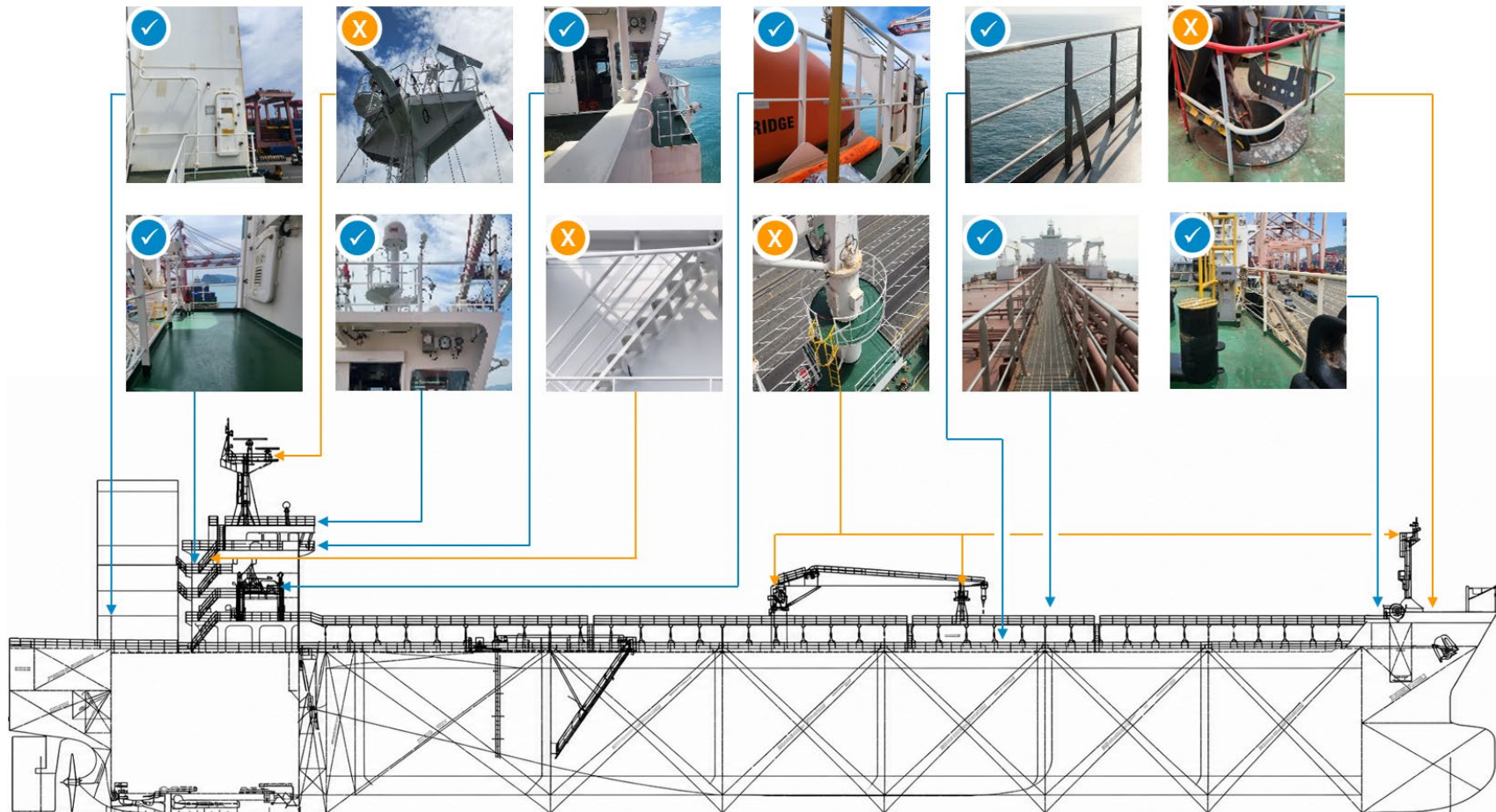
surface for underwater operation of research ships or drilling ships.

also noted that sister ships in the same series may have different guard rail arrangements depending on their keel-laying dates.

However, these amendments may give rise to differing interpretations regarding their application locations of three-course guardrails. Pending further discussion and decision at IACS and IMO, it may be generally understood, at this point, that the revised three-course guard rail requirements apply to the following exposed locations, and that they may not apply to other accessible exposed areas, such as stairways, exposed platforms, raised manifolds, hatch covers, and anchor hawse pipes.

- Superstructure decks, freeboard decks, deckhouses tops (including tops of midship deck stores, wheelhouses, etc.), engine casing tops, and embarkation decks, all of which constitute decks
- Means for safe passage of crew required under regulation 25-1 of the 1988 Load Lines Protocol (except underdeck passageway)
- Sea access holes on open decks (e.g. moonpools)

Finally, it should be noted that these amendments are not related to the guard rail arrangements in enclosed space.



Dissemination of MSI and SAR-related Information through all RMSS

Summary

Amendments	SOLAS regulations IV/5.3, V/4 and V/5.2
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers <input checked="" type="checkbox"/> Others (Governments)
Entry-Into-Force Date	1 Jan 2028
Application	Governments
Implication	<input type="checkbox"/> Designs <input checked="" type="checkbox"/> Operation <input type="checkbox"/> Negligible
IMO documents	Resolutions MSC.XXX(111) and MSC.509(105)/Rev.2
Source	See MSC 111/WP.8/Annexes 1 and 10

Backgrounds

The introduction of Iridium and BMDSS as Recognized Mobile Satellite Services (RMSS), alongside the long-standing Inmarsat, prompted the concern that maritime safety information (MSI) and search-and-rescue information are not available across all types of RMSS. In this regard, MSC 108 convened in 2024 agreed that MSI should be disseminated through all operational RMSS's no later than 31 December 2026 and decided to develop relevant legal basis in SOLAS Convention.



Key Amendments

SOLAS regulations IV/5.3, V/4, and V/5.2 have been amended to specify the obligations of SOLAS Contracting Governments to avail the dissemination of MSI and SAR-related information through all operational RMSS.

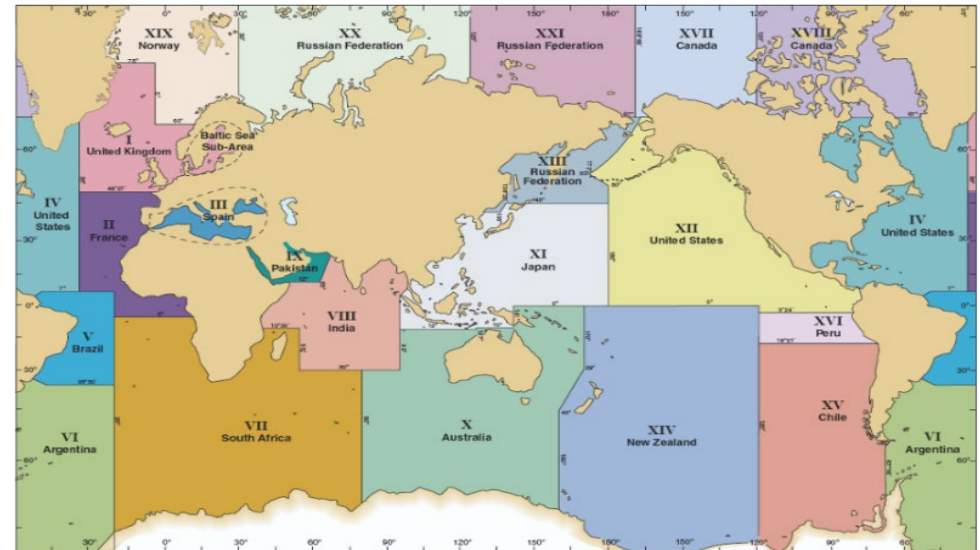
To support the above amendments, the Committee also approve the amendments to resolution MSC.509(105)/Rev.1², as Rev.2.

The amendments to SOLAS chapters IV and V will enter into force on 1 January 2028.

Implications

Based on the information published by the International Hydrographic Organization (IHO) as of April 2026³, Inmarsat provides MSI and SAR information broadcast services (EGC) across all NAV Areas and MET Areas. However, while Iridium SafetyCast (EGC service) has been fully operational and available to all Maritime Safety Information providers since 2020, Maritime Safety Information is not currently available via the Iridium in MET Areas XIII and XXI. Accordingly, the States concerned will need to provide related MSI to Iridium SafetyCast as early as possible.

Pending the full service, Iridium SafetyCast may not be accepted as a sole means to comply with SOLAS regulation IV/7.1.4⁴ for the MET areas identified above.



² Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS)

³ The information posted on the IHO website (<https://iho.int/en/iridium-safetycast-implementation-status>)

⁴ SOLAS regulation IV/7.1.4 requires to install receiver(s) capable of receiving MSI and SAR-related information throughout the entire voyage in which the ship is engaged. NAVTEX, RMSS EGC Service, HF-NDBP, and NAVDAT are currently recognized as such receivers.

Introduction of VHF Data Exchange System (VDES) as an alternative to AIS

Summary

Amendments	SOLAS regulations V/18, V/19 and Appendix 1994/2000 HSC Code, paragraph 13.15 and Appendix
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input checked="" type="checkbox"/> Equip. Makers
Entry-Into-Force Date	1 Jan 2028
Application	The following ships fitted with VDES, in lieu of AIS: <ul style="list-style-type: none"> • International seagoing ships of 300 GT and above • Domestic cargo ships of 500 GT and above; and • Passenger ships irrespective of size
Implication	<input checked="" type="checkbox"/> Designs <input checked="" type="checkbox"/> Operation <input type="checkbox"/> Negligible
IMO documents	Resolutions MSC.XXX(111), XXX(111), XXX(111), XXX(111), and XXX(111); and MSC.1/Circ.XXXX
Source	MSC 111/WP.8/Annexes 1, 3, 4, 11, 12, and 14

Backgrounds

AIS is an automatic identification system that automatically exchanges a ship's navigational information with other ships or shore stations, thereby supporting collision avoidance and vessel traffic management. Since its introduction in 2002, it has been used as key navigational equipment for more than 20 years.

In this regard, VHF Data Exchange System (VDES) has been developed as an advanced maritime communication system that builds upon and extends the capabilities of AIS by integrating four components: AIS, Application Specific Messages (ASM), terrestrial VHF data exchange (VDE-TER), and satellite VHF data exchange (VDE-SAT).

Operating in the VHF band, VDES enables secure, automated, two-way digital data exchange between ships, shore authorities, and satellites, with minimal involvement of shipboard personnel. It is designed to support e-navigation,



enhance the safety, security, and efficiency of navigation, enable standardized reporting, and allow coastal States to access information on ships, cargo, and passengers, all with a high level of availability and data integrity.

Key Amendments

To enable the carriage and use of VDES as an alternative to AIS, the phrase “or VDES” has been added after references to “AIS” in various provisions of SOLAS chapter V and the appendix (certificate forms), as well as in the corresponding sections of the 1994 and 2000 HSC Codes.

To support the above amendments, the Committee also agreed to approve or adopt the following draft IMO instruments at MSC 111:

- Introduction of VHF data exchange system (VDES) into the IMO regulatory framework (resolution MSC.XXX(111))
- Performance standards for shipborne VHF data exchange system (VDES) (resolution MSC.XXX(111))
- Guidelines for the onboard operational use of shipborne VHF data exchange system (VDES) (MSC.1/Circ.XXXX)

The above amendments will enter into force on 1 January 2028 and will apply to all ships of 300 GT and upwards engaged on international voyages, cargo ships of 500 GT and upwards not engaged on international voyages, and all passenger ships irrespective of size.

Implications

VDES serves as an alternative to AIS. Accordingly, where AIS is already installed, the installation of VDES is not mandatory.

Where a VDES is alternatively installed, it should be a product type-approved by the Administration in accordance with SOLAS regulations V/18.1 and 18.2 and should be subject to annual testing by an approved service provider in accordance with SOLAS regulation V/18.9.

However, it should be ensured that VDES, unlike AIS, is supplied from a reserve source of electrical energy, in addition to the ship's main and emergency sources of electrical power, in accordance with paragraph 9 of the Performance standards.

In addition, following the inclusion of a VDES item in the formats of safety certificates under SOLAS and the HSC Code, the relevant certificates (re)issued on or after 1 January 2028 will reflect this amendment.

Simulated Launch of Free-Fall Lifeboats

Summary

Amendments	LSA Code, paragraph 4.7.7 Resolution MSC.402(96), paragraphs 6.2.3 and 6.2.7
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input checked="" type="checkbox"/> Equip. Makers <input checked="" type="checkbox"/> Others (LSA service providers)
Entry-Into-Force Date	1 Jan 2028
Application	Free-fall lifeboats installed on or after 1 Jan 2031
Implication	<input checked="" type="checkbox"/> Designs <input checked="" type="checkbox"/> Operation <input type="checkbox"/> Negligible
IMO documents	Resolutions MSC.XXX(111), MSC.XXX(111), and MSC.XXX(111); and MSC.1/Circ.1205/Rev.2; MSC.1/Circ.1529/Rev.1; MSC.1/Circ.1578/Rev.1; MSC.1/Circ.1630/Rev.4
Source	See MSC 111/WP.8/Annexes 7, 8, 13, 16, 17, 18, and 19



Backgrounds

SOLAS regulation III/19.3.4.4 requires free-fall lifeboats to be launched by the free-fall method at intervals not exceeding six months, while also permitting simulated launching as an alternative. Equipment, such as steel wires, falls, chains, and turn-buckles, has been used for this purpose; however, concerns have been raised that, in the absence of specific design criteria, the risk of falling accidents during simulated launching is high and has in practice led to actual accidents.

Key Amendments

A new design requirement for the simulated launching arrangement used to test the release mechanism without actual launching of a free-fall lifeboat was introduced as paragraph 4.7.7 of the LSA Code:



- Application of a safety factor of at least 6 based on the maximum working load of the free-fall lifeboat
- Use of corrosion-resistant materials, excluding falls and temporarily installed equipment

As a consequence, paragraphs 6.2.3 and 6.2.7 of resolution MSC.402(96) were amended to include the simulated launching device of free-fall lifeboats as one of the items for annual servicing.

The above amendments will enter into force on 1 January 2028 and will apply to free-fall lifeboats installed on or after 1 January 2031.

To support the above amendments, the Committee also approved or adopted revisions of the following IMO instruments:

- Revised Recommendation on Testing of Life-Saving Appliances (Resolution MSC.81(70));
- Revised guidelines for developing operation and maintenance manuals for lifeboat systems (MSC.1/Circ.1205/Rev.1);
- Unified interpretations of paragraph 4.4.7.6 of the LSA Code, as amended by resolution MSC.320(89) (MSC.1/Circ.1529);
- Guidelines on safety during abandon ship drills using lifeboats (MSC.1/Circ.1578); and
- Revised standardized life-saving appliance evaluation and test report forms (survival craft) (MSC.1/Circ.1630/Rev.3)

Implications

Equipment manufacturers will need to reflect the amendments in the design and renew the relevant type approval for free-fall lifeboats to be installed on or after 1 January 2031.

In addition, where free-fall lifeboats are to be installed on board ships on or after 1 January 2031, shipowners and shipyards should confirm, through the relevant equipment certificates, that the products comply with the amendments.

Application Provisions for the Previous Amendments of the LSA Code

Summary

Amendments	LSA Code, preamble and various parts
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input checked="" type="checkbox"/> Equip. Makers
Entry-Into-Force Date	1 Jan 2028
Application	Lifejackets, lifeboats and launching appliances
Implication	<input type="checkbox"/> Designs <input type="checkbox"/> Operation <input checked="" type="checkbox"/> Negligible
IMO documents	Resolution MSC.XXX(111)
Source	See MSC 111/WP.8/Annex 7

Backgrounds

Unlike other IMO instruments, amendments to the LSA Code do not contain explicit application provisions in the main body of the Code. Only the amendments adopted by resolutions MSC.459(101), MSC.535(107), and MSC.554(108) included such provisions on the cover pages of the respective resolutions. As a result, it has not been easy to identify the application dates of those earlier amendments to the LSA Code.

At MSC 109, the Committee agreed to incorporate into the main body of the LSA Code only those application provisions that had previously been set out on the cover pages of the relevant amendment resolutions.

Key Amendments

In line with the Committee's decision, paragraphs 2.2.1.6.2, 4.4.7.6.8, 4.4.7.6.17, 4.6.6, 4.6.7, 6.1.1.3, 6.1.2.8, and 6.1.2.10 of the Code were amended to incorporate the application provisions that had previously appeared only on the coverage pages of the relevant resolutions adopting previous amendments, as set out below.

Paragraph	Application provisions specified in the Code	Previous amendments adopted by resolution
2.2.1.6.2	Lifejackets provided on or after 1 January 2026	MSC.554(108)
4.4.7.6.8 4.4.7.6.17	Lifeboats installed on or after 1 January 2026	MSC.554(108)
4.6.6 4.6.7	Totally enclosed lifeboats installed on or after 1 January 2026	MSC.535(107)
6.1.1.3	Rescue boat installed on or after 1 January 2024	MSC.459(101)
6.1.2.8 6.1.2.10	Survival craft or rescue boat installed on or after 2026	MSC.554(108)

In addition, new paragraphs 2.2.1.18, 4.4.7.6.18, 4.6.8, and 6.1.2.14 were introduced and existing paragraph 6.1.1.3 was further amended to clarify the meaning of the expressions "installed" and "provided" used in the application provisions added to the above paragraphs, as follows:



The expression "installed on or after DDMMYYYY" or "provided on or after DDMMYYYY" means having a contractual delivery date to the ship on or after DDMMYYYY or, in the absence of a contractual delivery date to the ship, being actually delivered to the ship on or after DDMMYYYY.



Implications

As these amendments are intended to clarify the application of previous amendments already entered into force, there are no practical implications.

Use of Remote Inspection Techniques (RIT) under the 2011 ESP Code

Summary

Amendments	2011 ESP Code
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers <input checked="" type="checkbox"/> Others (RIT service suppliers)
Entry-Into-Force Date	1 Jan 2028
Application	Bulk carriers and oil tankers of 500 GT and above
Implication	<input type="checkbox"/> Designs <input checked="" type="checkbox"/> Operation <input type="checkbox"/> Negligible
IMO documents	Resolution MSC.XXX(111) and MSC.1/Circ.XXXX
Source	See MSC 111/WP.8/Annexes 2 and 20

Backgrounds

Remote Inspection Techniques (RIT) refer to a means of surveying any parts of a ship's structure without requiring surveyors' direct physical access. A drone operated by certified personnel may be the most well-known example of RIT.

While RIT has for some years been used for hull survey under class rules and/or national requirements, it had not been formally incorporated into the 2011 ESP Code.

Key Amendments

The 2011 ESP Code has been amended to permit and facilitate the use of RIT as a supplement to close-up surveys⁵ of hull structures in bulk carriers and oil tankers. These amendments establish, amongst other things, the definition of RIT, the relevant technical and operational requirements, and



the procedures for the approval of service suppliers providing RIT.

In conjunction with the adoption of the amendments to the 2011 ESP Code, the Committee also approved the *Guidelines on the use of remote inspection techniques for ESP Code surveys*, as MSC.1/Circ.XXXX. These new Guidelines supplement the amendments to the 2011 ESP Code as footnotes and provide guidance on the following technical and operational aspects of the use of RIT:

- certification and training of service suppliers providing RIT, including thickness measurement;
- conditions and limitations for the use of RIT;
- planning and preparation for the use of RIT, including risk assessment, RIT inspection planning, survey planning meetings and pre-inspection verification;
- conduct of surveys using RIT; and
- RIT inspection reporting.

These amendments will enter into force on 1 January 2028 and will apply where RIT is utilized for enhanced surveys of bulk carriers and oil tankers subject to the 2011 ESP Code.

Implications

RIT has already been used for hull surveys under class rules and/or national requirements. As such, these amendments primarily aim to establish a regulatory basis for the use of RIT on ships subject to the 2011 ESP Code, and are therefore not expected to have significant implications on existing practices, other than limited adjustments.

In line with these amendments, corresponding IACS UR Z10 series (i.e. class rules) are also expected to be revised.

⁵ Close-up survey: a survey where the details of structural components are within the close

visual inspection range of the surveyor, i.e. normally within reach of hand.

Person's Weight Criterion for Cargo Ships Transporting Industrial Personnel⁶

Summary

Amendments	IP Code, Part IV, Paragraph 2.1.7
Concerned Parties	<input type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers
Entry-Into-Force Date	1 Jan 2028
Application	Cargo ships constructed on or after 1 January 2028, where carrying more than 12 Industrial Personnel (NB: For more details, please see the key amendment part.)
Implication	<input checked="" type="checkbox"/> Designs <input type="checkbox"/> Operation <input type="checkbox"/> Negligible
IMO documents	Resolution MSC.XXX(111)
Source	See MSC 111/WP.8/Annex 6

Backgrounds

The body weight of industrial personnel is generally known to be higher than the average, due to the physical characteristics and equipment typically associated with offshore operations. In consideration of this, Part V of the IP Code specifies a person's weight of 90 kg for use in stability calculations for high-speed cargo craft carrying more than 12 industrial personnel, which constitutes a safety enhancement compared to the standard person mass of 75 kg applied under the HSC Code.



⁶ Industrial Personnel means all persons transported or accommodated on board for the

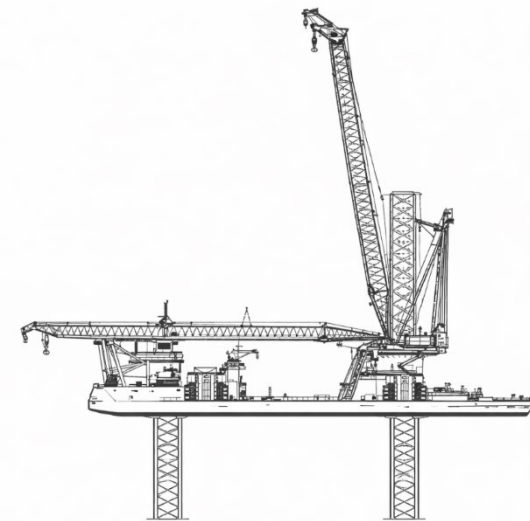
However, Part IV of the IP Code, which applies to cargo ships, does not specify a separate person mass criterion as provided in Part V for high-speed cargo craft, implying that the IS Code standard applies by default. In this regard, paragraph 3.1.1.1 of Part A of the IS Code defines a person mass of 75 kg for the purpose of intact stability calculations.

Key Amendments

To harmonize the assumed person weight requirement for cargo ships carrying industrial personnel with that applicable to high-speed cargo craft, a new paragraph 2.1.7 was introduced under Part IV of the IP Code (i.e. additional requirements for cargo ships), clarifying that stability calculations are to be based on an assumed person weight of 90 kg rather than 75 kg.

The amendments will enter into force on 1 January 2028 and will apply to cargo ships subject to the IP Code, which are:

- contracted for construction on or after 1 January 2028; or
- in the absence of a building contract, K/L on or after 1 July 2028; or
- delivered on or after 1 January 2032



Wind Turbine Installation Vessel carrying Industrial Personnel

offshore industrial activities performed on other ships and/or offshore facilities.

Implications

As this amendment should be taken into account in the stability calculations of new ships subject to the IP Code, follow-up review and action by shipyards will be required. However, given that the increase in assumed person's weight (i.e. 15 kg per person) may not have a significant impact on ship stability, the practical implications of these amendments on ship's design are expected to be limited.

IMDG Code Amendments 43-26

Summary

Amendments	IMDG Code
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers <input checked="" type="checkbox"/> Others (Cargo consignors)
Entry-Into-Force Date	1 Jan 2028
Application	Ships carrying packaged dangerous goods
Implication	<input type="checkbox"/> Designs <input checked="" type="checkbox"/> Operation <input type="checkbox"/> Negligible
IMO documents	Resolution MSC.XXX(111) and MSC.1/Circ.1588/Rev.4
Source	See MSC 111/WP.8/Annexes 5 and 15

Backgrounds

The IMDG Code is amended every two years to ensure the safe transport of packaged dangerous goods and to reflect updated risk information, operational experience, and safety measures. In this regard, as instructed by CCC 11, E&T 43 finalized



the draft amendments to the IMDG Code and submitted them directly to MSC 111.

Key Amendments

The IMDG Code amendments 43-26 introduces a wide range of improvements and updates, including the following:

- Four (4) dangerous goods entries were newly added, while fifty-one (51) existing entries in the dangerous goods list under chapter 3.2 of the Code were amended.
- Of the Special Provisions, twenty-five (25) were amended; two (2) deleted, and five (5) were newly introduced.

In particular, the amendments address the operational safety of transporting battery-powered vehicles, as summarized below, in addition to the ongoing works within IMO's SSE Sub-Committee to enhance ship design and arrangements for such transport.

Provisions	Key Amendments
SP961	<p>SP961 specifies six conditions under which vehicles transported by a ship are not subject to the IMDG Code.</p> <p>The amendments clarify the types of vehicles to which each condition applies, including traditional vehicles powered by flammable liquid or gas, hybrid electric vehicles, and lithium-ion battery-powered vehicles.</p>
SP980	<p>Except for vehicles driven on board under their own power by a passenger for carriage on ro-ro passenger ships, SP980 specifies circumstances in which vehicles shall not be transported onboard, namely where there are signs of:</p> <ul style="list-style-type: none"> • leakage from fuel systems, including batteries • damage to electric equipment • damage to air bags, sea belt tensioners, etc. • exposure to extreme events (e.g. flood, hurricane, tsunamis, fire, or submersion) <p>The assessment of whether a vehicle may be transported in accordance with the above is the responsibility of the consignor.</p>

Provisions	Key Amendments
Others	Vehicles classified as UN 3166, UN 3171, UN 3556, UN 3557, or UN 3558 are subject to SP980.

The IMDG Code amendments 43-26 will enter into force on 1 January 2028 and may be applied voluntarily from 1 January 2027.

In conjunction with the amendments 43-26, *Revised emergency response procedures for ships carrying dangerous goods (EmS Guide)* were approved as MSC.1/Circ.1588/Rev.4 at this session.

Implications

IMO has discussed special provisions under the IMDG Code for the prevention of electric vehicle fire risks for several years; however, this amendment remains limited to codifying, in SP980, the consignor's duty of prior assessment and the prohibition on the transport of damaged vehicles. Accordingly, it is considered to have the limitation of not providing effective safety measures. Nevertheless, shipowners and cargo consignors remain obliged to comply with the amendments to the IMDG Code when transporting packaged dangerous goods.

Korean Register

Non-mandatory IMO Instruments

MSC 111 adopted or approved non-mandatory IMO instruments, developed by the Sub-Committees convened after MSC 110, as summarized in the following paragraphs.

New MASS Code for Autonomous Ships

Summary

Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input checked="" type="checkbox"/> Equip. Makers <input checked="" type="checkbox"/> Others (Administrations)
Application Date	1 July 2026
Application	Cargo ships subject to SOLAS chapter I
Implication	<input checked="" type="checkbox"/> Designs <input checked="" type="checkbox"/> Operation <input type="checkbox"/> Negligible
IMO documents	Resolution MSC.XXX(111)
Source	See MSC 111/WP.9/Annex 1



The Committee adopted the non-mandatory International Code of Safety for Maritime Autonomous Surface Ships (MASS Code), marking an important step towards the regulation of autonomous and remotely operated ships. The Code provides an international framework for the safe design, construction and operation of MASS, supplementing existing IMO instruments that were originally developed on the assumption that ships are operated by crew on board.

The MASS Code applies to cargo ships subject to SOLAS chapter I that are equipped with autonomous or remote operation systems, where existing instruments alone may not sufficiently address the associated risks. High-speed cargo

craft, warships and government non-commercial ships are excluded from its scope.

The Code consists of three parts, as illustrated below:



A key feature of the MASS Code is the introduction of new operational concepts. The Operational Design Domain (ODD) defines the conditions under which a system is designed to operate safely, while the Operational Envelope (OE) describes the overall operational capability and limitations of the ship. These concepts are essential for defining the interaction between human operators and automated systems.

The Code also introduces a certification and survey framework for MASS and associated Remote Operations Centers (ROCs). Autonomous ships subject to this Code should be issued with a MASS Certificate, while ROCs may be certified separately, subject to verification, testing, validation and risk assessment.

In this regard, KR plans to update its technical rules and launch certification services to support the implementation of the MASS Code. It should also be noted that ships certified under the MASS Code, and companies operating such ships, will need to be audited from the perspective of the ISM Code.

MODU: Clarification on Requirements for Equipment Operable after ESD

Summary

Amendments	2009 MODU Code, section 6.5
Concerned Parties	<input type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers
Application	MODU constructed on or after 1 January 2027
Implication	<input checked="" type="checkbox"/> Designs <input type="checkbox"/> Operation <input type="checkbox"/> Negligible
IMO documents	Resolution MSC.XXX(111)
Source	See SDC 12/18/Annex 9

Backgrounds

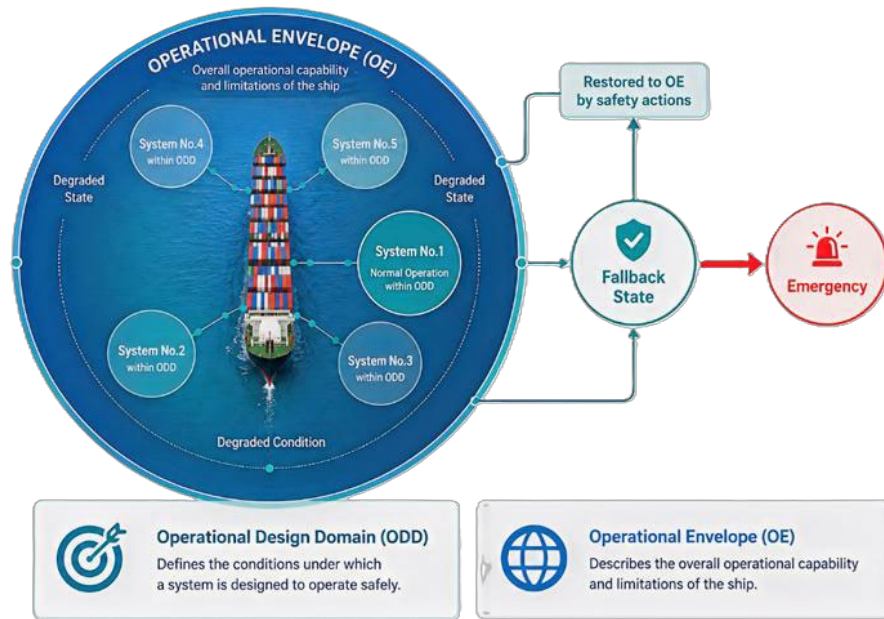
Section 6.5 of the 2009 MODU Code addresses requirements for equipment related to drilling operations. In this regard, existing paragraph 6.5.5 requires equipment located outside hazardous areas and intended to remain operable after shutdown⁷ to be suitable for:

- installation in hazardous area of zone 2 (where installed in open areas); or
- its intended application to the satisfaction of the Administration (where installed in enclosed spaces)

However, ambiguity has arisen in the interpretation of the term “after shutdown”, particularly in cases where emergency shutdown (ESD) systems are arranged with multiple shutdown levels.

Key Amendments

The amendments to the MODU Code introduce new paragraphs 6.5.6 to 6.5.8, applicable to MODUs constructed on or after 1 January 2027. These amendments clarify the shutdown philosophy and provide more detailed requirements for electrical equipment located outside hazardous areas but intended to remain operable under shutdown conditions.



Finally, IMO plans to conduct an Experience-Building Phase from 2026 to 2028 to collect practical experience and operational data. Based on its outcomes, IMO is expected to begin work on a mandatory MASS Code and a new SOLAS chapter from 2028, with adoption targeted in 2030 and entry into force in 2032. Although currently non-mandatory, the MASS Code should be regarded as the foundation for the future mandatory regime for autonomous shipping.

IMO Roadmap toward a Mandatory MASS Code

Building the future of safe autonomous shipping



⁷ Emergency lightings, blow-out preventer control system, general alarm system, public

address system, and battery-supplied radiocommunication installations.

Based on existing paragraph 6.5.5, new paragraph 6.5.6 clarifies that “shutdown” refers to each stage of selective shutdown. It also introduces flexibility by allowing equipment to be de-energized as an alternative to being suitable for installation in the hazardous area of zone 2.

In addition, new paragraphs 6.5.7 and 6.5.8 further clarify the requirements for equipment that should remain operable after each stage of shutdown, as follows:

Equipment location	Required safety level
Open areas	Suitable for installation in the hazardous area of zone 2.
Enclosed spaces	Suitable for installation in the hazardous area of zone 2; or provided with appropriate mitigating measures.

Implications

These amendments are expected to have substantive design implications for newly constructed MODUs. Accordingly, shipyards and designers involved in the construction of MODUs are advised to take these changes into account at an early stage of design.

New Guidelines on Software Maintenance of Navigation and Communication System

The *Guidelines for software maintenance of shipboard computer-based navigation and communication equipment and systems* have been approved as MSC.1/Circ.XXXX. These new Guidelines aim to ensure that software maintenance is carried out in a controlled and standardized manner.



The Guidelines provide guidance on key aspects of software maintenance, including:

- maintenance performed by certified providers and/or certified service technicians;
- establishment of maintenance plans and documentation of procedures;

- cybersecurity measures;
- use of electronic reports and onboard software logs;
- training and certification of service personnel by equipment manufacturers; and
- remote maintenance.

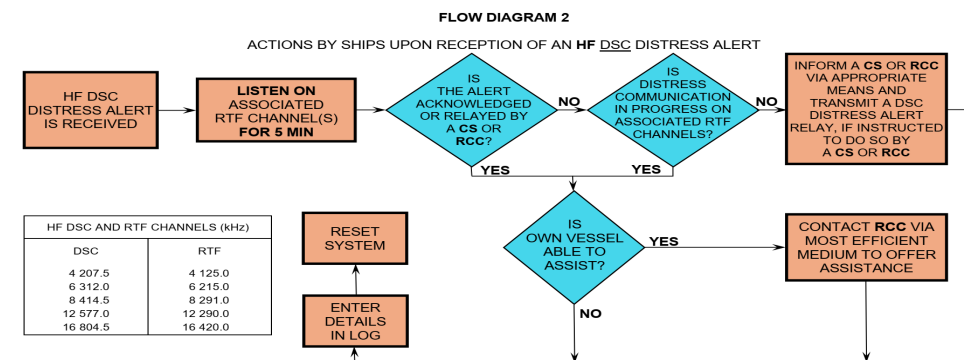
The Guidelines apply to shipboard computer-based navigation and communication systems subject to SOLAS chapters IV (GMDSS) and V (Safety of Navigation). However, they may also be applied on a voluntary basis to other shipboard computer-based equipment and systems.

Source: NCSR 12/20/Add.1/Annex 16

Revised Procedure for responding to DSC distress alerts by ships

The *Procedure for responding to DSC distress alerts by ships* has been revised as MSC.1/Circ.1657/Rev.1 to align with Recommendation ITU-R M.541-11⁸. In particular, the revision clarifies that HF distress alerts may only be relayed by ships when instructed by a coast station or a rescue coordination center. Flow diagram 2 in the Circular has been updated accordingly and as excerpted below.

The flow diagrams 1 and 2 contained in the annex to the revised circular are recommended to be displayed on the ship's bridge.

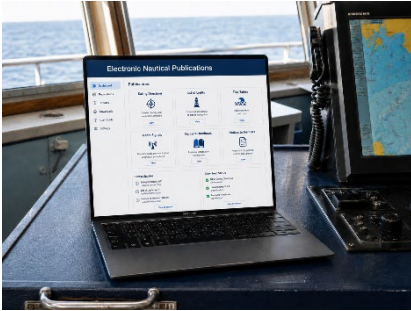


Source: NCSR 12/20/Add.1/Annex 8

⁸ Recommendation ITU-R M.541-11: Operational procedures for the use of digital selective

calling equipment in the maritime mobile service

New Guidelines for Electronic Nautical Publications System



Under SOLAS regulations V/19.2.1.4 and V/27, all ships are required to carry nautical charts and nautical publications for safe navigation. Electronic Nautical Publications (ENP) may be used to satisfy the carriage requirements for nautical publications.

Against this background, the Committee approved the *Guidelines on the carriage and use of Electronic Nautical Publications (ENP) systems*, to be issued as MSC.1/Circ.XXXX. These Guidelines are intended to promote the uniform implementation of SOLAS regulations V/19.2.1.4, V/19.2.1.5 and V/27 by providing guidance on the carriage and use of ENP systems on board.

Under the new Guidelines, type approval is not required for ENP systems; however, relevant operational procedures should be provided on board. Where nautical publication content is provided through the ship's ECDIS, the Guidelines do not apply to that ECDIS equipment and do not override the applicable ECDIS performance standard requirements (i.e. resolution MSC.530(106)/Rev.1).

Source: NCSR 12/20/Add.1/Annex 17

Revised Performance Standards for BDS Receiver

Since 2020, the BeiDou Navigation Satellite System (BDS), operated by China, has been recognized as a component of global navigation satellite system, alongside systems such as GPS and GLONASS. According to China, BDS services have been further improved and enhanced since their launch.

In this regard, the *Performance standards for shipborne BeiDou Satellite Navigation System (BDS) receiver equipment* have been amended by resolution MSC.379(93)/Rev.1. The revision aligns the performance standards with the current status and capability of BDS services and enables the use of enhanced BDS functions. The revised performance standards will apply to BDS receivers installed on or after 31 July 2028.

Source: NCSR 12/20/Add.1/Annex 18

New Guidance on Remote survey, ISM Code Audits, and ISPS Code Verifications

Remote surveys, ISM Code audits and ISPS Code verifications refer to statutory verification activities carried out without the physical attendance of surveyors or auditors, using ICT-based arrangements and audiovisual tools to examine ship-board conditions, documents, records, systems and relevant personnel, as applicable.



The use of such remote arrangements expanded significantly during the COVID-19 pandemic, when physical attendance was often unsafe or impracticable. Although initially applied as temporary emergency measures, the experience gained highlighted the need for formal IMO guidance to ensure consistent application and define appropriate limits.

In this regard, the *Guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications* has been concurrently approved by MSC 111 and MEPC 84, to be issued as MSC-MEPC.5/Circ.X.

The Guidance supports the implementation of the 2025 HSSC Survey Guidelines (resolution A.1207(34)) and the 2023 Guidelines on the implementation of the ISM Code (resolution A.1188(33)), which set out the overarching principles for remote surveys and remote ISM audits, respectively. It also aims to ensure a harmonized and consistent application of remote arrangements while maintaining an

equivalent level of compliance verification compared with physical attendance.

However, the scope of remote surveys and audits is limited to activities such as the review of records and documentation, and the functional testing of safety sensors and alarms. Items requiring a substantial verification of the condition of equipment (e.g. inspection of fire pumps) are, in principle, excluded from the allowable scope.

According to the Guidance, remote surveys, ISM Code audits and ISPS Code verifications may be conducted subject to authorization by the flag Administration.

Source: III 11/16/Annex 5

Interpretation of Completion Date of Survey on Certificates

Certificate forms under various IMO Conventions generally require the indication of the completion date of the survey or verification, typically in the following format:

“ _____
Completion date of the survey on which this certificate is based: DDMMYYYY
_____ ”

In this regard, concerns have been raised regarding inconsistent practices among Recognized Organizations, with different dates being entered (e.g. annual, periodical, renewal or initial survey dates).

To address this, the relevant unified interpretations have been revised and approved as MSC-MEPC.5/Circ.3/Rev.1. The revision clarifies that the completion date of the survey or verification should correspond to the date of the last initial or renewal survey and verification visit.

These modifications essentially reflect existing interpretations already contained in IACS UI SC 183 (Rev.1), UI LL 67 (Rev.1), and UI MPC 10 (Rev.1). Accordingly, the practical impact of the revised circular is considered negligible.

Source: III 11/16/Annex 6

Use of Hydrogen as Fuel

The *Interim Guidelines for the safety of ships using hydrogen as fuel* have been approved at MSC 111 for issuance as MSC.1/Circ.XXXX.

These Interim Guidelines follow the goal-based approach (MSC.1/Circ.1394/Rev.2), setting out goals and functional requirements that form the basis for the design, construction and operation of ships using hydrogen as fuel. They establish provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems, with the objective of minimizing risks to the ship, personnel on board and the environment.

While developed based on the framework of the IGF Code, the Guidelines also incorporate specific considerations for the unique properties and hazards of hydrogen. These include hydrogen embrittlement, permeability and leak detection challenges, as well as ignition and explosion risks. Additional hazards related to liquefied hydrogen (e.g. cryogenic effects and oxygen enrichment) and compressed hydrogen (e.g. high-pressure releases) are also addressed.

Overall, these Interim Guidelines provide an initial regulatory framework for the safe use of hydrogen as a marine fuel, supporting the development of hydrogen-powered ships while bridging the regulatory gap pending future incorporation into the IGF Code.

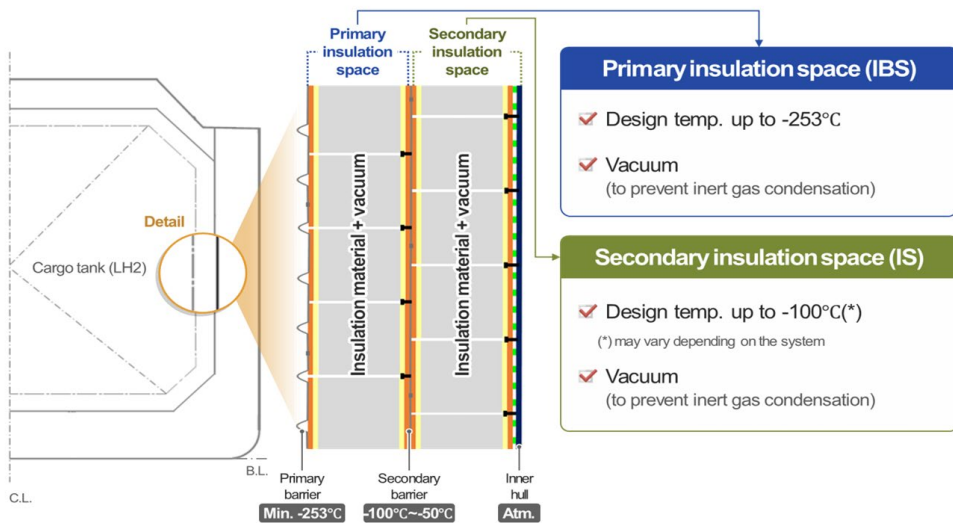
Source: CCC 11/16/Annex 1

Carriage of Liquefied Hydrogen Cargo in Bulk

While hydrogen is considered one of the most promising energy carriers for reducing environmental pollution, its maritime transport is not yet fully regulated under the IGC Code. Instead, its carriage can be permitted on a case-by-case basis, through tripartite agreements between the flag State and the relevant port States.

In this regard, the *Revised Interim Recommendations for the carriage of liquefied hydrogen in bulk* have been approved as resolution MSC.XXX(111). The revision addresses membrane-type cargo containment systems with insulation spaces maintained under vacuum and provides a comprehensive safety framework for emerging membrane-type liquefied hydrogen carriers, bridging the current regulatory gap until relevant provisions are incorporated into the IGC Code.

The development of these revised Recommendations was advanced through a proposal submitted by the Republic of Korea, with technical cooperation between Korean Register and Korean shipbuilding industry.



Source: CCC 11/16/Annex 4

Use of Ammonia Cargo as Fuel for Gas Carriers

From 1 July 2026, amendments to the IGC Code adopted by resolution MSC.566(109) permit gas carriers to use 2G/2PG toxic cargoes, including ammonia, as fuel. This represents an important regulatory development supporting the use of alternative fuels in the maritime sector.

In this context, the *Interim Guidelines for the use of ammonia cargo as fuel* have been approved at MSC 111 for issuance as MSC.1/Circ.XXXX. The Interim Guidelines supplement the mandatory provisions of chapter 16 of the IGC Code and are intended to be referenced in a footnote to paragraph 16.9.2.

The Interim Guidelines establish additional design and operational provisions to ensure the safe and reliable operation of fuel supply systems and fuel consumers using ammonia cargo as fuel, taking into account ammonia's high toxicity,

flammability and specific hazard characteristics. While maintaining the framework of the IGC Code, they adopt a goal-based and risk assessment-driven approach to allow flexibility in design, subject to approval by the Administration.

It should be noted that these gas carrier-specific Interim Guidelines are distinct from MSC.1/Circ.1687, which addresses the use of ammonia as fuel under the IGF Code for ships other than gas carriers.

In relation to the above applicability, the Committee clarified that the interim guidelines are intended to apply only to gas carriers using ammonia cargo as fuel, and concluded that separate guidance would need to be developed for gas carriers carrying ammonia exclusively as fuel rather than as cargo.

Accordingly, in cases where ammonia is carried solely for use as fuel and not as cargo (e.g. ammonia-fueled LCO₂ carriers), the applicable safety requirements should be discussed in advance with the flag Administration. Nevertheless, considering that, from a technical perspective, the safety requirements of the interim guidelines may not conflict with such designs, the interim guidelines may be tentatively considered as an alternative to relevant safety requirements, if any.

Source: CCC 11/16/Annex 2

Unified Interpretations of Secondary Barrier Testing and Effectiveness Assessment

Unified interpretations (UI) of paragraphs 4.4.1, 4.5, 4.6.2.1 and 4.6.2.4 of the IGC Code and paragraphs 4.7.1, 4.7.3, 4.7.4.1, and 4.7.7 of the 1983 IGC Code have been approved as MSC.1/Circ.XXXX. The circular corresponds to IACS UI GC 12 (Rev.3), adopted in December 2025 for application to tests of secondary barriers commenced on or after 1 January 2027.

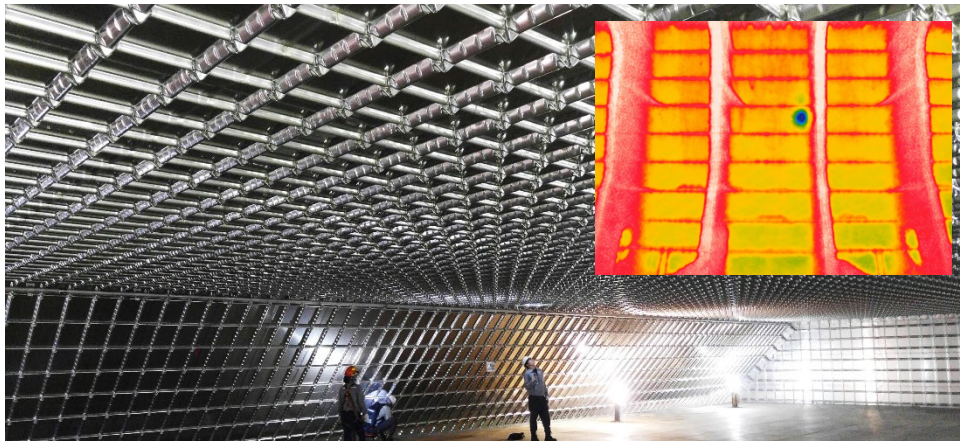
This UI applies to gas carriers fitted with membrane containment systems, irrespective of their date of construction, and aims to provide guidance on secondary barrier testing and effectiveness assessment by interpreting the expressions 'any envisaged leakage of liquid cargo', 'capable of periodically checked', 'full secondary liquid-tight barrier', 'effectiveness', and 'other suitable means'.

This UI was developed in response to industry concerns that glued secondary barriers may exhibit small defect indications during tightness testing, although such indications do not necessarily compromise the required safety function of cargo

containment system. Accordingly, a risk-based assessment approach has been introduced, instead of requiring automatic repair for every detected defect indication.

In particular, where defect indications are confirmed to be located above the envisaged highest liquid level within the inter-barrier space following primary barrier leakage, special consideration may be given, in concurrence with the Administration. In such cases, immediate repair may not be required, provided that an equivalent level of safety is demonstrated through appropriate technical documentation, risk-based justification, monitoring arrangements and mitigating measures.

All in all, the UI provides a practical framework for the case-by-case assessment of detected indications, while maintaining the required effectiveness of the secondary barrier and improving consistency in survey and approval practices.



Source: CCC 11/16/Annex 3

Passenger Ships: SRtP and OEA after a Fire or Flooding Casualty

Summary

Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers
	<input checked="" type="checkbox"/> Others (Flag Administrations)

Application	New passenger ships of 120 m in length or above, or having three or more MVZs: <ul style="list-style-type: none"> contracted for construction on or after 1 Jan 2028; or in the absence of a building contract, K/L on or after 1 Jul 2028; or delivered on or after 1 Jan 2032
Implication	<input checked="" type="checkbox"/> Designs <input checked="" type="checkbox"/> Operation <input type="checkbox"/> Negligible
IMO documents	MSC.1/Circ.1369/Rev.1
Source	See SDC 12/18/Annex 1

Backgrounds

SOLAS regulations II-1/8-1.2, II-2/21 and II-2/22 require passenger ships constructed on or after 1 July 2010 to have the capability for safe return to port (SRtP) and orderly evacuation and abandonment (OEA) following a fire or flooding casualty. These regulations are intended to ensure that essential ship functions remain operational after a casualty, so as to enable SRtP within the casualty threshold and OEA where the casualty threshold is exceeded.

Given that the SRtP and OEA requirements have wide-ranging implications for the design, verification, testing and operation of passenger ships, the original Interim Explanatory Notes (MSC.1/Circ.1369), issued in 2010, were developed to promote a uniform approach to the SRtP assessment process.

However, more than a decade after the introduction of the SRtP concept, there remains a lack of uniform implementation across the passenger ship sector, together with a need for further clarifications and interpretations.

Key Amendments

The Committee approved Explanatory Notes for SRtP and OEA after a fire or flooding casualty (MSC.1/Circ.1369/Rev.1), as revised through a comprehensive review and complete restructuring by the SDC Sub-Committee.

Together with other changes, this comprehensive revision expands the scope of the original Explanatory Notes from guidance focused mainly on the design assessment process to guidance covering the full life cycle of SRtP passenger ships, including concept development, design, verification, testing and operation.

The requirements previously contained in MSC.1/Circ.1369, as well as the unified interpretations in MSC.1/Circ.1437⁹ and MSC.1/Circ.1539/Rev.1¹⁰, are now covered by the revised Explanatory Notes. Accordingly, these circulars will no longer apply to passenger ships subject to the revised Explanatory Notes.

Implications

The revised Explanatory Notes are expected to have significant implications for the design, approval, testing and operation of newly constructed passenger ships subject to the SRtP requirements.

SRtP considerations under the revised Explanatory Notes should be addressed throughout the ship's life cycle, from the early design stage to operation. Accordingly, shipyards, designers, owners, classification societies and Administrations may need to coordinate more closely throughout the project.

Therefore, in addition to passenger ship safety surveys, ISM audits also need to verify that SRtP-related operational procedures, training arrangements and records are appropriately incorporated into the shipboard safety management system, particularly during the initial ISM audit.

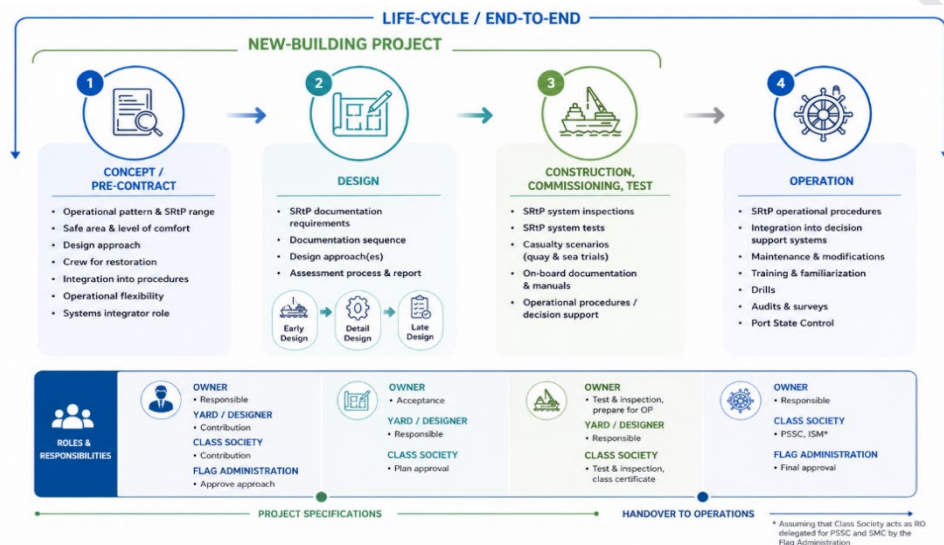
Use of FRP Elements within Ship Structures: Fire Safety

Summary

Concerned Parties	<input type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers
Application	Alternative designs and arrangements using FRP in ship structures, other than load-bearing elements contributing to ship's global strength
Implication	<input checked="" type="checkbox"/> Designs <input type="checkbox"/> Operation <input checked="" type="checkbox"/> Negligible
IMO documents	MSC.1/Circ.1574/Rev.1
Source	See SDC 12/18/Annex 6

Key Amendments

The use of fibre-reinforced plastic (FRP) in ship structures on SOLAS vessels has generally been restricted due to the prescriptive requirement for non-combustible materials under SOLAS chapter II-2.



In this regard, the Committee approved the *Revised Interim Guidelines for the use of FRP elements within ship structures: fire safety* as MSC.1/Circ.1574/Rev.1. The Revised Interim Guidelines continue to provide a framework for the approval of FRP elements as part of alternative design and arrangements in accordance with SOLAS regulation II-2/17.

⁹ Unified interpretations of SOLAS regulation II-2/21.4

¹⁰ Unified interpretations of SOLAS chapters II-1 and safe return to port requirements for

flooding detection systems

The Revised Interim Guidelines are intended to ensure an equivalent level of fire safety to that required by SOLAS chapter II-2 in the application of FRP elements within ship structures. They primarily address non-load-bearing elements and load-bearing elements not contributing to global structural strength. Elements contributing to global strength are currently outside the scope of the Guidelines, as the associated risks, including progressive structural collapse in fire scenarios, are not yet fully addressed. Among other improvements, the Revised Interim Guidelines enhance the fire testing requirements for FRP set out in appendix D.

It should also be noted that application of these Revised Interim Guidelines is not strictly linked to the date of ship construction and remains subject to the approval of the Administration.

Recycling and broader sustainability aspects related to the use of FRP are not covered in the Guidelines and are expected to be considered separately by MEPC and PPR. In addition, the Committee confirmed that potential amendments to related IMO instruments, including SOLAS and the 2010 FTP Code, would be premature at this stage.

Training Course for Seafarers on Ships using Methyl/Ethyl Alcohol as Fuel

With the increasing use of alternative fuels, there is a growing need to develop appropriate training courses for seafarers under the STCW Convention and Code in order to address the associated risks. In the case of methyl/ethyl alcohol, MSC.1/Circ.1621 has been in use since 2020 as the Interim Guidelines for the safety of ships using such fuels.



In this regard, the Committee approved the Interim Guidelines on training for seafarers serving on ships using methyl/ethyl alcohol as fuel, which will be issued as STCW.7/Circ.26. These Interim Guidelines will serve as the primary reference for the development and approval of training courses for seafarers serving on such ships.

Source: HTW 12/12/Annex 3

Training Course for Seafarers on Ships using Ammonia as Fuel

In addition to the above, the Committee approved the Interim Guidelines on training for seafarers on ships using ammonia as fuel, to be issued as STCW.7/Circ.27. These Interim Guidelines will serve as the primary reference for the development and approval of training courses for seafarers serving on such ships.

These Interim Guidelines were developed on the basis of MSC.1/Circ.1687¹¹, which applies to ships using ammonia fuels, other than gas carriers. However, they do not expressly exclude their application to the training of seafarers serving on such gas carriers. In this regard, the Committee decided not to develop separate training guidelines for seafarers serving on IGC Code ships using ammonia cargo as fuel.

Source: HTW 12/12/Annex 4

Revised Guidelines on Maritime Cyber Risk Management

The Committee approved the revised *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3/Rev.4), following approval by FAL 50. The revision incorporates a reference, under section 4.3, to the *IAPH Cyber Resilience Guidelines for Emerging Technologies in the Maritime Supply Chain*.

The IAPH guidelines are understood to provide not only further guidance for ports in enhancing their resilience against cyber threats, but also a comprehensive assessment of cybersecurity risks associated with key emerging technologies, including quantum computing, artificial intelligence (AI), drones, the Internet of Things (IoT), 5G, automation and green energy.

¹¹ MSC.1/Circ.1687: Interim Guidelines for the safety of ships using ammonia as fuel

Future Amendments to Mandatory IMO Instruments

The Committee approved draft amendments to various mandatory conventions and IMO instruments, as summarized below, following its consideration of the outcome reports of CCC 11 and SDC 12 held in 2025 and 2026. It should, however, be noted that these draft amendments will become legally binding only after they have gone through the formal Adoption procedure. At this stage, this is intended to provide an update on the major matters for which amendments to mandatory conventions have become foreseeable.

A Wide Range of Safety Updates to the IGC Code

Summary

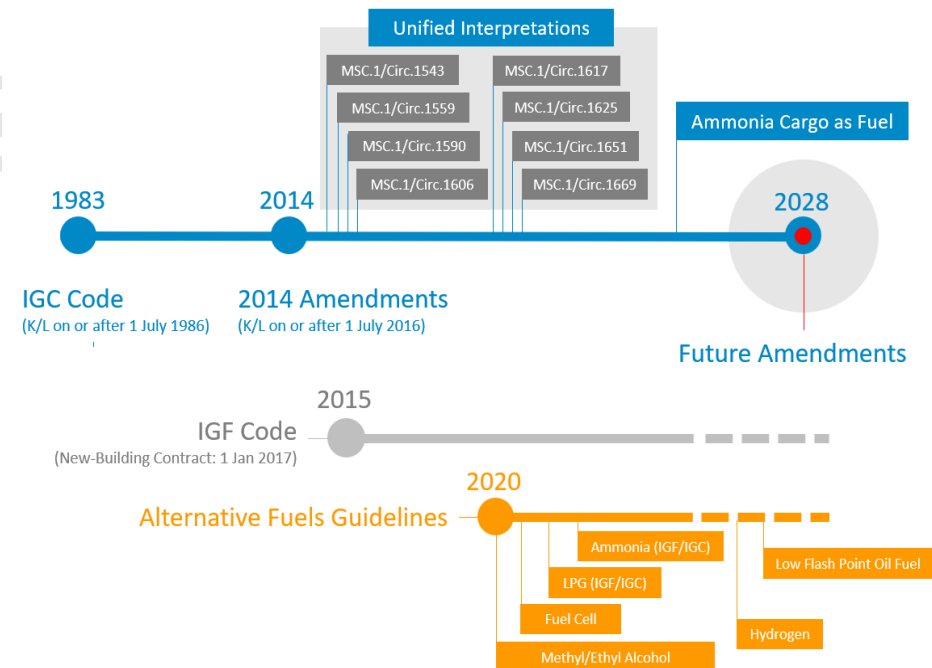
Amendments	IGC Code, various parts
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input checked="" type="checkbox"/> Equip. Makers
Expected EIF date	1 July 2028
Application	Gas carriers
Implication	<input checked="" type="checkbox"/> Designs <input checked="" type="checkbox"/> Operation <input type="checkbox"/> Negligible
Source	See MSC 111/WP.10/Annex 4

Backgrounds



Since the entry into force of the so-called new IGC Code adopted by resolution MSC.370(93) in 2014, industry stakeholders have continuously raised requests for clearer and more practical interpretations of various provisions. This has led to the

development and approval of multiple unified interpretations (UIs). Concurrently, there has been a growing need to incorporate emerging technologies and design concepts aimed at improving environmental performance and reducing greenhouse gas (GHG) emissions.



In response to these trends, a comprehensive review of the IGC Code has been undertaken since 2022. As part of this effort, the CCC Sub-Committee developed extensive amendments covering the Code as a whole. The draft amendments were

approved at MSC 109, held in December 2024; however, their adoption was deferred in order to allow further discussion on the various issues raised at MSC 110, held in June 2025.

MSC.1/Circ.1590, MSC.1/Circ.1606, MSC.1/Circ.1617, MSC.1/Circ.1625, MSC.1/Circ.1651 and MSC.1/Circ.1669.

For details of the amendments, please refer to [KR Technical Information 2025-IMO-16 \(Rev.1\), entitled as "Impact Analysis on Draft Amendments to the IGC Code"](#) and published on the KR website in February 2026. This technical information is expected to be revised and reissued as soon as practicable to reflect the decisions made at MSC 111.

MSC 111's outcome

KR has submitted a number of papers to MSC 111, in cooperation with China, Panama, South Korea, ASEF and/or IACS, including MSC 111/14/2, MSC 111/14/3, MSC 111/14/4, MSC 111/14/5, MSC 111/14/7 and MSC 111/INF.10, with a view to correcting various errors contained in the draft amendments to the IGC Code and minimizing the subsequent negative implication on the industry.

Following discussion of KR's proposals, MSC 111 agreed to reflect them, without any changes, in the draft amendments. In particular, the major decisions affecting the industry are as follows:

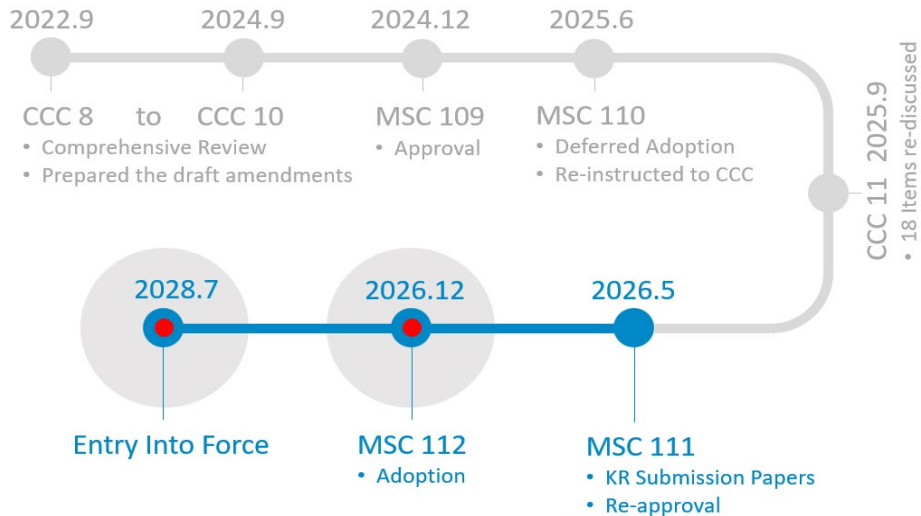
- Although the draft amendments are, in principle, retroactively applicable to gas carriers with keels laid on or after 1 July 2016, the provisions affecting design and construction have primarily been discussed as applying to new ships with keels laid on or after 1 July 2028. However, concerns were raised that, for series ships constructed under a single building contract, differing keel-laying dates before and after 1 July 2028 could result in the application of different design and construction requirements, thereby giving rise to issues such as non-compliance, production inefficiencies, approval delays, and increased complexity. Accordingly, the Committee decided to revise the application provision for new ships from the keel-laying date criterion to the building contract date (1 July 2028) and the delivery date (1 July 2032).
- Paragraph 8.4.3 of the IGC Code limits upstream pressure loss that could affect the functioning of the cargo tank pressure relief valve (PRV) to 3% or less. However, the previously prepared draft amendment had raised concerns that it could result in significant design changes and additional cost burdens for both new ships and existing ships. Accordingly, the Committee revised the draft amendments to paragraph 8.4.3 as set out below. As a result, the technical basis is maintained for permitting upstream pressure loss in excess of 3%, as illustrated in the example below, where the pilot sensing line of a pilot-

Key Amendments

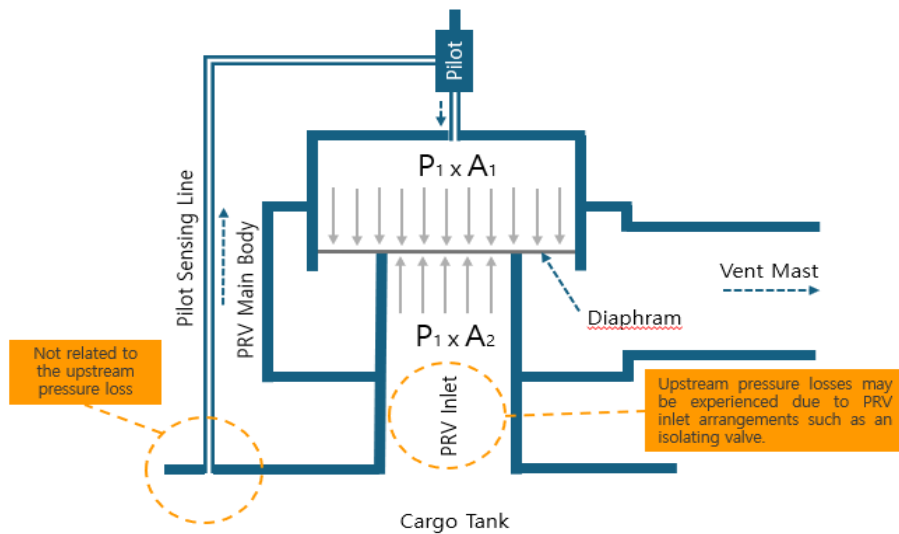
The scope of the amendments is broad and covers various aspects of gas carrier design, equipment, and operations. The major revisions include issues as listed below:

- Use of IGC Code-listed products (non-cargo) as fuel
- New terminologies
- Design and assessment of independent type C tanks
- Pressure relief system for cargo tanks
- Cargo tank's filling limit
- Emergency shutdown (ESD) system
- Use of LPG and ethane cargoes as fuel¹
- Carriage of CO₂ cargo
- Miscellaneous updates

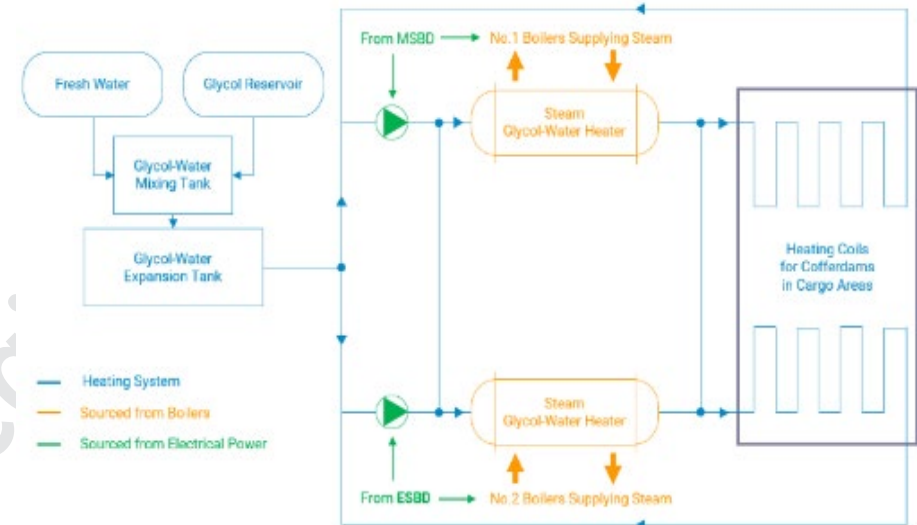
In addition, these amendments incorporate a number of unified interpretations approved by IMO since the adoption of the 2014 amendments to the IGC Code (resolution MSC.370(93)), including MSC.1/Circ.1543, MSC.1/Circ.1559,



operated PRV is connected directly to the tank dome rather than to the PRV inlet side.



previous draft amendment had raised concerns that it could result in substantial design changes in relation to emergency power supply arrangements for new ships. The Committee therefore revised the final sentence of that paragraph as set out below, thereby clarifying that it is acceptable for emergency power to be supplied to only one of the two redundant heating systems.



... omitted ... In all such cases, essential electrical components of at least one of the systems shall be supplied from the emergency source of electrical power

8.4.3 Upstream pressure losses

8.4.3.1 The pressure losses in the vent line from the tank to the PRV inlet shall be supported by flow calculations. These losses shall not exceed 3% of the valve set pressure at the calculated flow rate, in accordance with 8.4.1. For ships constructed on or after 1 July 2028, the compliance shall be documented by flow calculations.

8.4.3.2 Pilot-operated PRVs shall be unaffected by inlet pipe pressure losses when the pilot senses directly from the tank dome. For ships constructed on or after 1 July 2028, pilot-operated PRV sensing lines shall be sized to avoid pressure losses which affect the function of the PRV. The sensing line shall be self-draining and free from liquid pockets.

The draft amendments to the IGC Code reflecting the above modifications were approved at this session. They are expected to be formally adopted at MSC 112, scheduled for December 2026, and to enter into force on 1 July 2028 outside the four-year amendment cycle.

Implications

For the purpose of impact analysis, the amendments are divided into a total of 97 items, which may in turn be categorized according to applicability and design impact, as illustrated below. Accordingly, the relevant industries, including

- The new draft paragraph 4.19.1.7 of the IGC Code sets out requirements for redundancy and emergency power supply of the heating system which protects the hull from the low temperature of liquefied gases. However, the

shipowners, shipyards and equipment manufacturers, are required to review the amendments and prepare for implementation, as early as possible.

Application of the IGF Code to Ships Using Gaseous Fuels with a Flash Point of 60°C and above

Summary

Amendments	SOLAS chapter II-1 and the IGF Code
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers
Expected EIF date	1 July 2028
Application	Ships using gaseous fuels (except gas carriers)
Implication	<input type="checkbox"/> Designs <input type="checkbox"/> Operation <input checked="" type="checkbox"/> Negligible
Source	See MSC 111/WP.10/Annexes 2 and 3

Backgrounds

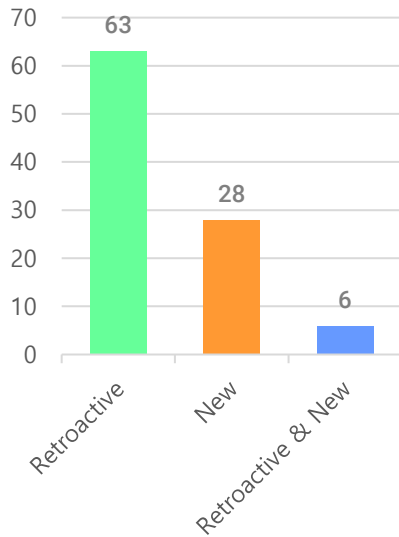
While the title of the IGF Code refers to ships using gases or other low-flashpoint fuels, SOLAS Chapter II-1, Part G, which mandates the IGF Code, has specified that it applies to ships using low-flashpoint fuels with a flashpoint of less than 60°C. Due to this difference, concerns have been raised over the ambiguity as to whether the IGF Code may apply to ships using gaseous fuels with a flashpoint of 60°C or above. This regulatory uncertainty may affect the industry's investment in ships using alternative fuels such as ammonia, which has a flashpoint of 60°C or higher.



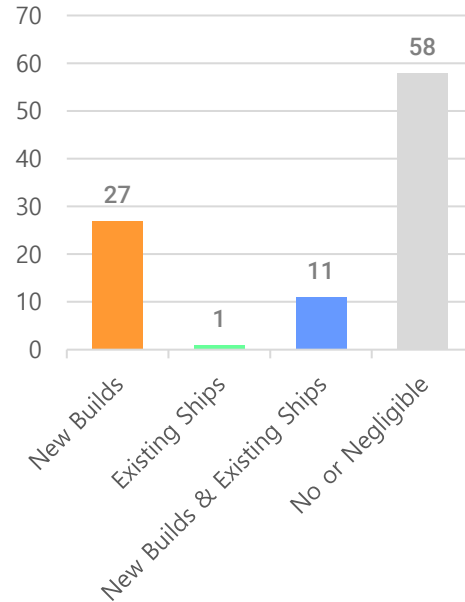
Key Amendments

To address the above concerns, the Committee approved, at this session, a number of draft amendments developed at MSC 110, including those to SOLAS chapter II-1 and the IGF Code, as elaborated in the ensuing paragraphs.

The IGC Code Amendments by Applicability



The IGC Code Amendments by Design Implication



In particular, since not all types of gaseous fuels fall within the definition of low-flashpoint fuels having a flashpoint lower than 60°C, the reference to gaseous fuels was deleted from the definition of “low-flashpoint fuel” in SOLAS regulation II-1/2.29.

Instead, a new definition of “gaseous fuel” was introduced in regulation II-1/2.34, as set out below.

“ 34 *Gaseous fuel* means any fluid used as fuel which:

.1 has a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8°C; or

.2 is completely gaseous at 20°C at a standard pressure of 101.3 kPa.

”

As a consequence, a number of provisions under SOLAS regulations II-1/2.28, 55, 56, and 57, as well as the IGF Code, were amended, as follows.

- The expressions “gaseous fuel or” or “gas or” have been added ahead of the expression “low-flashpoint fuel”, as appropriate.
- The definition of “gas” in paragraph 2.2.18 of the IGF Code has been aligned with that of “gaseous fuel” newly established in SOLAS regulation II-1/2.34.
- The definition of “low-flashpoint fuel” in paragraph 2.2.28 of the IGF Code has been revised to exclude gaseous fuel in line with the draft amendments to SOLAS regulation II-1/2.29.

The above draft amendments are expected to be formally adopted at MSC 112, scheduled for December 2026, and to enter into force on 1 July 2028 outside the four-year amendment cycle.

Implications

Given the nature of this amendment, it is considered that its practical impact on ship design and construction would be minimal.

Application of the IGC Code, the IGF Code and Alternative Fuel Guidelines

Summary

Amendments	SOLAS regulations II-1/56.4 IGC Code, Paragraph 1.1.1.2
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers
Expected EIF date	1 July 2028
Application	Gas carriers
Implication	<input type="checkbox"/> Designs <input type="checkbox"/> Operation <input checked="" type="checkbox"/> Negligible
Source	See MSC 111/WP.10/Annexes 2 and 4

Backgrounds

Based on the decision made at MSC 95, the IGF Code has not been applied to gas carriers subject to the IGC Code, in accordance with the so-called “One Ship, One Code” policy.

However, the increasing use of LNG and alternative fuels has raised the question of whether current SOLAS regulation II-1/56.4 precludes the simultaneous application of both the IGC and IGF Codes to gas carriers. This question was further compounded by an editorial error in SOLAS regulation II-1/56.4.2, which may not have accurately reflected the decision made at MSC 95.

Following lengthy discussions at its 110th session, the Committee decided to make a slight adjustment to its existing policy and to clarify SOLAS regulation II-1/56.4 so as to more clearly reflect that the IGF Code does not apply to gas carriers subject to the IGC Code when such vessels use products listed in chapter 19 of the IGC Code as fuel.

At the same time, the Committee agreed to establish a legal basis for the application of IGC Code-specific alternative fuel guidelines to gas carriers using gaseous or low-flashpoint fuels not listed in chapter 19 of the Code. If developed in the future, such alternative fuel guidelines are expected to incorporate the partial application of the IGF Code, together with safety requirements tailored specifically to gas carriers.

Key Amendments

After contemplation on the policy decision made at MSC 110, the Committee has simplified SOLAS regulation II-1/56.4 to state that SOLAS Part G (i.e. the IGF Code) does not apply to gas carriers, while the detailed conditions previously specified for such exclusion have been deleted.

“ 4 This part shall not apply to gas carriers, as defined in regulation VII/11.2. ”

In addition to the above, draft new paragraph 1.1.1.2 of the IGC Code was introduced to provide the legal basis for applying IGC-specific alternative fuel guidelines to gas carriers.

It should be noted, however, that these amendments do not alter the IMO's longstanding policy that the IGF Code does not apply to gas carriers subject to the IGC Code.

These draft amendments, as a package, are expected to be formally adopted at MSC 112, with a view to entry into force on 1 July 2028, outside the four-year amendment cycle.

Implications

These draft amendments improve regulatory clarity; however, their impact on ship design, construction, and operation is considered to be minimal.



Means of Access for Bulk Carriers: Restriction on the Use of Portable Ladders

Summary

Amendments	Technical provisions for means of access for inspections (resolution MSC.133(76), as amended)
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input checked="" type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers
Expected EIF date	1 January 2032 (NB: 1 January 2028 in MSC 111/WP.1)
Application	Single-side skin bulk carriers of 20,000 GT and above, constructed on or after 1 January 2006
Implication	<input checked="" type="checkbox"/> Designs <input checked="" type="checkbox"/> Operation <input type="checkbox"/> Negligible
Source	See SDC 12/18/Annex 4

Backgrounds

Technical provisions for means of access for inspections, as adopted by resolution MSC.133(76), as amended, constitute a mandatory IMO instrument under SOLAS regulation II-1/3-6 concerning access to and within spaces in the cargo area of oil tankers and bulk carriers.

In this regard, concerns were raised in document SDC 11/16 (China) that, with respect to the close-up examination of side shell frames in the cargo holds of single-skin side bulk carriers, the restrictions on the use of portable ladders are not consistent between the 2011 ESP Code and resolution MSC.133(76), as amended, as follows:

IMO Instruments	Ship size	The restricted use of portable ladders
2011 ESP Code, annex A, part A	Less than 100,000 DWT	<ul style="list-style-type: none"> Portable ladders not exceeding 5 m in length may be used. (paragraph 5.3.3.3) Portable ladders exceeding 5 m in length may be used during annual survey, where fitted with a mechanical device to secure their upper ends. (paragraphs 5.3.3.3 and 5.3.5)

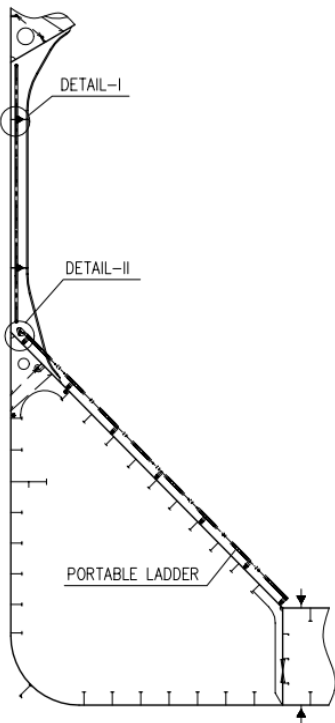
IMO Instruments	Ship size	The restricted use of portable ladders
	100,000 DWT and above	Portable ladders, regardless of length , may be used during annual survey, where fitted with a mechanical device to secure their upper ends . (paragraphs 5.3.4 and 5.3.5)
Resolution MSC.133(76), as amended	20,000 GT and above	<ul style="list-style-type: none"> Portable ladders not exceeding 5m in length may be used. (paragraph 3.8 and table 2/1.8) Portable ladders exceeding 5 m in length may be used, where fitted with a mechanical device to secure their upper ends. (paragraph 3.9.6 and table 2/1.8)

Implications

The requirements in the 2011 ESP Code have generally been treated as operational requirements, whereas those in resolution MSC.133(76), as amended, have been regarded as design criteria.

In this regard, the draft amendments, by giving priority to the requirements in the 2011 ESP Code, may have substantive implication for the design and/or operation of single-side skin bulk carriers of 20,000 GT and above.

As a result, where the use of portable ladders is not permitted under the ESP Code for single-side skin bulk carriers, other means of access¹² should be considered. Any changes involving design modifications may need to be reflected in the ship structure access manuals for re-approval.



Key Amendments

The Committee approved draft amendments to table 2/1.8 of the Technical Provisions for Means of Access for Inspections (resolution MSC.133(76)) in order to clarify that the requirements in the 2011 ESP Code, annex A, part A, paragraph 5.3, prevail over those in resolution MSC.133(76).

In addition, taking this opportunity, the outdated reference to the ESP Guidelines, namely resolution A.744(18), in resolution MSC.133(76), as amended, was replaced with a reference to the 2011 ESP Code.

These draft amendments are expected to be formally adopted at MSC 112, scheduled for December 2026, and to enter into force on 1 January 2032 as part of the four-year amendment cycle. It should be noted that, if adopted as currently approved, they would apply retroactively to existing single-side skin bulk carriers of 20,000 GT and above, without any grace period.



¹² Permanent staging/inclined ladders, temporary staging, hydraulic arm vehicles, lifts and movable platforms, boats/rafts, robot arm, remotely operated vehicle, and other

equivalent means. (See 2011 ESP Code, annex A, part A, paragraphs 5.3.3 and 5.3.4, and resolution MSC.133(76), as amended, annex, paragraph 3.9)

Free of Charge Policy for the Provision of LRIT Information to Coastal States

Summary

Amendments	SOLAS regulation V/19-1
Concerned Parties	<input checked="" type="checkbox"/> Ship Owners <input type="checkbox"/> Shipyards <input type="checkbox"/> Equip. Makers <input checked="" type="checkbox"/> Administrations
Expected EIF date	1 January 2032
Application	LRIT cost model
Implication	<input type="checkbox"/> Designs <input checked="" type="checkbox"/> Operation <input type="checkbox"/> Negligible
Source	See MSC 111/WP.11/Annexes 2 and 3

Backgrounds

At MSC 110 held in 2025, concerns were raised that the costs associated with accessing LRIT position information were discouraging Administrations from fully utilizing information relating to ships navigating off their coasts.

Key Amendments

In response, the Committee decided to make the receipt of LRIT position information free of charge for coastal States, taking into account the benefits from maritime safety and security perspectives, and to revise the associated cost model accordingly. To implement this decision within the regulatory framework, draft amendments were developed for SOLAS regulation V/19-1.12.1 and 'Revised performance standards and functional requirements for LRIT' (resolution MSC.263(84)/Rev.1).

Although the proposed new SOLAS provision was approved at this session following extensive discussions, several Member States, including Liberia, Marshall Islands, Bahamas and Panama, formally reserved their positions on the approval of the draft amendments. The amendments are expected to be reconsidered at MSC 112 for final adoption and, if adopted, would enter into force on 1 January 2032 in accordance with the four-year amendment cycle.

In parallel, the amendments to 'Revised performance standards and functional requirements for LRIT' are expected to be approved together with the adoption of the

draft amendments to SOLAS V/19-1 at MSC 112 and subsequently issued as resolution MSC.263(84)/Rev.2.

Implications

Given that operational costs associated with the receipt of LRIT position information by coastal States are unavoidable, uncertainty remains as to how the industry may ultimately be affected, depending on the policy direction adopted by individual Administrations.



GHG Safety: Alternative Fuels and New Technologies

At its previous session, the Committee allocated the regulatory barriers and gaps identified in relation to 12 alternative fuels and 20 new technologies to the relevant sub-committees, and instructed them to develop corresponding work plans. Having reviewed the reports from CCC, HTW and SDC, the Committee approved them as follows.

IMO body	Work Items	2025	2026	2027	2028	2029	2030
CCC	Amendments to the IGF Code relating to LNG						
CCC	Revision of Interim guidelines for safety of ships using methyl/ethyl alcohol as fuel (MSC.1/Circ.1621)						
CCC	Consistency of toxicity requirements for methyl/ethyl alcohols between MSC.1/Circ.1621 and the IBC Code						
CCC	Revision of Interim guidelines for the safety of ships using fuel cell power installations (MSC.1/Circ.1647)						
CCC	Interim guidelines on the safety of ships using LPG fuel (MSC.1/Circ.1666)						
CCC	Revision of Interim guidelines on the safety of ships using ammonia as fuel (MSC.1/Circ.1687)						
CCC	Interim guidelines for the use of ammonia cargo as fuel						
CCC	Interim guidelines for safety of ships using hydrogen as fuel						
CCC	Interim guidelines for safety of ships using LOHC or metal hydrides as hydrogen storage						
CCC	Need for UI or amendments to SOLAS regulation VI/5-2 concerning LOHC production onboard						
CCC	Need for requirements on fuel reforming for internal combustion engines						
CCC	Interim guidelines for safety of ships using lowflashpoint oil fuels						
CCC	Interim guidelines for safety of ships using OCCS						
CCC	Need for amendments to the IMDG Code to transport CO ₂ from OCCS						
CCC	Guidance for gas carriers using gaseous or low-flashpoint fuels not listed in the IGC Code						
CCC	Need for requirements on high-pressure composite cylinders as fuel containment system						
CCC	Development of interim guidelines for safety of ships using FAME (biodiesel) as fuel						
CCC	Development of interim guidelines for safety of ships using fuel blends (e.g. LNG and hydrogen)						
CCC	Amendments to the IMDG Code for portable fuel tanks and MEGCs						
CCC	Revision of MSC.1/Circ.1622 based on CCC 10/3/10 and CCC 10/INF.28						
CCC	Interim guidelines for ships using Dimethyl Ether(DME) as fuel						
HTW	Interim guidelines on training for seafarers on ships using methyl/ethyl alcohols						
HTW	Interim guidelines on training for seafarers on ships using ammonia						
HTW	Interim guidelines on training for seafarers on ships using hydrogen fuel cell, LPG, hydrogen, battery power, and wind propulsion systems and wind-assisted power						
HTW	Amendments to the STCW Convention and Code						
HTW	Interim training guidelines on additional alternative fuels and new technologies, as needed						
SDC	SOLAS amendments to allow for batteries as main source of electrical power and lighting systems						
SDC	Interim guidelines for ships using battery energy storage system (BESS)						
SDC	Swappable traction lithium-ion battery containers (UI or Guidelines)						
SDC	Interim guidelines for the safety of ships using wind propulsion and wind-assisted power						
SDC	Revision of SOLAS chapter VIII and the Nuclear Code						

Consideration by the Sub-Committee

Development or Revision by the Sub-Committee

Finalization by the Sub-Committee

Approval/Adoption by the Committee

New Work Programs

MSC 111 deliberated on the new work program proposals submitted to this session and approved them as listed below. The new work programs categorized as “Biennial” will be initiated with urgency by the Committee or responsible Sub-Committees within the period of the year 2026-2027, and the one categorized as “Post-biennial” will get started at an appropriate point after the period of the year 2026-2027.

New work programs approved by MSC 111	Related documents	Responsible bodies and work plans	
Revision of paragraph 4.6.3.1 of the LSA Code for free-fall lifeboat safety harness	MSC 111/19	SSE	Post-biennial
Revision of paragraph 3.5.4 and table 19.1 of SOLAS regulation II-2/19	MSC 111/19/1	SSE	Post-biennial
Amendments to MSC.1/Circ.1264/Rev.1 and MSC.1/Circ.1358/Rev.1	MSC 111/19/3	CCC	Biennial
Revision of the MSC-MEPC.3/Circ.4/Rev.1 on casualty-related matters, reports on marine casualties and incidents	MSC 111/19/4	III	Post-biennial
Development of amendments to SOLAS regulation V/7.3 and revision of MSC.1/Circ.1079/Rev.1 on Guidelines for preparing plans for cooperation between search and rescue services and passenger ships	MSC 111/15	NCSR	Post-biennial

In addition, after considering the reports of the relevant Sub-Committees, the Committee decided to include the following output, which had already been approved at previous sessions as post-biennial agenda, in its biennial agenda so that the related work could be initiated as soon as possible.

Work programs adjusted as biennial agenda	Responsible bodies and work plans	
Development of guidelines addressing the implementation of provisions left 'to the satisfaction of the Administration', or equivalent, in the relevant mandatory IMO instruments	III	III 13

Any Other Issues

Escape Trunks in Engine Rooms



Due to repeated PSC detentions and deficiencies raised in China, the arrangement of machinery space escape trunks that do not extend to the lowest deck level emerged as one of the most controversial safety issues during 2024 and 2025.

In response, MSC 110 instructed the SDC Sub-Committee to further examine the matter in detail and develop appropriate measures for consideration at MSC 111. As an interim measure, MSC.1/Circ.1689 was approved, urging PSC authorities to adopt a pragmatic approach towards escape arrangements on existing ships that had already been approved by the Administration.

At this session, the Committee endorsed the conclusion of SDC 12 that no evidence had been identified demonstrating that the existing application of SOLAS regulations II-2/13.4.1.1 and II-2/13.4.2.1 concerning machinery space escape trunks had resulted in actual safety issues. Accordingly, the Committee agreed that no further regulatory work was necessary on this matter.

Furthermore, instead of withdrawing MSC.1/Circ.1689, the Committee agreed to revise the Circular. The revised version will reflect the outcome of the IMO discussions and urge PSC officers to accept the escape arrangements approved by the flag Administration. The Committee also reaffirmed that the expression “lower part of the space” in SOLAS regulations II-2/13.4.1.1 and II-2/13.4.2.1 should be regarded as either the lowest deck level or a platform or passageway.

The revised Circular is expected to be issued as MSC.1/Circ.1689/Rev.1.

¹³ SOUNDREP: contact@soundvts.org

Master’s reporting of containers lost at sea

SOLAS regulations V/31 and V/32, as amended by resolution MSC.550(108), require shipmasters to report the loss of freight containers or the sighting of drifting freight containers to ships in the vicinity, the nearest coastal State and/or the flag State. In order to facilitate such reporting by shipmasters to the coastal State and the flag State, the Committee approved reporting templates, as set out in annexes 1 and 2 to document MSC 111/14/10 and incorporate them to the revision of CCC.1/Circ.7. In this regard, ship owners or operators may consider incorporating these templates into their fleet’s safety management system (SMS).

Mandatory Ship Reporting System

The waters between Denmark and Sweden, namely the Øresund and the Great Belt, form a key maritime corridor connecting the Baltic Sea and the North Sea, and accordingly hold considerable strategic importance for international shipping logistics and energy transportation. Mandatory ship reporting systems, SOUNDREP and BELTREP, are operated in these passages under the IMO reporting framework.



Against this background, the Committee adopted resolutions MSC.314(88)/Rev.1 and MSC.332(90)/Rev.1, which require ships transiting SOUNDREP¹³ and BELTREP¹⁴, respectively, to additionally report particulars of insurance certificates required, as applicable, under the 1992 Civil Liability Convention, the 2001 Bunkers Convention, or the 2007 Nairobi WRC. These additional reporting responsibilities take effective six months after the adoptions, i.e. from Mid-November 2026.

This additional reporting requirement was introduced in response to the increasing number of marine environmental incidents, such as oil spills, in waters adjacent to

¹⁴ BELTREP: beltrep@sok.dk

the EU, and is also considered to be intended to regulate so-called “shadow fleet” engaged in trade with sanctioned States without holding the relevant insurance certificates.

IMO GBS audit of Structural Rules for Ships

Under SOLAS regulation II-1/3-10, the structural rules applicable to the construction of bulk carriers and oil tankers are required to conform to the IMO Goal-based Standards (GBS), and such conformity is verified through the audit scheme led by the IMO.

After reviewing the outcome of the fourth GBS maintenance of verification audit, which covered the rule changes during the three-year cycle of 2023 to 2025, the Committee confirmed that all submitted and audited ROs' rules, including IACS Common Structural Rules, conform to the Goal-based Standards, subject to the rectification of identified non-conformities and observations.

In addition, the Committee also decided to re-establish the GBS Working Group at MSC 112 to discuss ways to enhance the audit process.

The End.

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